

Globemaster Corridor Specific Plan

City of Long Beach June, 2020

**PUBLIC
REVIEW
DRAFT**

“ Building on the legacy of the Boeing aircraft manufacturing industry, the Globemaster Corridor Specific Plan will be a twenty-first century employment district that becomes a destination for leading-edge firms to leverage its local, regional and global transportation connections and amenities in the center of Long Beach. ”



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1

SUMMARY



1.1 Purpose and Plan Area

This chapter provides a brief background and overview of the Globemaster Corridor Specific Plan (GCSP), and serves as a quick reference and summary of each chapter contained in the plan.

A specific plan is a document designed to implement the goals and policies of the General Plan. It goes beyond traditional zoning by providing tailored development standards, infrastructure requirements, and implementation measures for the development of a specific geographic area. The GCSP provides the planning and regulatory framework for guiding future development and attracting quality jobs to the 437-acre GCSP area located in the City of Long Beach near the Long Beach Airport (See Figures 1-1 and 1-2).

The City has prepared the GCSP as part of a comprehensive transition program in the wake of the closure of the Boeing C-17 Globemaster military aircraft production facility located within the plan area. The transition program is a three-track program designed to address economic development planning, land use and infrastructure planning, and assistance to impacted defense firms and workers. The City determined that a specific plan was the appropriate tool, compared to the outdated Planned Development Districts, to help advance each of these initiatives holistically by providing a strategic planning framework for attracting quality industries; replenishing jobs; and improving the character, design, and functionality of the plan area.

The GCSP provides a description of existing conditions in the plan area; a community vision, goals, and policies; a land use and mobility plan; development regulations and design guidelines; infrastructure requirements; and implementation strategies.

- Specific Plan Area
- City of Long Beach

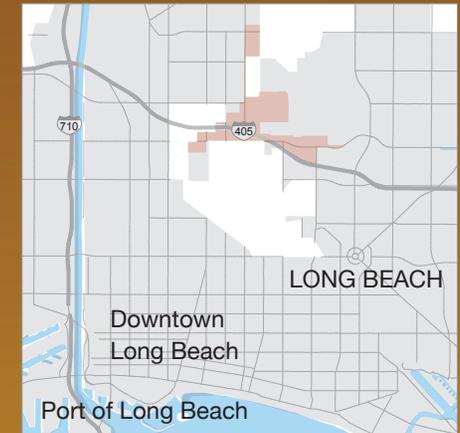
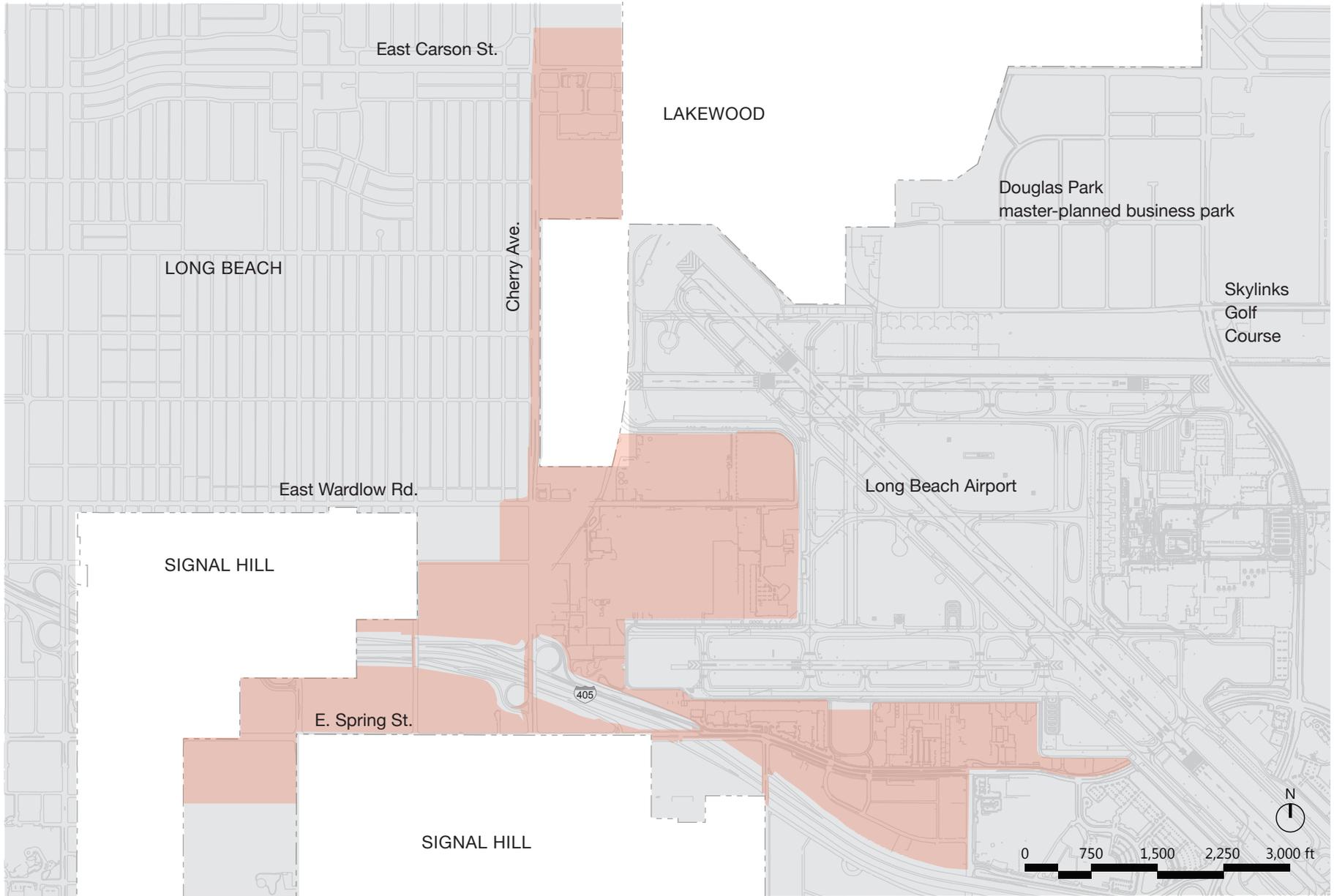


Figure 1-1 Regional Map





1-2

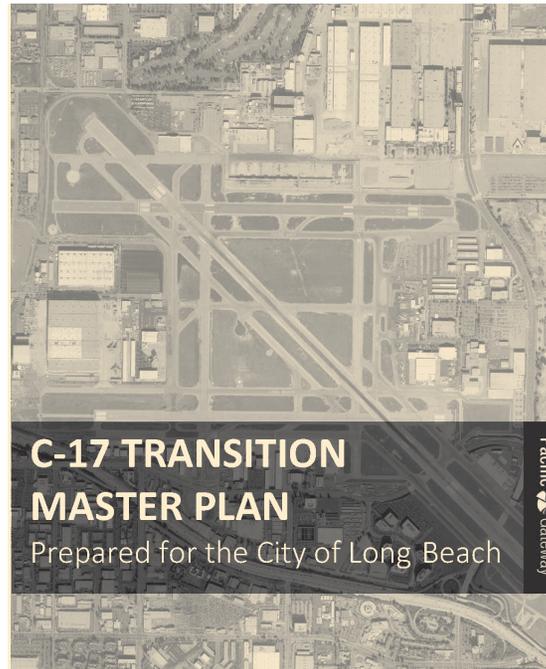
Specific Plan Boundary

Globemaster Corridor Specific Plan

1.2 Background

In 2015, the Department of Defense terminated its contract with the Boeing Corporation for the manufacturing of the C-17 Globemaster aircraft. A study conducted by Economic Modeling Specialists International anticipated that the closure of the C-17 production facility would result in an overall loss of nearly 5,000 jobs, including a direct loss of approximately 1,158 Boeing jobs, plus an estimated 3,781 jobs in the related supply chain. In anticipation of the C-17 facility closure and the potential impact on the City and its surroundings, the City applied for and was awarded a grant from the Department of Defense Office of Economic Adjustments to prepare and implement the Boeing C-17 Transition Master Plan.

The C-17 Transition Master Plan provides three separate activity tracks to provide economic development planning, land use and infrastructure planning, and assistance to impacted defense firms and workers. The first phase of the C-17 Transition Master Plan in 2016 resulted in a detailed analysis of existing economic, land use, and infrastructure conditions in the plan area; alternative land use scenarios; and a planning and urban design framework. The GCSP builds upon the work completed in phase one and represents the next step in the overall transition of the former Boeing C-17 facility and surrounding plan area.



1.3 Vision and Goals

The GCSP will be a twenty-first century employment district. Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the plan area will continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City, and the Southern California region. In addition to becoming a flexible, commercial, industrial, mixed-use district, incremental and strategic investments will foster pedestrian, bicycle, and transit mobility; improve connectivity; provide open space and amenities; and enhance the design and functionality of the workforce environment. The plan area will become a destination where leading-edge firms come to

leverage its locational advantage adjacent to Long Beach Airport, the Port of Long Beach, Interstate 405, and a thriving residential and business community.

The GCSP is built around the following overarching goals. Supporting policies for each goal are provided in Chapter 3.

GOAL No. 1.

Create a Twenty-first Century Employment District that Fosters Innovation



The workforce of the twenty-first century is seeking places that integrate jobs into active urban lifestyles. The GCSP will guide development and infrastructure investments to

integrate business park, industrial and commercial uses with supporting amenities in a flexible, mixed-use, multimodal and sustainable campus-style environment. This will include breaking down the superblocks into a grid of walkable and bikeable streets and introducing sustainable and thoughtfully designed buildings, sites, open spaces, and streetscapes. This goal also recognizes that while innovation has a spatial component (i.e., dynamic clusters of people working together are the source of social and technological breakthroughs), maintaining affordability through adaptive reuse of existing buildings to create small-scale, low-rent urban environments are important to attract and retain innovators.



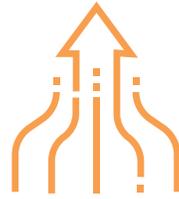
GOAL No. 2.
**Stimulate Economic
Development and Job Growth**

A principal driver of the GCSP is to stimulate economic growth and attract businesses that replenish high-quality jobs lost from the closure of the Boeing C-17 site. This will require a level of effort that extends beyond the controls of a land use plan, development standards, and implementing mechanisms found within the pages of the GCSP. Attracting key anchor tenants will rely on a coordinated effort between City staff, independent brokers, politicians, and the right mix of incentives to drive private investment to the district.



GOAL No. 3.
**Cultivate the Existing Human
Capital of Long Beach**

Human capital refers to the knowledge, skill sets, and motivation people have that provide economic value. Human capital is directly related to economic growth as it can help to develop an economy through the knowledge and skills of people. Human capital realizes not everyone has the same skill sets or knowledge and that quality of work can be improved by investing in people's education. In addition to attracting quality businesses, investing in Long Beach's human capital and proactively connecting residents, and in particular former Boeing employees, with new local job opportunities is an important goal.



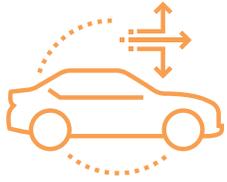
GOAL No. 4.
**Establish Cherry Avenue as a
Multimodal Unifying Corridor**

Cherry Avenue is the central unifying thoroughfare for the GCSP and provides key gateways to the district at its intersections with Carson Avenue and Spring Street. The corridor is well located for future success based on its high visibility, regional accessibility, traffic counts, and proximity to flanking neighborhoods and businesses. The GCSP will guide the development of Cherry Avenue to become an economically

thriving corridor with business and commercial infill development strategies that bring neighborhood and business-serving commercial uses as well as employment opportunities within walking distance of existing neighborhoods. Cherry Avenue will also be improved as a street that enables active transportation, calms traffic, and creates new identity for the plan area. Improving the "front door" of the plan area through both incremental and comprehensive changes to Cherry Avenue will strengthen the economic, environmental, and visual performance of the district as a whole.



Douglas Park, Long Beach John Kaliski Architects



GOAL No. 5
Increase Mobility Choices
with an Emphasis on Active
Transportation

Multiple transportation options can broaden the benefits of innovation to the City at large. For an innovation district, solid multimodal transportation means district employees have a greater choice of residence and lifestyle options. Connections between local transportation networks and regional or global transportation will also give the plan area a competitive edge. The GCSP will leverage its local, regional, and global transportation connections by enhancing internal connectivity and increasing mobility options within and to/from the plan area. Improvements will be focused on connectivity and accessibility for active transportation modes and shared mobility.

1.4 Land Use and Mobility Plan

The Land Use and Mobility Plan is guided by the community's vision, goals, and policies for the plan area, as well as the City's General Plan and Bicycle Master Plan. Figure 1-2 illustrates the GCSP Land Use and Mobility Plan. The plan achieves the community vision through implementing the following:

- Employment-focused land-use districts with supportive amenities
- Enhanced connectivity through new streets and pedestrian pathways
- Expanded mobility choices through multimodal street improvements

The GCSP regulates the plan area through six land use districts and two overlay zones as shown in Figure 1-2 and described as follows. The Land Use and Mobility Plan is discussed in greater detail in Chapter 4.

Business Park (BP)

The Business Park (BP) district is the heart of the plan area and consists of large, high-potential parcels of land. It is intended as a campus-style district that supports a range of employment uses, including office, research and development, light industrial, and aviation-related uses. Development regulations are designed to achieve high-quality mid-rise structures served by a system of pedestrian pathways, passive and active open space areas, and amenities in a campus-style environment.

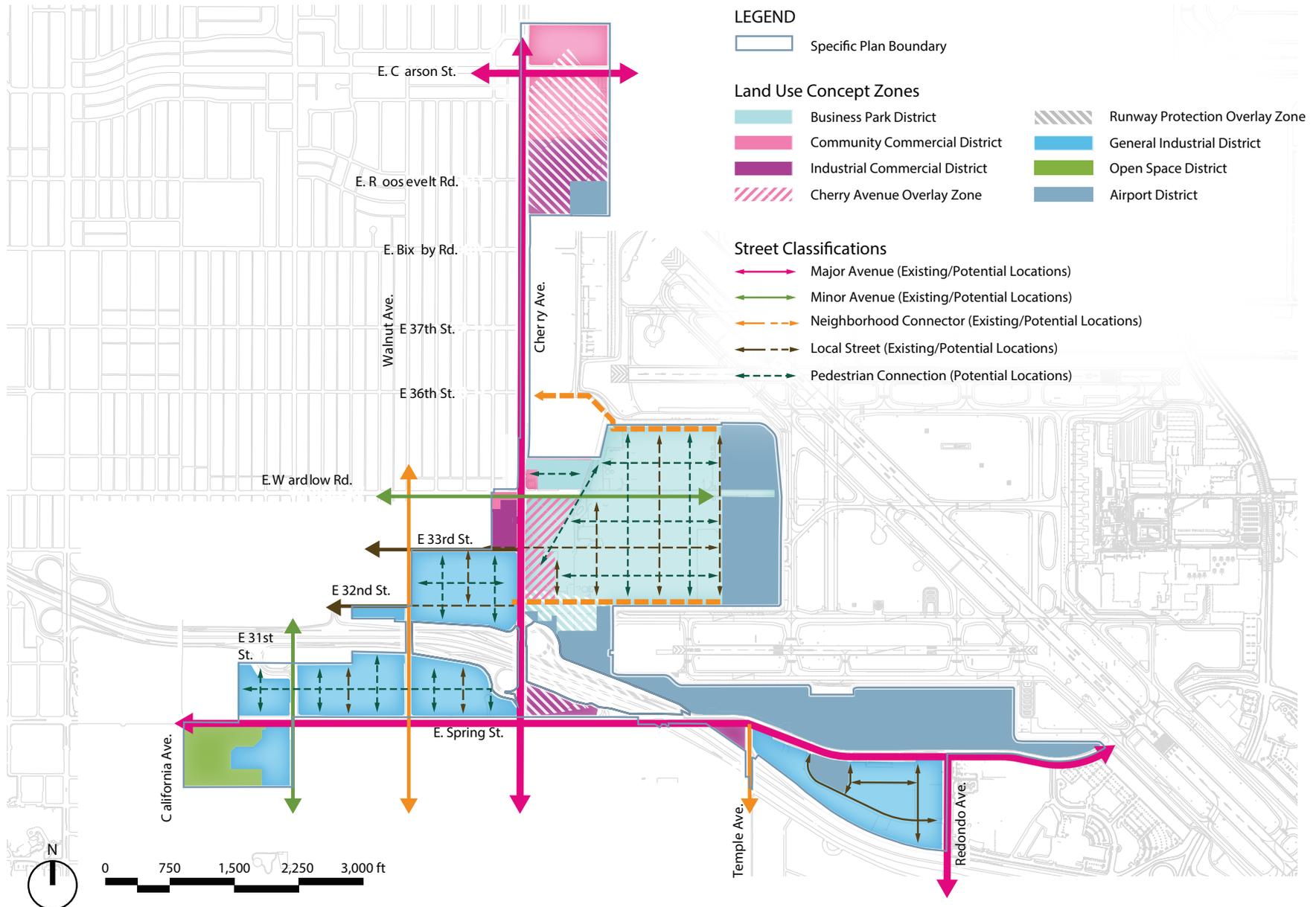
Increased building intensity is encouraged with the provision of community benefits such as open space, retail uses, and enhanced connectivity as established in Chapter 5.

Community Commercial (CC)

The Community Commercial (CC) district supports medium-scale retail, hotel, and service uses intended to serve the entire community, including convenience and comparison-shopping goods and associated services. Development regulations are designed to achieve a pedestrian-friendly environment where buildings face the sidewalk at the immediate intersections and where mid-corridor streetscape enhancements provide a more inviting walking environment.



Google Campus



1-3

Land Use and Mobility Plan

Globemaster Corridor Specific Plan

Industrial Commercial (IC)

The Industrial Commercial (IC) district supports a mix of auto-oriented commercial and light industrial uses, including research and development, flex space, warehousing, small-scale incubator industries, and community-serving commercial uses. Land uses are designed to operate entirely within enclosed structures, which pose limited potential for environmental impacts on neighboring uses with respect to noise, hazardous materials, odors, dust, light, glare, traffic, air emissions, and hours of operation. It is anticipated that buildings housing these uses will be within low-scale, adaptively reused structures or part of modern industrial complexes in campus-like settings. Development regulations are designed to address the streetscape to achieve a more inviting walking environment.



Douglas Park, Long Beach John Kaliski Architects

General Industrial (IG)

The General Industrial (IG) district is preserved for traditionally heavy industrial and manufacturing uses such as large construction yards with heavy equipment, chemical manufacturing plants, and food processing plants. The buildings that house these operations may be older industrial buildings retrofitted to accommodate the use or new state-of-the-art manufacturing plants. The focus of the IG district is on the operating characteristics of the use, rather than the particular product created. Development regulations are designed to provide adequate parking and address the streetscape to achieve a more inviting walking environment.

Airport (AP)

The Airport (AP) district is reserved for property that is part of the designated airfield of the Long Beach Airport, and adjacent properties under Airport control. The Federal Aviation



Long Beach Exchange, Long Beach

Regulations (FARs) require these areas to remain as part of the active airfield and available for aviation operations and aviation-related uses. The property in the Airport district is managed by the Airport Department of the City of Long Beach. Land use and development standards reflect this aviation focus and are intended to accommodate any aviation-related uses approved by the Airport Department.

Open Space (OS)

The Open Space (OS) district is established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue within the plan area. This district is intended to be used for active and passive public use, including recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the plan area.



Reservoir Park, Long Beach

Cherry Avenue Overlay Zone (CAO)

The Cherry Avenue Overlay Zone (CAO) is intended to allow complementary retail and restaurant amenities supportive of the underlying BP district and adjacent neighborhoods. Development standards are designed to ensure that new uses are pedestrian-oriented and address Cherry Avenue either as stand-alone buildings or integrated with new business-park or modern industrial complexes in a campus-style setting.

Runway Protection Overlay Zone (RPZ)

The Runway Protection Overlay Zone (RPZ) identifies property within the flight path of the Long Beach Airport that contains more restrictive use and height constraints than other districts in the plan area. All building heights shall conform to the Long Beach Airport – Runway Approach Zones – Standard for determining obstruction in air navigation. The information pertaining to this Overlay Zone is informational only and final authority rests with the Federal Aviation Administration.



Long Beach Airport / Google Earth

1.5 Development Standards and Design Guidelines

The development regulations and design guidelines work together to implement the vision, land use, and mobility plan. Together they ensure that new developments exhibit high standards of urban design, circulation, and landscaping that contribute to establishing a twenty-first century employment district, stimulating economic growth, and increasing active transportation and connectivity within the plan area. The land use and development regulations are mandatory provisions that, along with the design guidelines, govern the plan area. The combined development regulations and design guidelines are intended to provide flexibility and development feasibility for public and private projects, while ensuring the provision of community benefits (e.g., street infrastructure, connectivity, and open space), in larger projects within the BP district. The development regulations and design guidelines are provided in Chapters 5 and 6, respectively.

1.6 Infrastructure Plan

The potential buildout of the GCSP can rely on existing infrastructure for water, sewer, stormwater, and energy and electrical facilities. Overall, changes in the plan area proposed by the GCSP have a minimal impact on the City's infrastructure systems and public services provided in the area. However, improvements to the circulation system, including streetscape enhancements, and the provision of open space and amenities, are necessary to fully implement the GCSP to achieve the community's vision for the plan area. The infrastructure plan is discussed in greater detail in Chapter 7.

1.7 Implementation Plan

Fulfilling the vision and goals of the GCSP will require a coordinated effort between City staff, independent brokers, politicians, local businesses, property owners, residents, and institutions that hold accountability and have a stake in the future growth and development of the plan area. The long-term success of the GCSP will require administrative oversight, proactive and ongoing business and educational investments, and improvements to public infrastructure. The implementation plan is discussed in greater detail in Chapter 8. Some of the implementation measures include, but are not limited to, the following:

- Assigning a dedicated City staff person to champion and spearhead implementation of the GCSP;

- Encouraging development that incorporates community benefits (i.e., open space, mobility improvements and retail uses) as outlined in the GCSP;
- Proactively recruiting desired industries to the plan area;
- Aligning training and educational programs between institutions and businesses targeted for the plan area;
- Prioritizing job opportunities for local residents;
- Improving and upgrading circulation and infrastructure systems, including enhancing streetscapes with bike lanes, landscaping, street furniture, and wayfinding.

1.7.1 Implementation Funding/ Financing

Public improvements are typically funded through a variety of means depending in part on the degree of direct impact from specific developments, as well as the size and cost of the improvements. Developers are usually assigned direct responsibility for certain improvements where their projects have a direct impact. In cases where the impact is more indirect or partial, cities establish development impact fees as a means to allow developers to pay their fair share of improvements impacted through cumulative effects. Cities may pay for improvements on a “pay as you go” basis, when funds are available to complete a specific facility or improvements. For larger improvements, bond financing may be necessary to amortize the costs over a longer period. Bonds are typically secured and serviced through land-based financing mechanisms and paid for by the property owners. Funding mechanisms are discussed in greater detail in Chapter 8.



Enhanced streetscapes with bike lanes and landscaping are key components of the Specific Plan.

1.8 CEQA/NEPA

The Specific Plan will be adopted in compliance with the requirements of the California Environmental Quality Act (CEQA, California Public Resources Code, Section 21000 et seq.). Pursuant to the CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.) and the Council of Environmental Quality's National Environmental Policy Act (NEPA) Guidance (Title 40, Code of Federal Regulations, Chapter 5, Section 1500 et seq.), the City prepared an Initial Study/Environmental (IS/EA) Assessment and Notice of Preparation and made these documents available to responsible agencies, trustee agencies, and interested parties for a 30-day public review period. Through the IS/EA, the City determined that implementation of the GCSP could result in potentially significant environmental impacts and that the preparation of a programmatic-level environmental impact report (EIR)/environmental impact statement (EIS) was required.

The GCSP EIR/EIS is a program EIR/EIS. As provided in Section 15168 of the CEQA Guidelines, a Program EIR may be prepared on a series of actions that may be characterized as one large project. The GCSP establishes an overall development program that can be characterized as one large project, but its implementation will require a series of future ministerial or discretionary actions (approvals of specific projects) by the City. The GCSP Program EIR/EIS is intended to serve as the primary environmental document for all future entitlements (future developments) associated with implementation of the GCSP, including all

discretionary approvals requested or required to implement the project.

Pursuant to Section 15168 of the CEQA Guidelines, future development under the Specific Plan development program must be examined in light of the Specific Plan Program EIR/EIS to determine whether additional environmental documentation must be prepared and whether tiering would be appropriate. Each future development will be assessed through a CEQA compliance checklist by the City to determine if the activity is within the scope of the GCSP Program EIR/EIS. Because these future developments are not new projects as defined by CEQA, compliance for each impact category is narrowed to a determination as to whether the activity would result in: (1) no substantial change from the previous analysis, (2) a more severe impact, or (3) a new significant impact. Based on the results of this CEQA compliance checklist, the City will determine which of the following actions is applicable to the future development:

- The future development is a component of and consistent with the GCSP and has been previously analyzed as a part of the GCSP Program EIR/EIS and findings certified pursuant to the CEQA Guidelines. No additional CEQA documentation is required (CEQA Guidelines Section 15168).
- The future development is a component of the GCSP and has been previously analyzed as a part of the GCSP Program EIR/EIS and findings certified pursuant to the state CEQA Guidelines; however, minor technical changes or additions are needed to make the previous documentation

adequate to cover the project. An Addendum to the Specific Plan Program EIR/EIS is required (CEQA Guidelines Section 15164).

- The future development is either not a component of the GCSP or has not been previously analyzed as part of the GCSP Program EIR/EIS, in which case an initial study and additional environmental review under CEQA will be required unless the future development is exempt under CEQA.

In addition, future development projects within the Specific Plan area may be eligible for streamlining under CEQA Guidelines Section 15183.3, effective January 1, 2013. To be eligible, a project must:

- Be located in an urban area on a previously developed site or surrounded by urban uses (75% of perimeter);
- Satisfy performance standards in CEQA Guidelines Appendix M; and
- Be consistent with the general use designation, density, building intensity, and applicable policies in the Southern California Association of Governments Sustainable Communities Strategy.

2

CONTEXT



2.1 Location

The Globemaster Corridor Specific Plan (GCSP) area is located in the central portion of the City of Long Beach, bordering the Long Beach Airport and the cities of Lakewood and Signal Hill to the north and south, respectively. The plan area is approximately 3 miles northeast of downtown Long Beach. The Port of Long Beach, the second busiest port in the United States and a twin of the number one busiest port of Los Angeles, is located 8 miles south and is also owned and operated by the City of Long Beach. The plan area is afforded direct access from Interstate 405 (I-405) via Cherry Avenue, providing easy access and high visibility to the area from a regional standpoint. See Figures 2-1 and 2-2 for regional and local maps of the plan area.

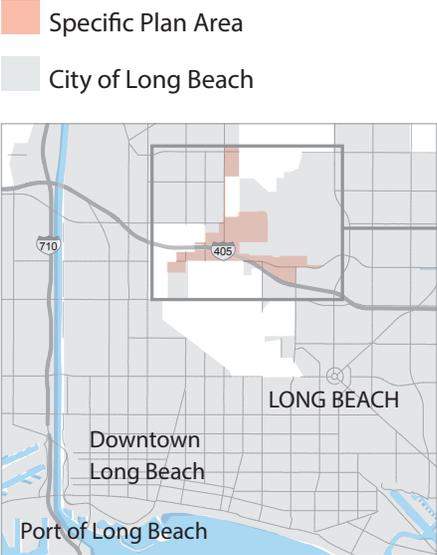


Figure 2-1 Regional Map

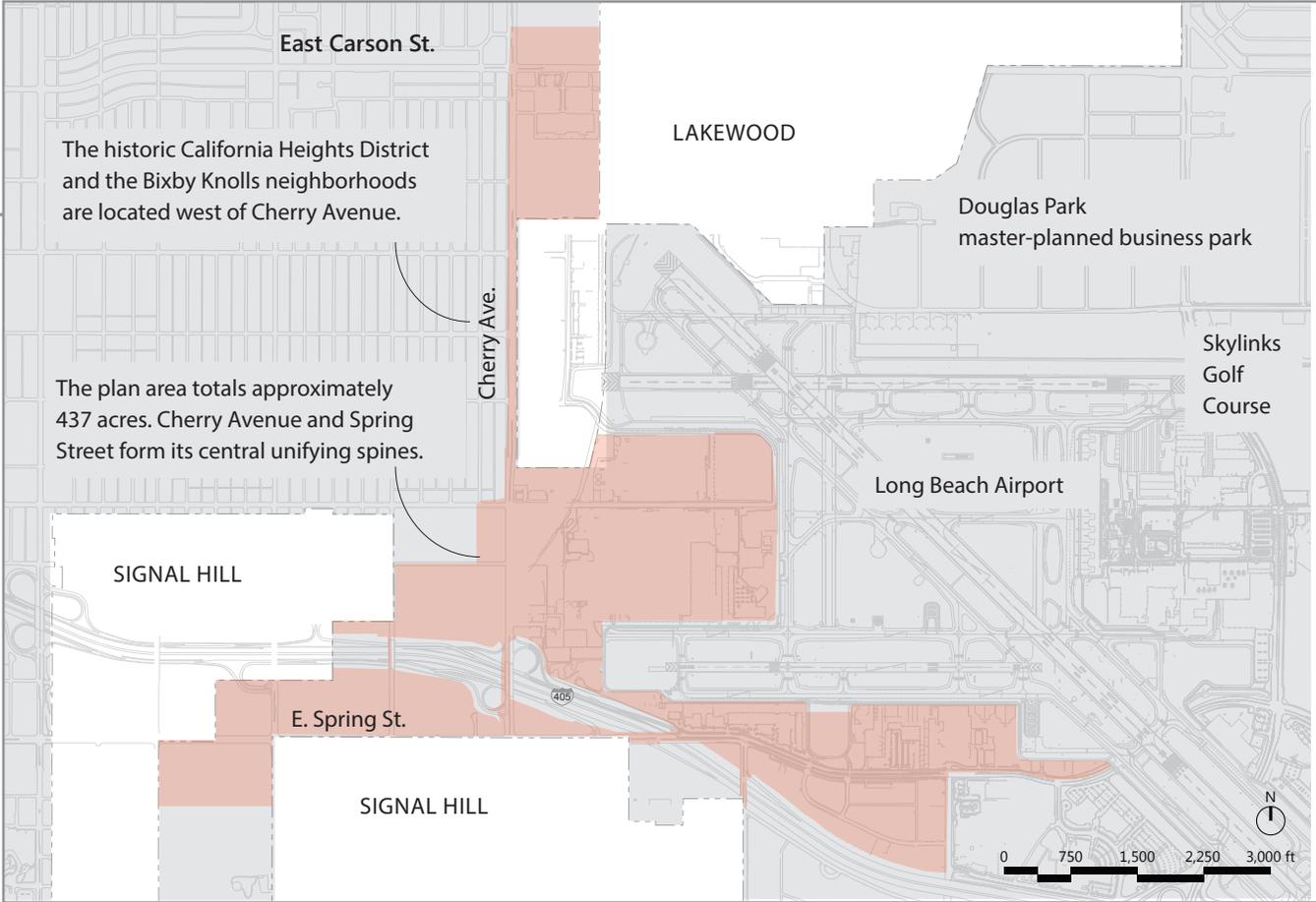


Figure 2-2 Local Map

2.2 History

The plan area is oriented around Cherry Avenue, a major north-south corridor in the City that dates to 1896. Originally, Cherry Avenue north of downtown Long Beach was a winding, unpaved road that roughly followed the Union Pacific Railroad tracks and went to the towns of Bixby and Clearwater. The street was originally known as Independence or Independencia Avenue and eventually became known as Cherry Avenue in 1905 when the land was annexed to the City of Long Beach. At the intersection of Bixby Road and Cherry Avenue, the landscape had few settlements and was dominated by swamp and wetlands. Bouton Lake (formerly Bouton Well) is supplied by a large aquifer that currently provides water to the City of Lakewood (NETR 2017a; Norton 2017).

The plan area portion of Cherry Avenue, north of Spring Street, was not developed until the 1920s. This coincided with the discovery of oil at Signal Hill in 1921 and the subsequent population and building boom of the 1920s. Development soon stretched north, beyond Signal Hill into the plan area. During the early 1920s,

Cherry Avenue was realigned from its winding origin to the paved north-south corridor that exists today. In 1923, the City set aside 150 acres at Spring Street and Cherry Avenue for an airfield. This field, named for a local pilot and aviation instructor Earl Daugherty, was developed into the Long Beach Municipal Airport, used both by private and contract pilots as well as the military (NETR 2017a; Norton 2017; Polk's 1914–1915, 1920, 1921, 1923; Long Beach Airport 2017).

In 1923, industries were limited to a single tool and pipe manufacturer and an electric contractor. With a burgeoning airport industry and an abundance of oil in Signal Hill, the businesses along Cherry Avenue developed in earnest. In 1926, three oil manufacturers had moved into the area, and by 1935, there were 35 oil manufacturers and oil related manufacturing companies along Cherry Avenue north of Spring Street and South of Carson Street. In 1940, residential development began in the California Heights neighborhood. By 1960, 92 residents were living along Cherry Avenue (Polk's 1923, 1926, 1930, 1935, 1940, 1945, 1951–52, 1960).



Intersection of Cherry Avenue and Carson St. 1958. Lloyd 1958



Cherry Avenue divides residential areas and undeveloped land in this aerial view looking northeast towards Bixby Knolls from 37th Street and Orange Ave. Inman 1952



Hangar at Daugherty Municipal Aviation Field at Long Beach Blvd. and Willow. The airport would move in 1923 to Cherry & Spring. Long Beach Public Library

In 1963, construction of the I-405 cut across Cherry Avenue, just north of Spring Street, dividing the oil manufacturing industrial area. The west side of Cherry Avenue between Wardlow Street and Carson Street remained firmly residential (forming parts of what would become Bixby Knolls and later the California Heights Historical District). On the east side were the Lakewood Drive-in Movie Theater at Carson Street and Cherry Avenue, the airfields, and some industrial warehouses to the south of the airfields. Oil industry persisted near this section of Cherry Avenue until the twenty-first century, and many of the mid-century parcels, warehouses, and manufacturing plants are still present. Among the oldest oil buildings along Cherry Avenue is the Termo Company building at 3275 Cherry Avenue, which is a designated historical landmark in the City. In recent years, the Lakewood Drive-In Theater was removed, and the oil industry's presence slowly gave way to shopping centers, long-term storage, and automotive dealers (Long Beach Planning 2017; NETR 2017b, 2017b; Polk's 1923, 1960).

After the Signal Hill oil industry, the airport shaped the area along Cherry Avenue. Since World War II, aircraft manufacturers and aircraft related companies have been present on both Cherry Avenue and Lakewood Avenue to the east. In 1941, Douglas Aircraft Company first established a manufacturing plant near the airport, just off of Lakewood Avenue. In 1967, McDonnell Aircraft Corporation merged with Douglas Aircraft Company to form McDonnell Douglas. After the merger, McDonnell Douglas built a new plant just



General Motors FM-2 Wildcats and Chance-Vought F4U-1 Corsairs are undergoing maintenance at the Naval Auxiliary Air Station (NAAS) at Long Beach, or Daugherty Field, 1941. MFA Productions

east of the Cherry Avenue corridor. In 1996, rival manufacturer, Boeing, purchased the Long Beach McDonnell-Douglas plant. Boeing manufactured commercial planes at that location until 2006, and manufactured military planes until the plant was closed in 2015. For over 80 years, the company

manufactured planes such as the DC-10, MD-80 jet airliner, the B-17 bomber, the B-19 bomber, the C-74 Globemaster, the C-124 Globemaster II, the C-17 Globemaster III, and the MD-95 (later Boeing 717) aircraft to name a few (Long Beach Airport 2017; Peterson 2015; Waldie 2013).

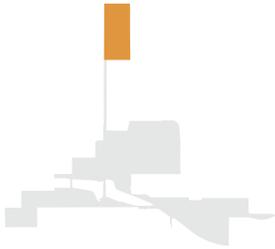
2.3 Existing Conditions

2.3.1 Existing Land Uses and Development

The plan area consists of a variety of low- to mid-rise commercial and industrial uses. Land uses are supported by a streetscape context largely auto-oriented in nature, and lacking in street trees and other pedestrian amenities that would encourage walking through the plan area. Figure 2-3, Existing Land Uses, illustrates the pattern of existing land uses as of 2017.

Northern Area

Auto-Oriented Commercial

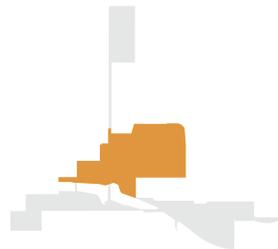


The northern portion of the plan area is characterized by primarily single-story auto-oriented commercial uses, including auto-service shops, car dealerships and strip commercial centers. The Long Beach Town Square shopping center is the largest shopping center in this area.



Central Core

Industrial

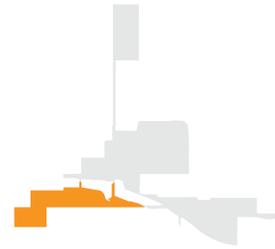


The core of the plan area is home to primarily industrial uses, including the former Boeing C-17 site comprised of approximately 1.1 million square feet (approximately 25 acres) of enclosed aerospace manufacturing production space and associated buildings.



Southern Area

Commercial/Industrial



The Southern Area includes primarily large scale industrial operations and warehouses west of Cherry Avenue. East of Cherry Avenue, uses transition to more commercial/office related businesses, including a new multi-story office building, motorcycle dealership and a new retail center.



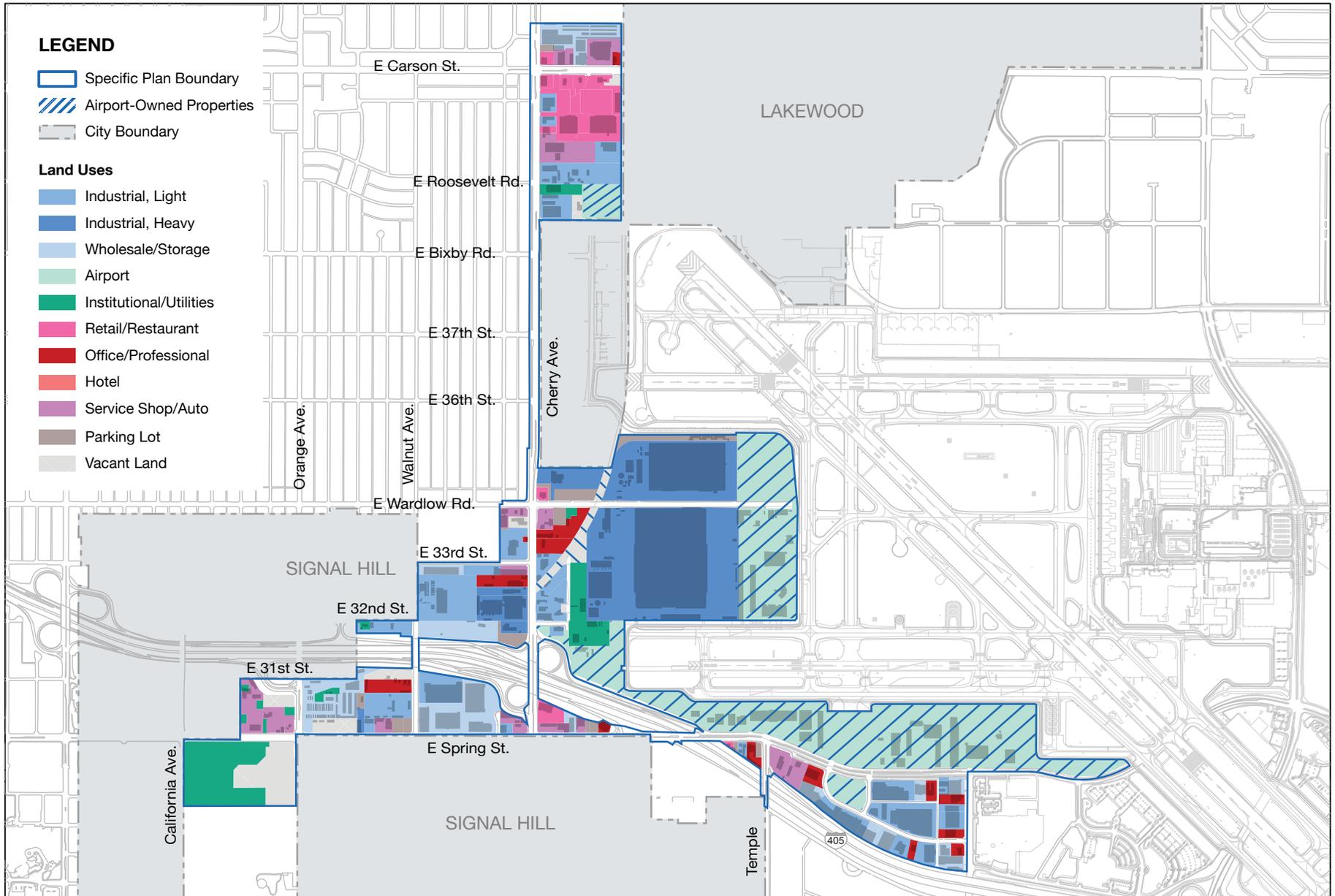
Southeastern Area

Industrial



The southeastern portion north of Spring Street is airport-owned and comprised of aircraft buildings, including the Pilot Shop, Long Beach Flying Club, the Daugherty Sky Harbor building, and ATP Flight School. South of Spring Street consists of warehouse and construction.





2-3

Existing Land Uses

Globemaster Corridor Specific Plan



2.3.2 Airport Compatibility

The proximity of the Specific Plan area to the Long Beach Airport will require that future land uses within the plan area be compatible with airport operations. The compatibility criteria adopted by the Los Angeles County Airport Land Use Commission (ALUC), which is part of the County’s Department of Regional Planning, for the Long Beach Airport are intended to protect the airport from encroachment by future incompatible land uses.

For compatibility planning purposes, four aeronautical factors are considered:

- **Noise** is the impact most directly affected by the airport activity forecasts. The City’s Airport Noise Compatibility Ordinance (Long Beach Municipal Code Chapter 16.43) and land use patterns protect noise-sensitive land uses (e.g., residences, schools, nursing homes, etc.) from being exposed to aircraft-related noise levels in excess of 65 decibels (dB) Community Noise Equivalent Level (CNEL). As shown in Figure 2-4, the majority of the plan area is outside of the airport’s 65 dB CNEL contour.
- **Overflight** pertains to areas beyond the noise contours where aircraft noise can be annoying or disruptive. Locations underlying the airport’s typical traffic patterns are considered to be within the airport’s overflight impact area. Table 2-1, Land Use Compatibility Table, identifies the compatibility of certain types of land uses within areas exposed to aircraft-related noise, which

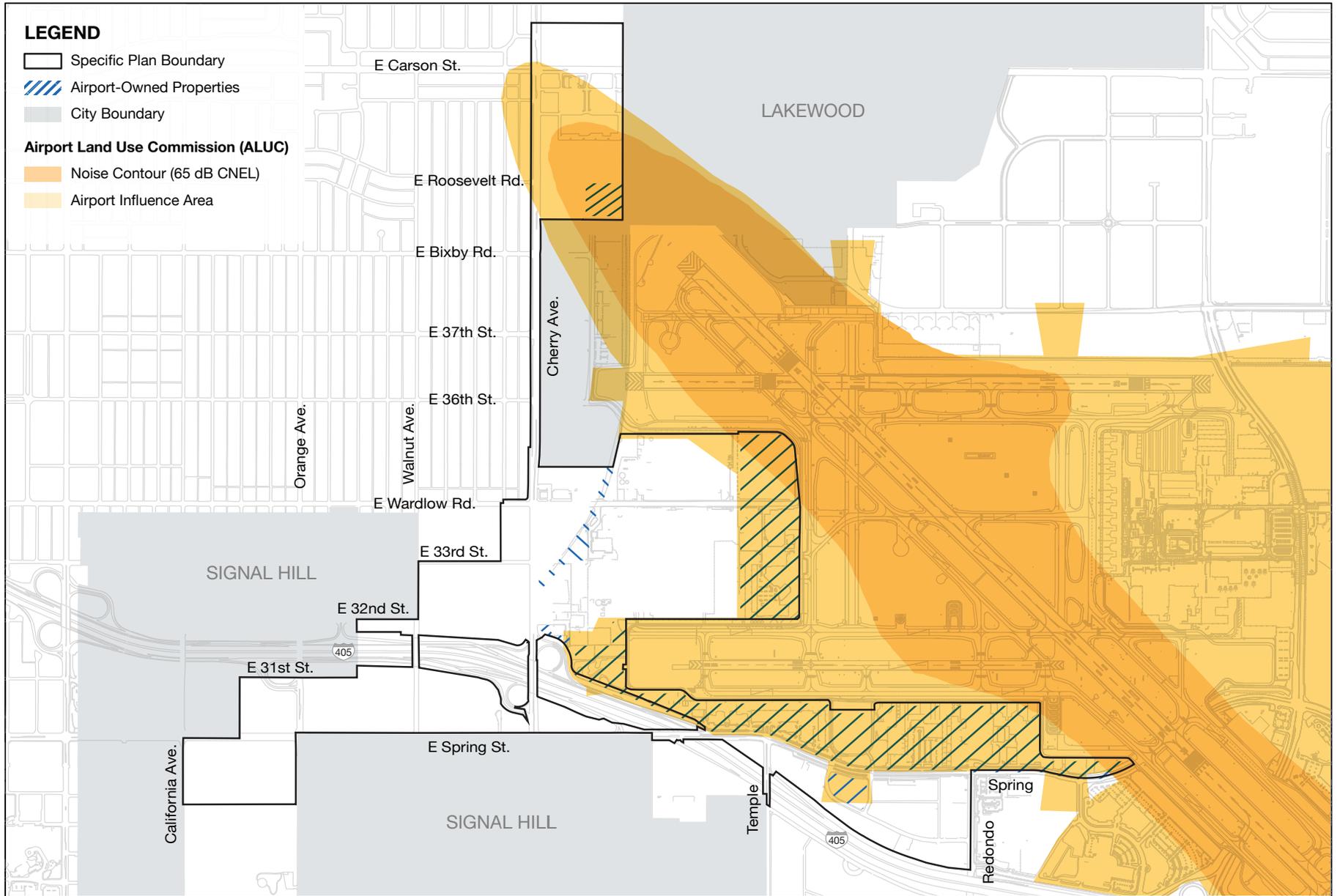
should be used to evaluate projects within the ALUC’s planning boundary.

- **Safety** is concerned with the risks that potential aircraft accidents or emergency landings pose to people and property on the ground. The California Airport Land Use Planning Handbook provides a set of safety zones that delineate the locations where heightened risk levels may warrant restrictions on land use development. Figure 2-5, Runway Protection Zones, shows the generic Handbook safety zones applicable to each runway at Long Beach Airport. Figure 2-6, Airport Compatibility Criteria, presents a summary of the Handbook safety criteria applicable within each safety zone.

- **Airspace protection** is critical to airport viability in that airspace obstructions can be hazardous to flight and can necessitate changes to aircraft flight procedures. Hazards to airspace include physical (e.g., tall structures and thermal plumes), visual (e.g., light, glare, dust, steam, or smoke), and electronic (i.e., hazards that may cause interference with aircraft communications or navigation). The Federal Aviation Administration (FAA) has well-defined standards by which potential hazards to flight, especially airspace obstructions, can be assessed. See Chapter 5, Land Use and Development Regulations, for additional information regarding airspace protection criteria and strategies at Long Beach Airport.

Table 2-1 Land Use Compatibility

Land Use Category	Community Noise Exposure				
	55	60	65	70	75
Residential			Caution. Review noise insulation needs	Caution. Review noise insulation needs	Avoid land use unless related to airport services
Educational facilities				Avoid land use unless related to airport services	Avoid land use unless related to airport services
Commercial				Caution. Review noise insulation needs	Avoid land use unless related to airport services
Industrial				Caution. Review noise insulation needs	Caution. Review noise insulation needs
Agriculture					
Recreation				Caution. Review noise insulation needs	Avoid land use unless related to airport services

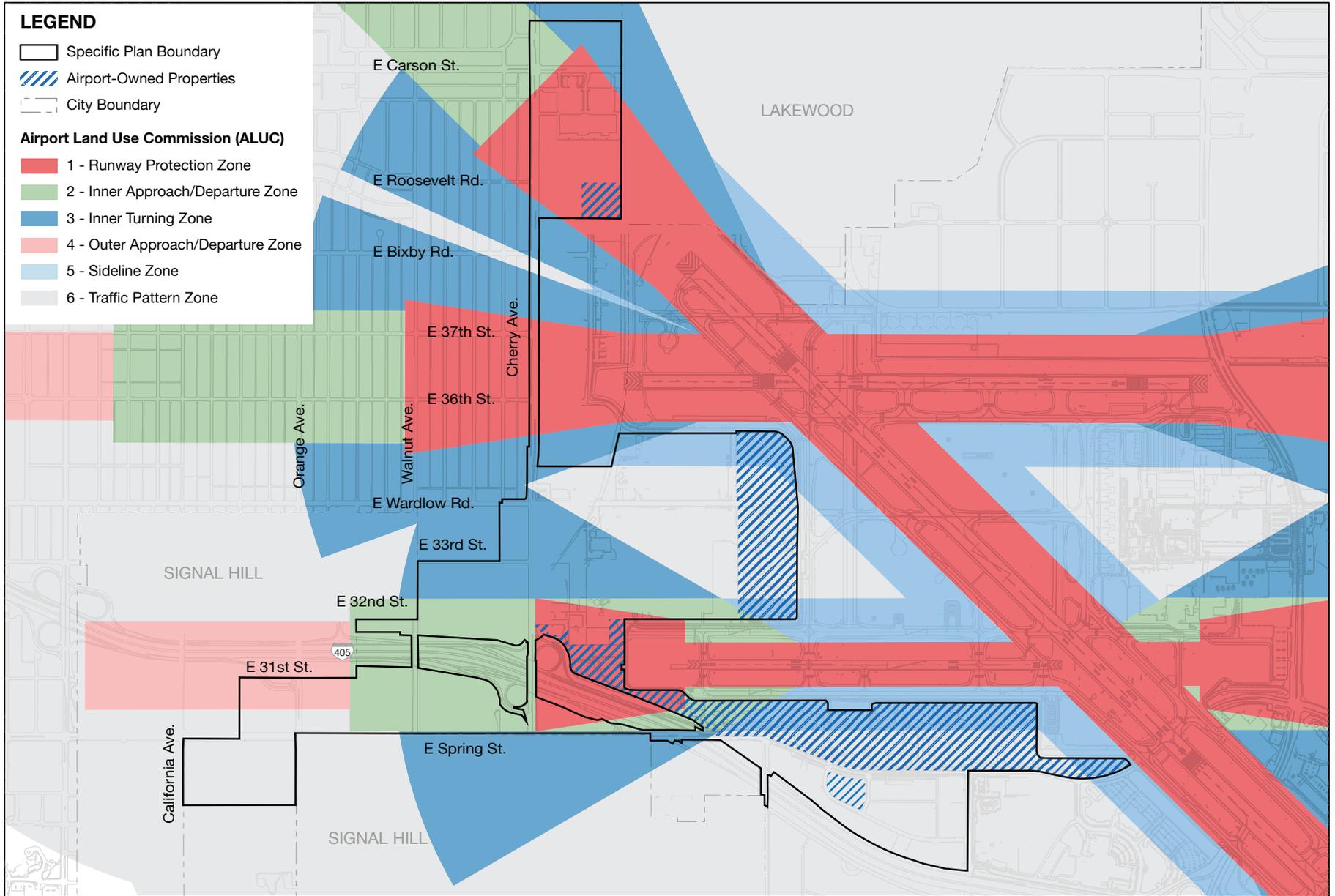


2-4

Noise Contours

Globemaster Corridor Specific Plan





2-5

Runway Protection Zones

Globemaster Corridor Specific Plan



Zone	Locations	v				Prohibited Uses ³	Other Development Conditions ⁴
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²		Other Development Conditions ⁴		
			Avg. ⁵	Single Acre ⁶			
1	Runway Protection Zone	T	0	0	All new structures except ones with location set by aeronautical function Assemblages of people Residential land uses Any storage of hazardous materials	Maintain all undeveloped land clear of objects Avigation easement dedication	
2	Inner Approach/Departure Zone	0	80	160	All objects exceeding FAR Part 77 height limits All buildings with more than three aboveground habitable floors Labor-intensive industrial uses Assembly uses (e.g., meeting halls, stadiums) Uses containing vulnerable occupants (e.g., children's schools) Manufacture, processing, or bulk storage of hazardous materials Critical community infrastructure	Sound attenuation required to achieve an interior noise limit of 45 dB CNEL Uses containing hazardous materials require special review Avigation easement dedication ⁷	
3	Inner Turning Zone	Infill	150	450	Residential uses in 60 dB CNEL Single-family residential uses No Assembly uses (e.g., stadiums) Uses containing vulnerable occupants (e.g., children's schools) Manufacture, processing, or bulk storage of hazardous materials Critical community infrastructure ¹²	Uses containing hazardous materials require special review ¹³ Residential dwellings must be sound insulated to achieve an interior noise level of 45 dB CNEL ⁸ FAA airspace determination of no hazard required Avigation easement dedication ⁷	
4	Outer Approach/Departure Zone	Infill	200	600	Residential uses in 60 dB CNEL Single-family residential uses Uses containing vulnerable occupants (e.g., children's schools) Assembly uses (e.g., stadiums)	Residential dwellings must be sound insulated to achieve an interior noise level of 45 dB CNEL ⁸	
5	Sideline Zone	0	150	450	Assembly uses (e.g., stadiums) Uses containing vulnerable occupants (e.g., children's schools) Manufacture, processing, or bulk storage of hazardous materials Critical community infrastructure ¹²	Uses containing hazardous materials require special review ¹³ FAA airspace determination of no hazard required Avigation easement dedication ⁷	
6	Traffic Pattern Zone	No Limit	No Limit	No Limit	Residential uses in 60 dB CNEL Single-family residential uses Large stadiums and similar very high-intensity uses ¹²	Residential dwellings must be sound insulated to achieve an interior noise level of 45 dB CNEL ⁸ Uses containing hazardous materials require special review ¹³ Locate uses with vulnerable occupants maximum distance from airport and principal flight tracks ^{5 11} Avigation easement dedication ⁸	

1 Infill residential development must not exceed the average density of comparable surrounding uses. For mixed-use development criteria, the normal occupancy of the residential component must be added to that of the nonresidential component and the total occupancy shall be evaluated with respect to the nonresidential usage intensity criteria.

2 Usage intensity calculations must include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside. Exceptions may be allowed for rare special events where special precautions can be taken to minimize hazards to the facility and occupants if the facility were to be struck by an aircraft.

3 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. Uses incapable of satisfying the density/intensity criteria are also prohibited.

4 Avoidance of a use means that the use should be allowed only if a site outside the zone would

not serve the intended function. When allowed, special measures should be taken to minimize hazards to the facility and occupants if the facility were to be struck by an aircraft.

5 The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the site acreage.

6 Clustering of nonresidential development is permitted provided that no single acre of a project site exceeds the indicated number of people per single acre.

7 Dedication of an avigation easement should be required as a condition of project approval.

8 Assembly uses include, but are not limited to, stadiums, group recreational facilities, theatres, meeting halls, and major shopping centers.

9 Uses containing vulnerable occupants include, but are not limited to, children's schools (grades

K-12); large day care center (serving more than 14 children as defined in the California Health and Safety Code); in-patient hospitals, mental hospitals, nursing homes and similar medical facilities where patients remain overnight; and penal institutions.

10 Critical community infrastructure facilities to be prohibited include, but are not limited to, public safety facilities (e.g., police and fire stations), communication facilities (e.g., broadcast, cell phone towers), renewable energy plants, electrical substations and other utilities.

11 Permitting agencies must comply with all federal, state, and local standards regarding hazardous materials and shall evaluate need for special measures to minimize hazards to nearby people and property if the facility were to be struck by an aircraft.

12 In general, these uses are ones with occupancies of more than 1,000 people in a confined area.



Airport Compatibility Criteria

Globemaster Corridor Specific Plan

2.3.3 Circulation and Site Accessibility

Street Network

Figure 2-8A, Existing Street Classifications, illustrates the existing street network within and around the plan area, as well as the functional classifications of each street (see definitions for Functional Classifications as follows). Figure 78-B defines the characteristics of each street. The existing circulation network in the plan area is essentially a grid system of roadways generally oriented in the north-south and east-west directions. The I-405 Freeway, Cherry Avenue, Carson Street, Spring Street, Bixby Road, and Wardlow Road provide primary connectivity to local and regional areas. The main users for these facilities are commuters with major destinations occurring to/from the freeways and airport facilities. Due to the auto-orientation of the land uses in the plan area and the dependency on vehicles to access the plan area, there is not an emphasis in the overall block structure and public realm to support pedestrian, bicycle and other modes of active transportation. Most streets

in the plan area lack features and amenities such as shading, bike racks, benches, and bus shelters that are needed to support a multimodal transportation network.

Truck Routes

Figure 2-8, Existing Truck Routes, shows the designated truck routes in the City. Designated truck routes provide for the regulated movement of truck traffic through the City, and minimizes intrusion of truck traffic in sensitive areas, such as residential neighborhoods. The designation of truck routes are intended to direct truck traffic to those streets where they would cause the least amount of neighborhood intrusion and where noise, vibration, and other factors would have the least impact. Primary truck routes in close proximity to the plan area are provided via Cherry Avenue, Lakewood Boulevard, Carson Street, Spring Street and Orange Avenue. Regional freeway access is provided at the Cherry Avenue/I-405 interchange.

Transit Service

Figure 2-9, Existing Local Transit Routes, illustrates the local bus routes servicing the plan area. Bus service is provided by Long Beach Transit (LB Transit), Metro (LACMTA), and Orange County Transit Authority (OCTA). Most LB Transit routes run seven days a week and all routes are wheelchair accessible. There are four routes that travel to and from the Long Beach Airport, providing connections with the Metro light rail service to Los Angeles, El Segundo, and Norwalk, as well as to all Long Beach neighboring cities: Carson, Compton, Paramount, Bellflower, Artesia, Cerritos, Hawaiian Gardens, and Norwalk.

The plan area is served by LB Transit Lines 21, 22, and 131, which travel along Cherry Avenue and have stops at Carson Street and Wardlow Road. A brief description of each of the three LB Transit lines is provided as follows.

Functional Classifications

Regional Corridor Designed for intraregional and intercommunity mobility; emphasizes traffic movement; and minimizes on-street parking.

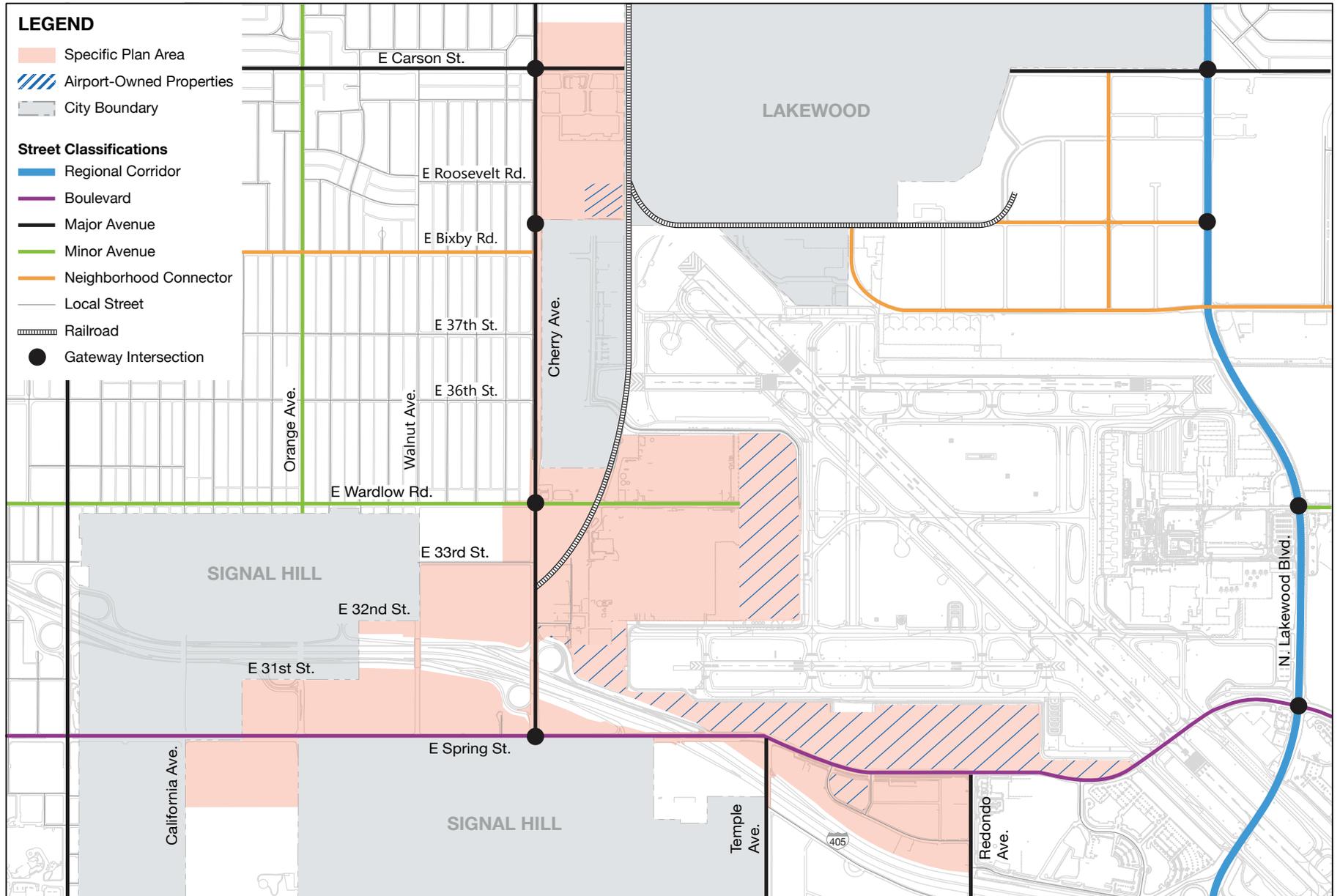
Boulevard Long-distance, medium-speed corridor of four or fewer lanes, multimodal function, landscaped medians, on-street parking, narrower travel lanes, more intensive land use oriented to the street, and wide sidewalks.

Major Avenue Major route for movement of traffic; trips end within city (as opposed to through-traffic); typically four or more lanes with high transit ridership.

Minor Avenue Provides traffic movement to neighborhood activity centers; serves as primary routes between neighborhoods for multi-modal travel.

Neighborhood Connector Serves trips from surrounding/ adjacent neighborhoods; discourages through-trips; Local goods movement only.

Local Street Provides direct access to parcels; generally two lanes with on-street parking, tree planting strips, and sidewalks. Trips end on same street or neighborhood connector streets.



Existing Street Classifications

Globemaster Corridor Specific Plan

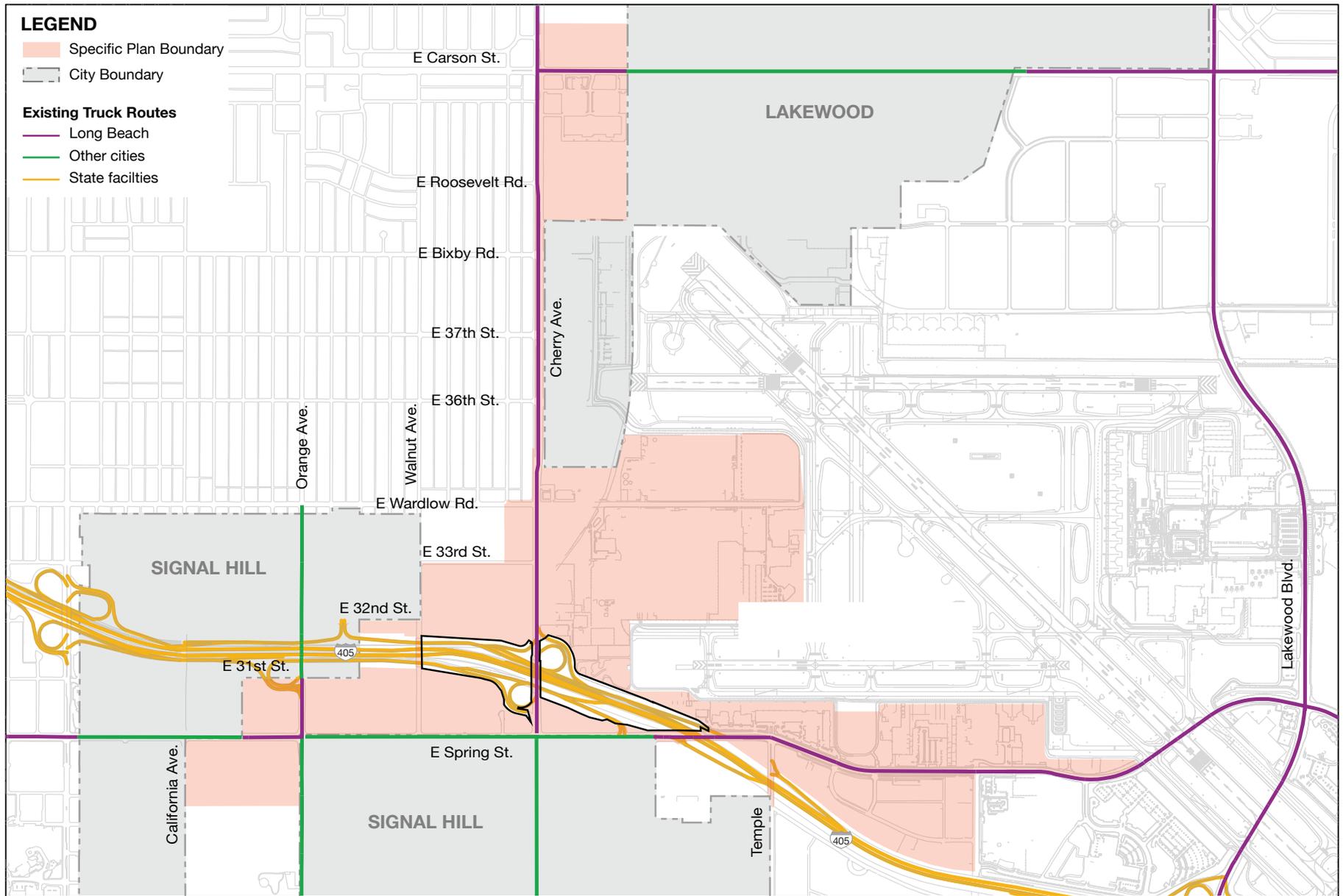


Street	Lanes	Parking		Sidewalk		Crosswalks Major Intersections
		One side	Both sides	One side	Both sides	
Cherry Avenue	4-Lane divided road, with a two-way left-turn lane		X	Sidewalks adequate north of Wardlow Road; infrequent south Wardlow Road		Crosswalks provided at largely all signalized intersections
Lakewood Boulevard	8-lane roadway south of Conant Street; 6-lane roadway north of Conant Street.				X	
Walnut Avenue	2-lane roadway		X	Sidewalks are generally provided and are adequate north of 33rd Street. However, south of 33rd Street, sidewalks are generally located on one side of the road or missing altogether.		
Cover Street	2-lane roadway				X	
Wardlow Rd.	4-lane roadway with a center-turn island		X West of Cherry Avenue)		X	
32nd Street	Alleyway			Sidewalks are generally provided and are adequate west of Orange Avenue. However, east of Orange Avenue sidewalks are generally located on one side of the road or missing altogether.		
Spring Street	4-lane roadway with a center turn island.		X		X	
Temple Avenue	4-lane divided roadway			X		
Redondo Avenue	2-lane roadway southbound, 3-lane roadway northbound		X		X	



Existing Streets Characteristics

Globemaster Corridor Specific Plan

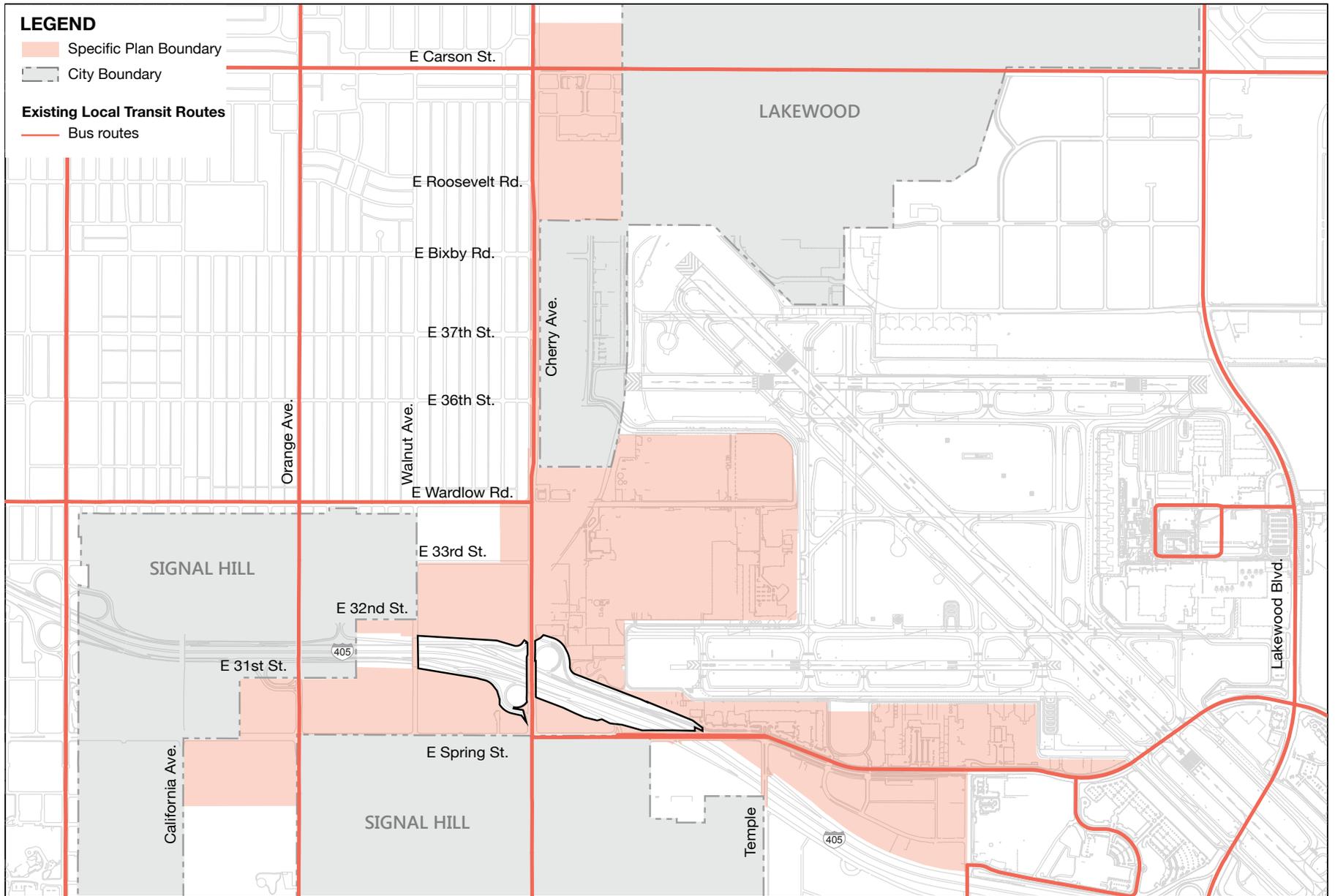


2-8

Truck Routes

Globemaster Corridor Specific Plan





2-9

Existing Local Transit Routes

Globemaster Corridor Specific Plan



- **LBT Lines 21/22** operate between the northern and southern limits of the City. A major destination includes Downtown Long Beach. In general, travel times from the plan area to Downtown Long Beach would take around 30 minutes. Headways between buses vary throughout the day, but they typically arrive at 30-minute intervals.

- Line 21 Service Times: Monday–Friday approximately 5:00 a.m. to 12:35 m.; and Saturdays/Sundays from 5:25 m. to 12:35 a.m.
- Line 22 Service Times: Monday–Friday approximately 5:20 a.m. to 7:05 p.m. and on Saturdays/Sundays from 6:00 m. to 8:05 p.m.

- **LBT Line 131** operates between Redondo and Seal Beach. Major destinations along Line 131 include Wardlow Metro Blue Line Station, Belmont Shore, and Alamitos Bay. Service is provided Monday through Friday from approximately 6:39 a.m. to 9:06 p.m. and on Saturdays and Sundays from 6:38 a.m. to 8:40 p.m. In general, travel times from the project to Wardlow Metro Blue Line Station, Belmont Shore, and Alamitos Bay would take around 10 minutes, 15 minutes, and 50 minutes, respectively. Headways between buses vary throughout the day, but they typically arrive at 30-minute intervals.

Bicycle Network

Figure 2-10, Existing Bicycle Network, illustrates the existing bicycle network in the vicinity of the plan area. Local bicycle facilities are located along Spring Street, Bixby Road, Carson Street, Orange Avenue, and Cover Street. Each of these facilities is designated as follows:

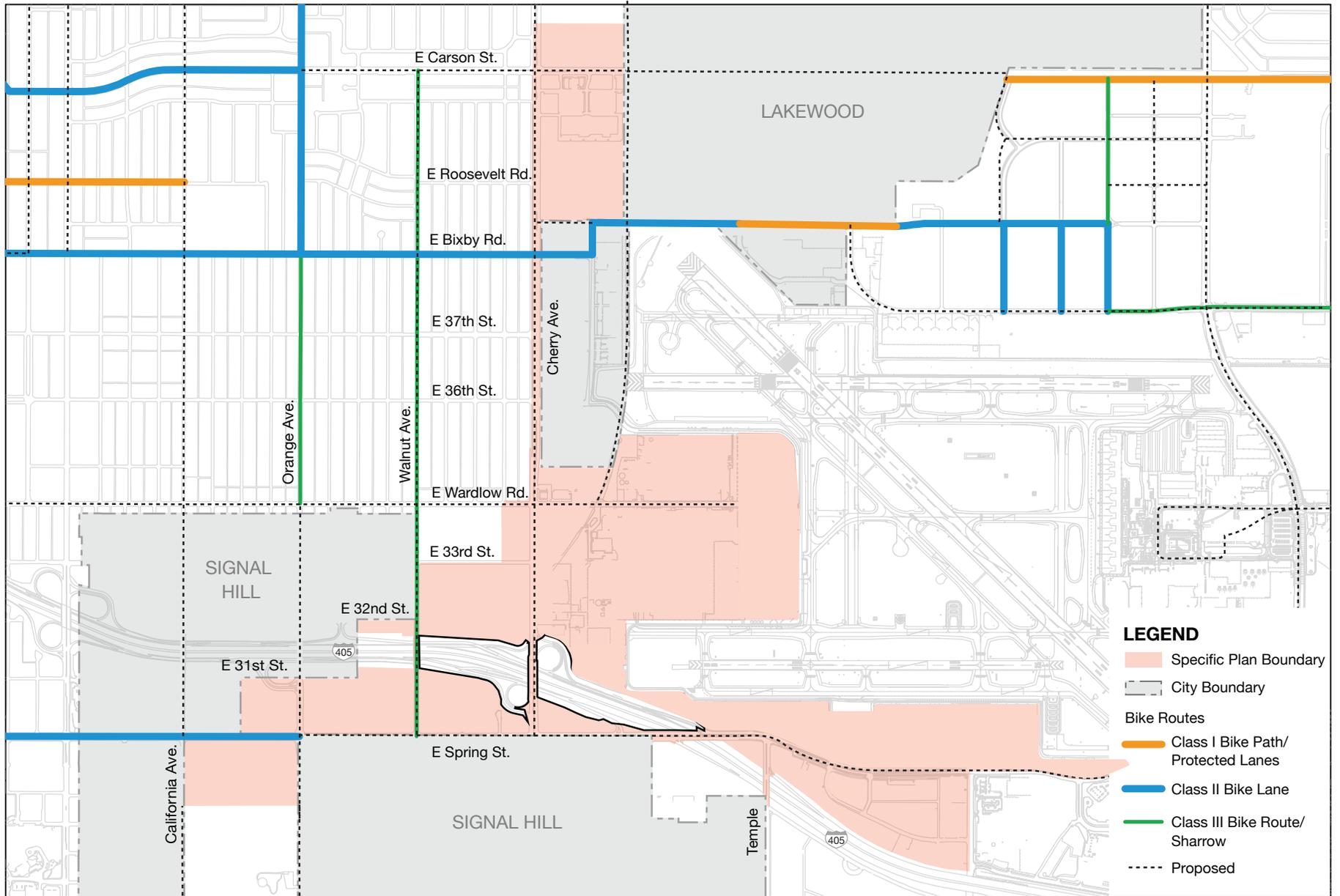
- **Spring Street** – Class II Bike Lane
- **Bixby Road** – Class II Bike Lane
- **Orange Avenue** – Class II and III Bike Lane
- **Carson Street** – Class II Bike Lane
- **Cover Street** – Class III Bike Lane

Each of these bike lanes is part of a larger proposed interconnected bicycle network in the City. As part of the updated Mobility Element, the Bixby Road bike route will ultimately connect to the Los Angeles River Bike Trail to the west, the Spring Street bike route will connect through to the Santa Fe Trail, and the Orange Avenue bike route will extend south from Wardlow all the way to Pacific Coast Highway.

2.3.4 Market Conditions

A market analysis was prepared for the GCSP to identify the types of industries that would thrive in the plan area, with an emphasis on high-quality job generators and supporting businesses. The analysis evaluated the development potential for major land uses considered for the plan area, including industrial, office, retail and lodging/visitor services. A summary of the market demand projections by land use are provided in Table 2-2. Highlights of the market findings are described as follows. The full market report is provided in Appendix A.





2-10

Existing Bicycle Network

Globemaster Corridor Specific Plan



Industrial

Based on job trends, manufacturing is in decline in Los Angeles County, and the demand for industrial building space is driven by growth in the transportation, distribution, and warehousing sectors. The vacancy rate for industrial space in the South Bay Market is down to 1.2% and has been holding at that level for more than a year. For comparison, in the last peak cycle in 2004, vacancy rates only got down to 2.1%. Distribution centers are a big part of the accelerating demand, particularly for “last-mile” delivery of retail goods direct to consumers. Distribution centers are typically 800,000 square feet in size, but the strong demand for last-mile facilities has led many users to adapt older, smaller existing buildings.

Brokers have also identified demand for small to moderate size industrial flex buildings, particularly for construction firms. These would be buildings of 20,000–50,000 square feet with about 60% of office space and the rest warehouse.

Office

Unlike the industrial real estate market, the office market has had double-digit vacancy rates for some years. However, some of this is due to large users vacating spaces that are now beginning to be redeveloped. Job growth in office-based business sectors is projected to be fairly strong, and the future projected demand for office space exceeds the existing vacant inventory.

About 80% of the projected demand shown in Table 2-2 would be for professional/creative office space. Brokers report strong market interest in office condominiums in buildings of 25,000–50,000

square feet. Typically, occupants are interested in high, unfinished ceilings to allow flexibility in how the interior spaces are designed and used.

Healthcare is projected to be the fastest growing job sector in the region. However, we do not anticipate demand for major new medical facilities per se in this area. The administrative office component of the healthcare industry is about 15% of total jobs in this sector.

Retail

The retail market area for the plan area includes not only the City of Long Beach but also the cities of Lakewood, Signal Hill, and Hawaiian Gardens.

In terms of the balance between purchasing power and sales performance, the retail market in this area is fairly saturated. However, the leakage anal-

ysis does indicate that Long Beach is losing auto sales and general merchandise sales to Signal Hill and Lakewood. In addition, brokers report that the retail vacancy rate is down to about 3%, with strong demand for eating establishments, breweries, and similar entertainment retail.

The new retail center at the corner of Lakewood Boulevard and Carson Street will take up some of the unmet general merchandise and eating establishment demand, but with the addition of several thousand new employees as the plan area develops, there will be new demand for ancillary retail and restaurants. In addition, the sites along the I-405 on the north side of Spring Street represent a regional retail opportunity; however, this plan does not include zoning or land use allowances for regional retail uses.

Table 2-2 Market Demand Projections by Land Use, 2018-2028

Land Use	Bldg. Sq. Ft.		Jobs	
	Low	High	Low	High
Distribution	807,000	1,615,000	1,100	2,100
Industrial Flex	80,500	161,000	200	300
Office/R&D/Medical	416,000	832,000	900	1,900
Lodging	75,000	200,000	100	260
Retail	32,500	328,100	60	620
Total	1,411,000	3,136,100	2,360	5,180

Source ADE, Inc.

Lodging/Conference Facilities

There are eight hotels in the vicinity of the Long Beach Airport with a total inventory of 1,319 rooms. The Hampton Inn and Homewood Suites both opened in November 2017, with a combined 241 rooms. These were the first hotels added to the inventory in this area since early 2013, and in the 2 months since they began operations, occupancy rates for the group of hotels has continued to increase, suggesting that there was sufficient pent up demand for the additional lodging.



Courtyard Marriott, Douglas Park, Long Beach / John Kalinski Architects

Since 2012, lodging demand in the plan area has increased at an annual rate of 3.9%, while supply increased 3.1% per year. As a result, occupancy rates have increased from 70.9% in 2013 to 81.0% in 2017. Revenue per Available Room (RevPAR) and Average Daily Rates (ADR) have increased 5.3% and 6.0% per year, respectively.

Based on these factors, it is estimated that a hotel of at least 150 rooms would be supportable in the Specific Plan area within a 5-year period and as much as 400 rooms over 10 years.

Most of the spaces for meetings and conferences in Long Beach are located in the downtown area. In the vicinity of the airport, meeting facilities at the hotels and other venues total nearly 60,000 square feet. Based on the market analysis, the supply of meeting facilities currently meets or exceeds the demand and additional meeting facilities in the plan area would not be needed.

2.4 Community Input

The City of Long Beach conducted a series of focused outreach meetings at key milestones during the planning process, which attracted a broad cross section of the local community. The workshops built upon the outreach efforts conducted during Phase 1 of the C-17 Transition Master Plan project. The meetings generated significant input from residents, property owners, local business owners, developers, and other interested citizens. The following summarizes the key input received from the outreach effort at each workshop.

Workshop No. 1: Visioning. The first workshop provided a summary of existing conditions and fo-

cused on envisioning the future of the plan area. Attendees were presented with a series of plan concepts that emerged from Phase 1 of the Transition Master Plan, which focused on the former Boeing C-17 sites and vicinity. Participants were asked to comment on the plan concepts and share their vision for other districts within the plan area.

Workshop No. 2: Plan Concepts. The second workshop provided a summary of the comments heard at the first workshop and a presentation of how the comments were integrated into the development of land use and regulatory concepts for the plan area. Attendees were presented with a series of plan concepts, including proposed land use, mobility, and open space diagrams. Participants were asked to comment on the plan concepts and share their ideas for how to realize the vision and plan through the regulatory framework of the Specific Plan.

Workshop No. 3: Draft Specific Plan and California Environmental Quality Act (CEQA) Scoping Session.

The third and final workshop provided detailed information related to the core chapters of the draft Specific Plan, focusing on the development standards and design guidelines. The facilitators described how community input from the previous workshop was specifically incorporated into the Specific Plan. This workshop also served as the CEQA Scoping Session to present the environmental review process and schedule, identify preliminary environmental issue areas, and receive comments from the public.

Key comments heard at workshops



PRIORITIZE

- Creation of a campus-style development in the central core area complete with quality jobs, destination uses (i.e., farmer’s market, art walk, food trucks, etc.), and open space amenities.
- Streetscape improvements along Cherry Avenue and Spring Street (i.e., shade trees, pedestrian amenities, lighting, improved and complete sidewalk network, other safety improvements); and address the funding of such improvements.



ESTABLISH

- Retail/restaurant node at the intersection of Wardlow Road and Cherry Avenue to support the local businesses and residential neighborhoods (e.g., bring back Starbucks and Subway).



IMPROVE

- Overall circulation within the plan area and to the cities of Lakewood and Industry, including improving transit service and connecting to the Blue Line; create an internal pathway system.



ADDRESS

- Vocational gap between residents of Long Beach and jobs recruited to the Plan area; create training opportunities by partnering with local educational institutions.
- Traffic issues, particularly at the exit off of the I-405 onto Cherry Avenue.
- Jobs-housing balance, ensuring that new local housing opportunities are provided for new jobs.
- Parking issues, particularly in the industrial areas east of Cherry Avenue off of Spring Street, through perhaps a park-once facility, shuttles, etc.



CREATE

- More localized open space — places for employees to go during the day to enjoy the outdoors. Include wifi, landscaping, social environment, and walkways.



PROVIDE

- Design guidelines that address open space, landscaping, architecture and historic preservation.



PROTECT

- Existing businesses



3



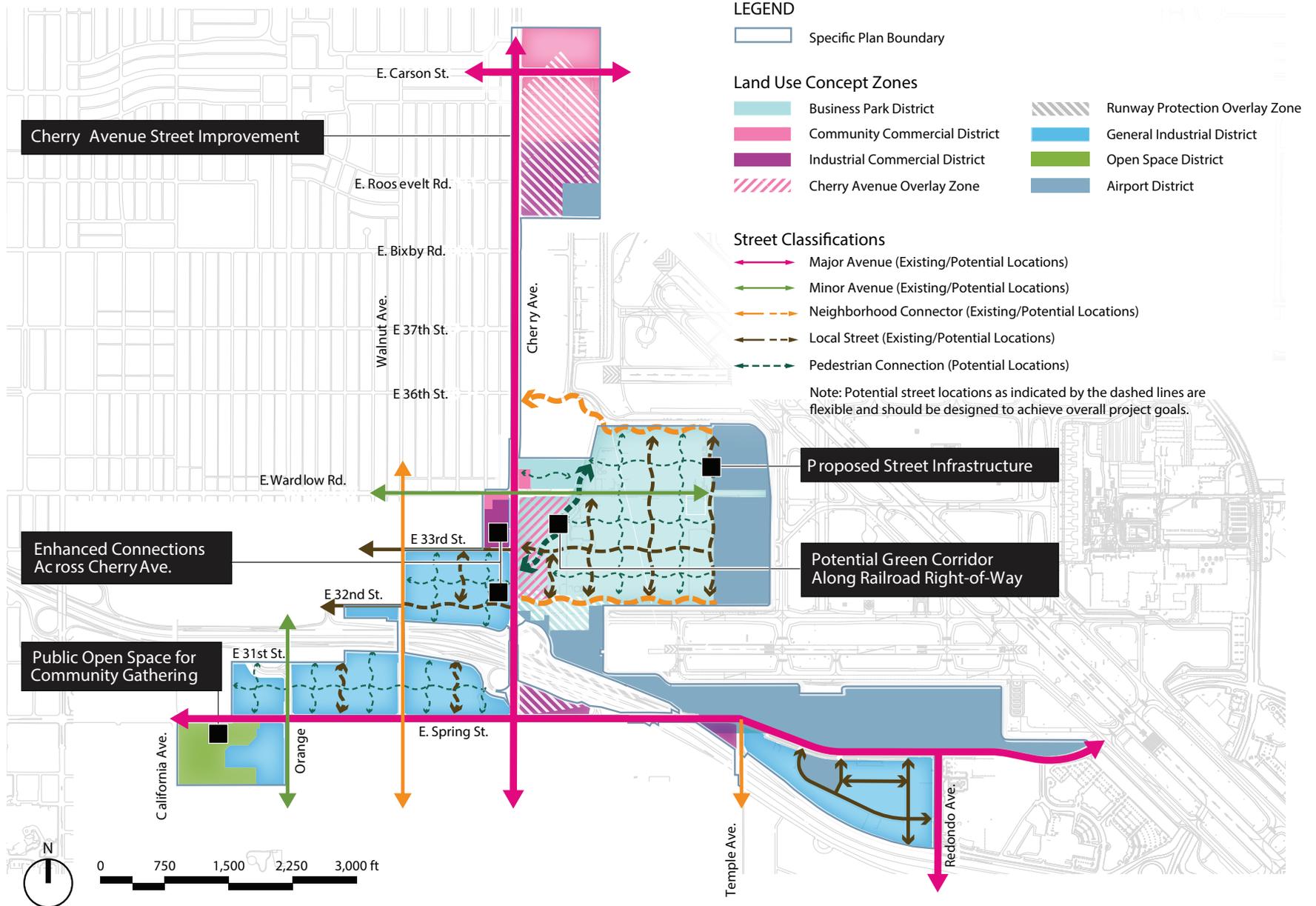
VISIONS, GOALS AND POLICIES



3.1 Project Vision

The Globemaster Corridor Specific Plan (GCSP) area will be a twenty-first century employment district. Building on the legacy of the Boeing aircraft manufacturing industry and the high-quality jobs it provided, the district will continue to attract and optimize new work opportunities to retain the regional skills base, expertise, and competitive economies of Long Beach Airport, the City of Long Beach, and the Southern California region. In addition to becoming a flexible, commercial and industrial district, incremental and strategic investments will foster pedestrian, bicycle, and transit mobility; improve connectivity; provide open space and amenities; and enhance the design and functionality of the workforce environment. The plan area will become a destination where leading-edge firms come to leverage its locational advantage adjacent to Long Beach Airport, the Port of Long Beach, Interstate 405, and a thriving nearby residential and business community. Figure 3-1 illustrates the vision for the plan area, which is conceptual in nature and designed to illustrate the City's aspirations to achieve a mixed-use, green and highly walkable workforce environment. The location of new streets and pedestrian connections break down large blocks to enhance mobility and accessibility for all travel modes. Pedestrian connections are vehicle-free pathways that create internal pedestrian/bicycle connectivity that further strengthen accessibility and mobility through and between parcels. The location of new streets and pedestrian connections is flexible and the actual locations may deviate from those shown, provided the original intent is maintained to achieve an integrated and multi-modal mobility system supportive of the land use districts. The GCSP vision is implemented through the following goals and policies.





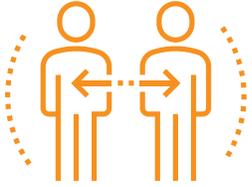
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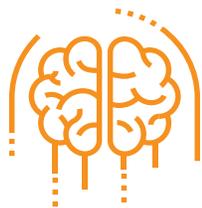
Globemaster Corridor Vision

Globemaster Corridor Specific Plan

3.2 Goals and Policies

The GCSP is built around the following overarching goals, which are discussed in detail below with accompanying implementing policies:

- | | | | | |
|---|---|---|---|---|
|  <p>1 Create a Twenty-First Century Employment District that Fosters Innovation</p> |  <p>2 Stimulate Economic Development and Job Growth</p> |  <p>3 Cultivate the Existing Human Capital of Long Beach</p> |  <p>4 Establish Cherry Avenue as a Multimodal Unifying Corridor</p> |  <p>5 Increase Mobility Choices with an Emphasis on Active Transportation</p> |
|---|---|---|---|---|



GOAL No. 1. Create a Twenty-First Century Employment District that Fosters Innovation

The workforce of the twenty-first century is seeking places that integrate jobs into active urban lifestyles. The Specific Plan will guide development and infrastructure investments to integrate business park, industrial, and commercial uses with supporting amenities in a flexible, mixed-use, multimodal, and sustainable campus-style environment. This will include breaking down the superblocks into a grid of walkable and bikeable streets and introducing sustainable and thoughtfully designed buildings, sites, open spaces, and streetscapes. This goal also recognizes that while innovation has a spatial component (i.e., dynamic clusters of people working together are the source of social and technological breakthroughs),



Microsoft Headquarters, Redmond WA

maintaining affordability through adaptive reuse of existing buildings to create small-scale, low-rent urban environments are important to attract and retain innovators. The following policies provide guidance for fulfilling this goal:

- **1.1** Implement a flexible land use plan that can adapt with an evolving market while supporting a mix of business park, industrial, and supporting commercial uses in a campus-style, active urban environment.
- **1.2** Implement a flexible circulation plan that incentivizes the breaking down of large blocks into smaller streets that facilitate and simplify travel by walking, bicycling, public transit, and shared mobility.
- **1.3** Encourage the appropriate adaptive reuse of existing buildings to support sustainable development and provide businesses a place they can afford and gradually improve overtime.
- **1.4** Require safe, attractive, environmentally sustainable design, construction, and operation of all buildings.

- **1.5** Incentivize new development to creatively and effectively integrate private open spaces into project design, both as green spaces and landscaped courtyards.
- **1.6** Require electric vehicle charging stations and micro-mobility parking areas (e.g., bicycle and scooter parking) to be installed in all new development.
- **1.7** Designate a select number of curb spaces at the beginning or end of each block in heavily trafficked areas as shared-use mobility zones during peak hours. Work with shared mobility providers to determine appropriate areas to establish such designated zones and consider charging a nominal fee per drop-off/pick-up in a defined area to recover any lost revenue that would otherwise be generated by hourly meter parking.



GOAL No. 2.
Stimulate Economic
Development and Job
Growth

A principal driver of the GCSP is to stimulate economic growth and attract businesses that replenish high-quality jobs lost from the closure of the Boeing C-17 manufacturing plant. This will require a level of effort that extends beyond the controls of a land use plan, development standards and implementing mechanisms found within the pages of the Specific Plan. Attracting key anchor tenants will rely on a coordinated effort between City staff, independent brokers, politicians, and the right mix

of incentives to drive private investment to the district. The following policies provide guidance for fulfilling this goal:

- **2.1** Assign a point person at City Hall to work closely with the City’s Development Services Department, Economic Development Department and, if determined necessary, a professional in the real estate business to engage property owners and proactively recruit quality companies with the potential for generating exceptional employment opportunities that bring longevity to the district and region.
- **2.2** Work with property owners to launch a targeted marketing strategy that will highlight district-wide and property-specific qualities and amenities that can be

showcased to potential manufacturing or knowledge based industries.

- **2.3** Catalyze initial business growth with services ranging from reduced tax obligations, securing loans, and creating the necessary infrastructure for growth, networking, and business development.
- **2.4** Work with new developers to promote health and wellness in the design and operation of new buildings, emphasizing that Space-as-a-Service (i.e., indoor and outdoor amenities that create a healthy workforce environment) is considered “value-added,” and is gaining traction in attracting large corporate tenants and innovative organizations.



Douglas Park, Long Beach / John Kalinski Architects



GOAL No. 3.
Cultivate the Existing Human Capital of Long Beach

Human capital refers to the knowledge, skill sets, and motivation people have that provide economic value. Human capital is directly related to economic growth as it can help to develop an economy through the knowledge and skills of people. Human capital realizes not everyone has the same skill sets or knowledge and that quality of work can be improved by investing in people's education. In addition to attracting quality businesses, investing in the human capital of Long Beach and proactively connecting residents, and in particular former Boeing employees, with new job opportunities in the district, is an important goal of the GCSP. The following policies provide guidance for fulfilling this goal:

- **3.1** Align education and training opportunities with specific businesses and industries actively recruited to the district.
- **3.2** Create a clear pathway for residents of all ages and skillsets to access job opportunities.
- **3.3** Develop a Globemaster Corridor social network to facilitate the integration of companies and institutions within the district, thereby enhancing the social fabric of the district and the City as a whole.

• **3.4** Collaborate with educational institutions and businesses to link individuals with potential job opportunities in the district.

• **3.5** Incentivize the programming of open spaces to become networking “third places,” with a range of activities (i.e., convenience, leisure, and social uses), power outlets, Wi-Fi, and a comfortable, accessible atmosphere to attract and retain talent.



GOAL No. 4.
Establish Cherry Avenue as a Multimodal Unifying Corridor

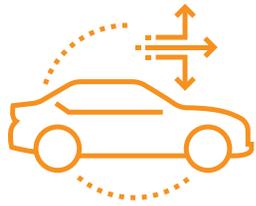
Cherry Avenue is a central unifying thoroughfare for the GCSP area and provides key gateways to the district at its intersections with Carson Avenue and Spring Street. The corridor is well-located for future success based on its high visibility, regional accessibility, traffic counts, and proximity to flanking neighborhoods and businesses. The GCSP will guide the development of Cherry Avenue to become an economically thriving corridor with business and commercial infill development strategies that bring neighborhood and business-serving commercial uses as well as employment opportunities within walking distance of existing neighborhoods. Cherry Avenue will also be improved as a street that enables active transportation, calms traffic, and creates new identity for the district. Improving the “front door” of the plan area by both incremental and comprehensive changes to Cherry Avenue



Open space environments facilitate networking

will strengthen the economic, environmental, and visual performance of the district as a whole. The following policies provide guidance for fulfilling this goal:

- **4.1** Improve Cherry Avenue as a gateway to the district with new wayfinding, street trees, lighting, public art, and dedicated paths for all modes of mobility.
- **4.2** Concentrate retail uses on Cherry Avenue at the key intersections of Cherry Avenue/Carson Street and Cherry Avenue/Wardlow Avenue.
- **4.3** Attract commercial tenants that provide much-needed neighborhood-serving uses as well as business-support uses.



GOAL No. 5
Increase Mobility
Choices with an
Emphasis on Active
Transportation

Multiple transportation options can broaden the benefits of innovation to the City at large. For a twenty-first century employment district, solid multimodal transportation means district employees have a greater choice of residence and lifestyle options. Connections between local transportation networks and regional or global transportation will also give the plan area a competitive edge. The GCSP will leverage its local, regional, and global transportation

connections by enhancing internal connectivity and increasing mobility options within and to/from the plan area. Improvements will be focused on improving connectivity and accessibility for active transportation modes and shared mobility. The following policies provide guidance for fulfilling this goal:

- **5.1** Incorporate a flexible grid of new streets and vehicle free pathways to allow employees and visitors to conveniently move about the area car-free.
- **5.2** Ensure transit meets the needs of local users by rerouting or increasing the frequency of existing buses.

• **5.3** Facilitate connectivity to the Metro Blue Line by connecting bike routes between the station and district, and working with Long Beach Transit and employers to provide shuttle services to/from the station as the demand arises.

• **5.4** Consolidate parking where possible, and ensure that all parking facilities are flexibly designed on the ground floor to facilitate transition to alternative uses as the demand for parking decreases.

• **5.5** Get more people riding together by working with local employers to encourage carpooling, ridesharing, and ride sourcing.



Mobility options enhance lifestyle, the environment and economy





LAND USE AND MOBILITY



4 Land Use and Mobility

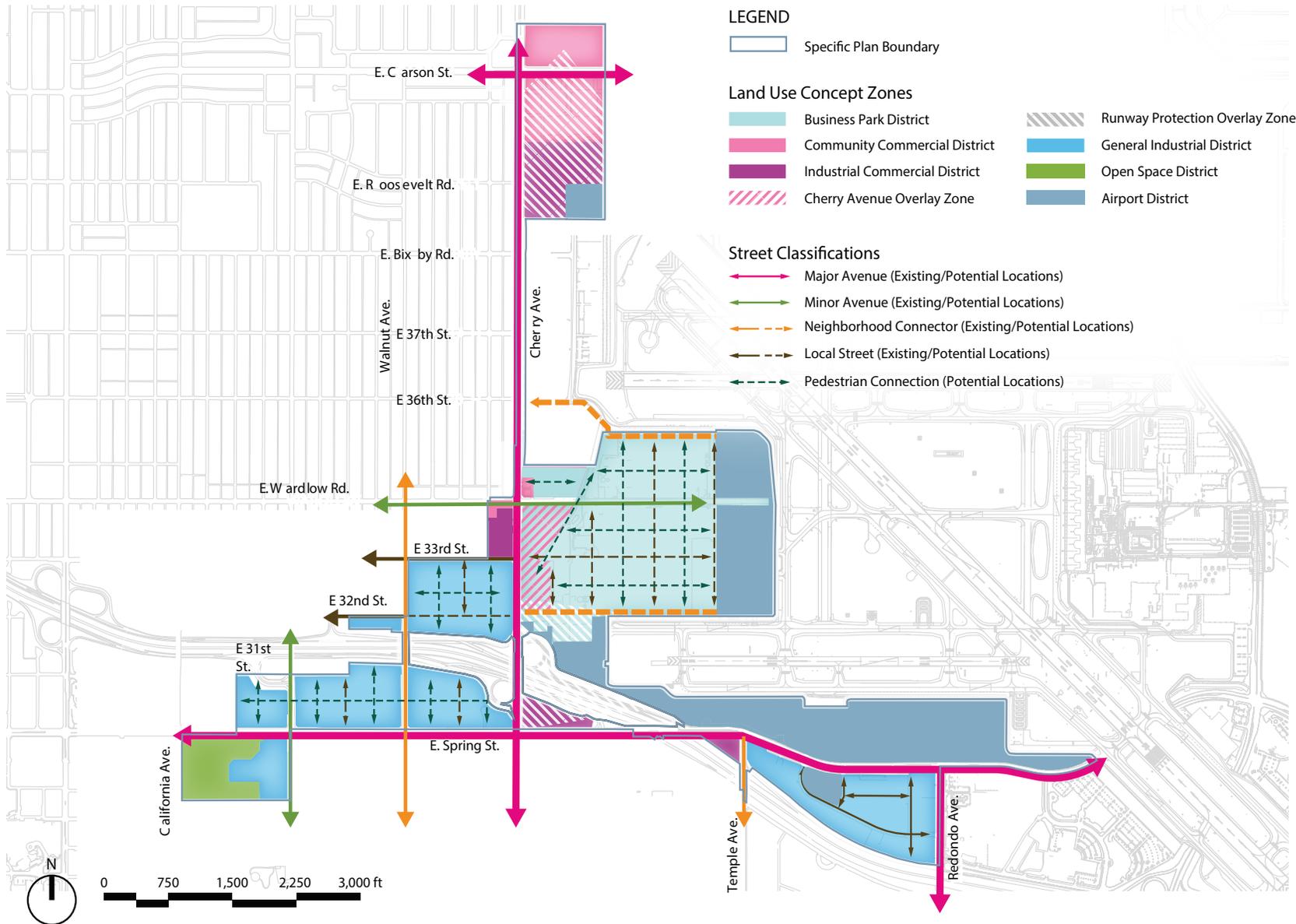
The Land Use and Mobility Plan for the Globemaster Corridor Specific Plan (GCSP) is guided by the community's vision, goals, and policies for the plan area, as well as the City of Long Beach's General Plan and Bicycle Master Plan. Land use and mobility are interrelated as the pattern of land uses, the scale of blocks, and the design of buildings and streets have a combined effect on travel behavior and the long-term vitality of land uses. Key goals of the GCSP are to create a twenty-first century employment district and expand mobility choices; therefore, the design of sites and streets must be considered together as integral components to achieving these goals. The Land Use and Mobility Plan is in conformance with the City's Land Use and Mobility Elements, which work together to expand mobility choices and create a safe, efficient, balanced, and multimodal network to accommodate all travelers.

Figure 4-1 illustrates the GCSP Land Use and Mobility Plan, which achieves the community vision through implementation of the following:

- Employment-focused land-use districts with supportive amenities
- Enhanced connectivity through new streets and pedestrian pathways
- Expanded mobility choices through multimodal street improvements

This chapter describes the overall components of the Land Use and Mobility Plan, including a description of each land use district, overall development potential, and new streets and street classifications. Implementation of the Land Use and Mobility Plan will occur through development standards, design guidelines, and implementation measures provided in subsequent chapters.





4-1

Land Use and Mobility Plan

Globemaster Corridor Specific Plan

4.1 Land Use Districts

The GCSP regulates the plan area through the application of six development districts and two overlay zones. The boundaries of each district and overlay zone are provided in Figure 4-1 and described as follows. Each district and overlay zone has its own set of land use restrictions and development regulations as provided for in Chapter 5.

Business Park (BP)

The Business Park (BP) district is intended as a campus-style district that supports a range of employment uses, including professional office, research and development, light industrial, high cube warehousing and aviation-related uses. Warehousing uses shall be high-turnover and employment-generating warehousing subject to the authority of the Zoning Administrator to determine what constitutes a "high-turnover and employment-generating warehouse." Development regulations are designed to achieve high-quality mid-rise structures served by a system of pedestrian pathways, passive and active open space areas, and amenities in a campus-style environment.



Microsoft Headquarters, Redmond WA

Community Commercial (CC)

The Community Commercial (CC) district supports medium-scale retail, hotel, and service uses intended to serve the entire community, including convenience and comparison shopping goods and associated services. Development regulations are designed to achieve a pedestrian-friendly environment where buildings face the sidewalk at the immediate intersections, and where mid-corridor streetscape enhancements provide a more inviting walking environment.



Seattle, WA

Industrial Commercial (IC)

The Industrial Commercial (IC) district supports a mix of auto-oriented commercial and light industrial uses, including research and development, flex space, warehousing, and small-scale incubator industries, as well as community-serving commercial uses. Land uses are designed to operate entirely within enclosed structures, which pose limited potential for environmental impacts on neighboring uses with respect to noise, hazardous materials, odors, dust, light, glare, traffic, air emissions, and hours of operation. It is anticipated that buildings housing these uses will be within low-scale, adaptively reused structures or part of modern industrial complexes in campus-like settings. Development regulations are designed to address the streetscape to achieve a more inviting walking environment.



Douglas Park, Long Beach John Kaliski Architects

General Industrial (IG)

The General Industrial (IG) district is preserved for traditionally heavy industrial and manufacturing uses such as large construction yards with heavy equipment, chemical manufacturing plants, and food processing plants. The buildings that house these operations may be older industrial buildings retrofitted to accommodate the use or new state-of-the-art manufacturing plants. The focus of the IG district is on the operating characteristics of the use, rather than the particular product created. Development regulations are designed to provide adequate parking and address the streetscape to achieve a more inviting walking environment.



Douglas Park, Long Beach John Kaliski Architects

Airport (AP)

The Airport district is reserved for property that is part of the designated airfield of the Long Beach Airport, and adjacent properties under Airport control. The Federal Aviation Administration (FAA) requires these areas to remain available for aviation operations and aviation-related uses. The property in the Airport district is managed by the Airport Department of the City of Long Beach. Land use and development standards reflect this aviation focus and are intended to accommodate any aviation-related uses approved by the Airport Department.

The Airport (AP) district in this Specific Plan is created to unify the land use regulations for the western and southern areas of the Long Beach Airport and is

intended to serve as a model for the future adoption of an airport zoning district into Title 21 (Zoning Regulations), LBMC, or adoption of a specific plan for the airport, either of which will cover the entire extent of the Long Beach Airport. At the time of the creation of this Specific Plan, land use at the Long Beach Airport was regulated through a mix of the IG (General Industrial) zoning district, and several Planned Development (PD) Districts, including PDs for the Long Beach Airport Terminal (PD-12), the Atlantic Aviation Center (PD-13), and Douglas Aircraft (PD-19). This Specific Plan replaces the western area of PD-19 (leaving the eastern area, as-is) and absorbs all of PD-13, as well as the IG zone on the airport property within the extent of the plan area.



Airport District image, Long Beach

Open Space (OS)

The Open Space (OS) district is established to preserve the designated open space area at the southeast corner of Spring Street and California Avenue within the plan area. This district is intended to be used for active and passive public use, including for recreational, cultural, and community service activities that provide physical and psychological relief from the intense urban development of the plan area.



Reservoir Park, Long Beach

Cherry Avenue Overlay Zone (CAO)

The Cherry Avenue Overlay Zone (CAO) is intended to allow complementary retail and restaurant amenities supportive of the underlying BP district and adjacent neighborhoods. Development standards are designed to ensure that new uses are pedestrian-oriented and address Cherry Avenue either as stand-alone buildings or integrated with new business-park or modern industrial complexes in a campus-style setting.

Runway Protection Overlay Zone (RPZ)

The Runway Protection Overlay Zone (RPZ) identifies property located within the flight path of the Long Beach Airport that contain more restrictive use and height constraints than in other districts in the plan area. Its purpose is protection of people and property on the ground. Compatible land use within the RPZ are generally restricted to agricultural and similar uses that do not involve congregations of people or construction of buildings or other improvements that may be obstructions. The following land use criteria apply within the RPZ: While it is desirable to clear all objects from the RPZ, some uses are permitted, provided they do not attract wildlife, are outside the Runway Object Free Area (OFA), and do not interfere with navigational aids. All building heights shall conform to the Long Beach Airport – Runway Approach Zones – Standard for determining obstruction in air navigation.



Long Beach Exchange (LBX)



Daugherty Sky Harbor, Long Beach

4.2 Development Potential

Table 4-1 provides the estimated development potential for the GCSP as well as the market demand over the next 10 and 20 years for each proposed land use type. This table is a summary of the more detailed market study and job projection analysis provided in Appendix A. Table 4-1 shows that anticipated development potential in the GCSP aligns fairly closely with current market projections for most land use categories. The market projections reflect employment and development trends for the south Los Angeles County market area and the estimated market capture rate of the plan area in relation to other job centers in the market area. Based on the GCSP Land Use Plan, the GCSP includes development capacity for approximately 8.9 million square feet (sq. ft.) of development. This results in an estimated 11,170 new jobs in the GCSP area. As shown in Table 4-1, there is market demand for total development in the GCSP area of approximately 6.6 million sq. ft. over 10 years and 9.7 million sq. ft. over 20 years. About 1.9 million sq. ft. of development is existing occupied buildings in the GCSP area that are anticipated to remain in place.

Table 4-1 GCSP Development Capacity Compared to Market Projections

GCSP LAND USE	GCSP Development Potential (sq. ft.)	Market Demand Plus Existing Development	
		10 Years (sq. ft.)	20 Years (sq. ft.)
Office	1,872,602	843,862	1,551,062
Medical Office	146,095	43,063	104,229
R&D	234,651	11,398	22,797
Manufacturing	1,131,139	1,678,645	1,839,645
Light Industrial/Warehousing	4,455,892	3,088,389	4,703,389
Retail	795,457	601,205	821,032
Restaurant	107,623	133,351	241,624
Hotel	162,944	200,000	400,000
Total	8,906,403	6,599,913	9,683,778



Douglas Park, Long Beach John Kaliski Architects

4.3 New Streets

Figure 4-1 shows both the existing streets and the conceptual location of new streets within the plan area. Streets are divided into four street classifications (Major Avenue, Minor Avenue, Neighborhood Connector, and Local Street) and a pathway system (Pedestrian Connection). Street classifications are consistent with the General Plan Mobility Element. The Pedestrian Connection typology represents pathways providing pedestrian/bicycle access through parcels. New streets and pedestrian connections break down large blocks to enhance mobility and accessibility for all travel modes.



New streets will improve pedestrian and bicycle mobility.

As shown in Figure 4-1, new Neighborhood Connector streets continue 36th Street and 32nd Street east of Cherry Avenue, forming an outer loop around the central core area with Cherry Avenue and Globemaster Way. New Local Streets extend 33rd Street east of Cherry Avenue and create new north-south mid-block connectors east and west of Cherry Avenue in both the central core and southwestern portions of the plan area. New pedestrian connections create internal pedestrian/bicycle pathways that further strengthen accessibility and mobility through and between parcels. Combined improvements achieve an integrated and multi-modal mobility system supportive of the land use districts.

The location of new streets and pedestrian connections are conceptual and designed to maximize the accessibility and connectivity for active transportation modes. Actual locations may deviate from those shown, provided the original intent is maintained. The actual locations will be determined by the developer and shall be approved by the Director of Public Works and Development Services.



4.4 Street Improvements

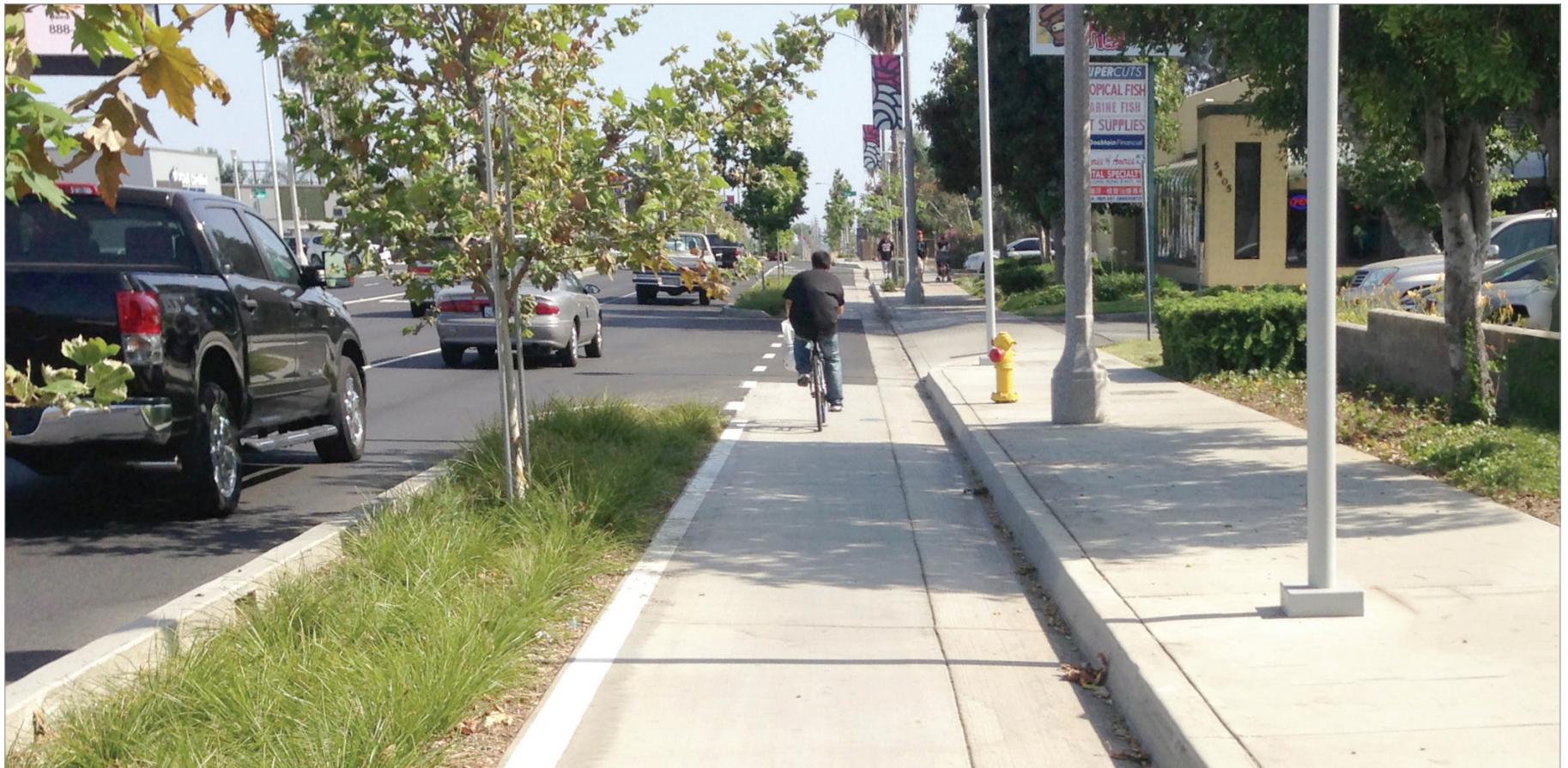
Improvements to existing streets and the design of new streets are important aspects of this plan. Bicycle facilities are proposed for Cherry Avenue, Wardlow Road, and all new streets in the plan area to help improve connectivity within the plan area and connect to existing bicycle infrastructure within the vicinity of the plan area, strengthening Long Beach's commitment to being the nation's most bicycle-friendly city. Development standards

for installing new bike racks and lockers are found in Chapter 5. However, when the provisions of this Specific Plan differ from those of the City's Bicycle Master Plan, the provisions contained in the Bicycle Master Plan take precedence.

Pedestrian improvements are also proposed for Cherry Avenue, Wardlow Road, and all new streets within the plan area to help ensure a continuous network of sidewalks and shaded parkways to facilitate and encourage walking through and to/

from the plan area. Guidelines for the landscaping of parkways are found in Chapter 6.

The following provides a description of the types of improvements planned for Cherry Avenue, Wardlow Road, and new streets within the plan area, including new Pedestrian Connections. Street sections illustrating the improvements are provided in Figures 4-2 through 4-5.

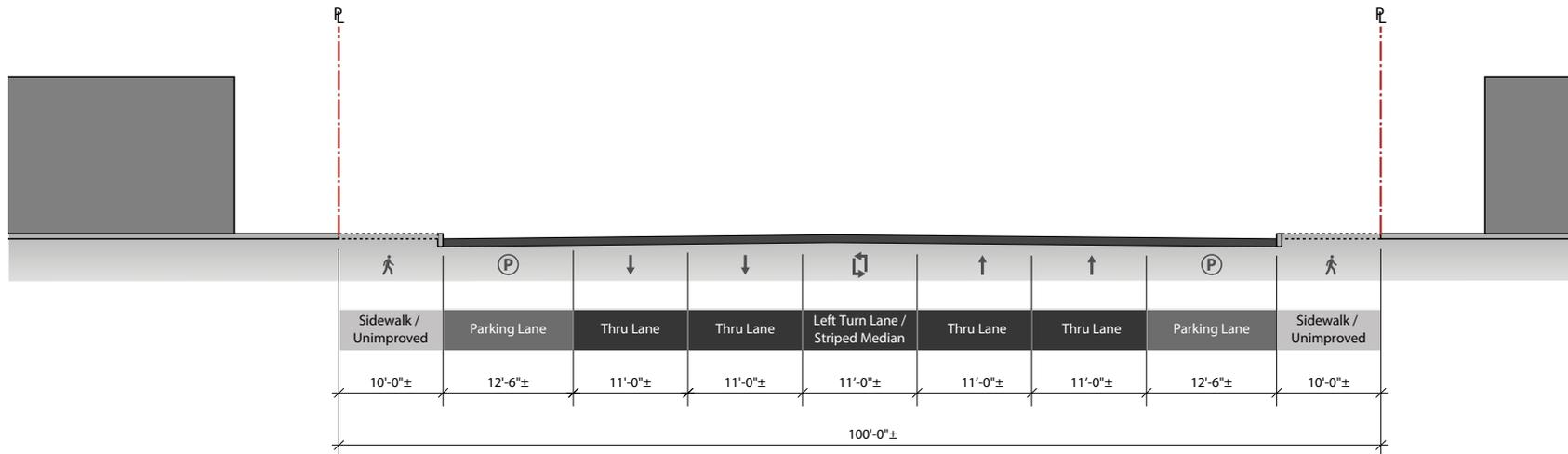


Street improvements should include landscaped parkways, continuous sidewalks, and bike lanes

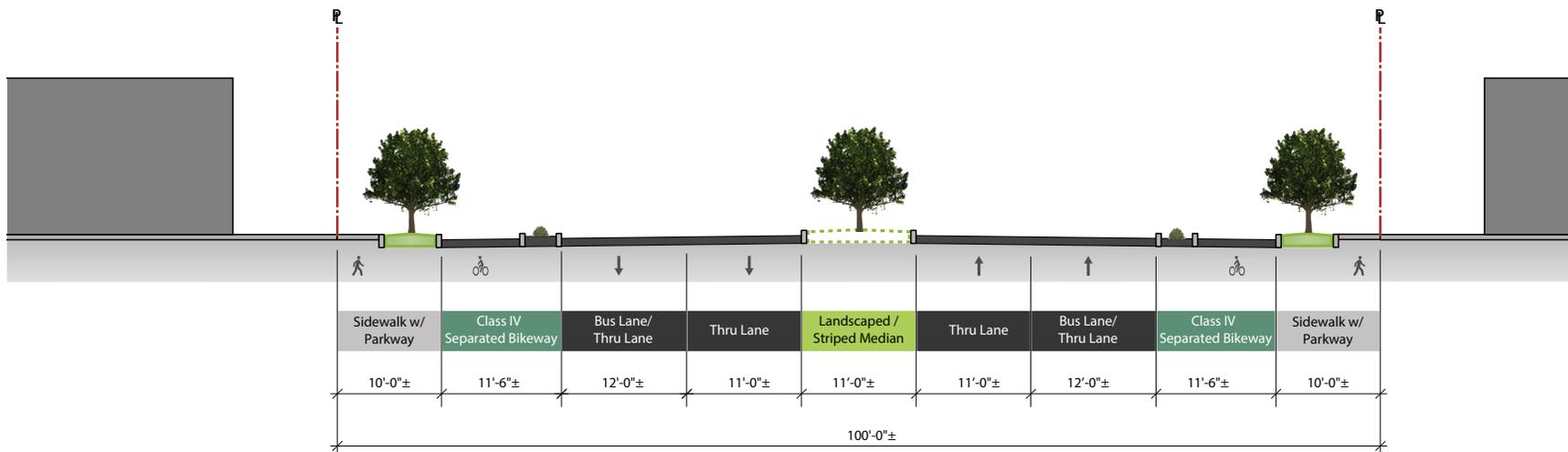
Figure 4-2 Street Sections: Cherry Ave

Cherry Avenue is a central unifying thoroughfare for the GCSP. Multimodal enhancements along Cherry Avenue are key to the success of the plan as all other improved streets rely on access from Cherry Avenue. The new street section for Cherry Avenue removes on-street parking on both sides and provides a new 11-foot 6-inch Class IV separated bikeway.

A curb, planter, or striping will be placed to separate cyclists from traffic between the new bikeway and the street. A landscaped parkway is also incorporated into the pedestrian right-of-way to beautify and provide shade for pedestrians and cyclists.



Existing Street Section - Cherry Avenue; Typical; At Midsection

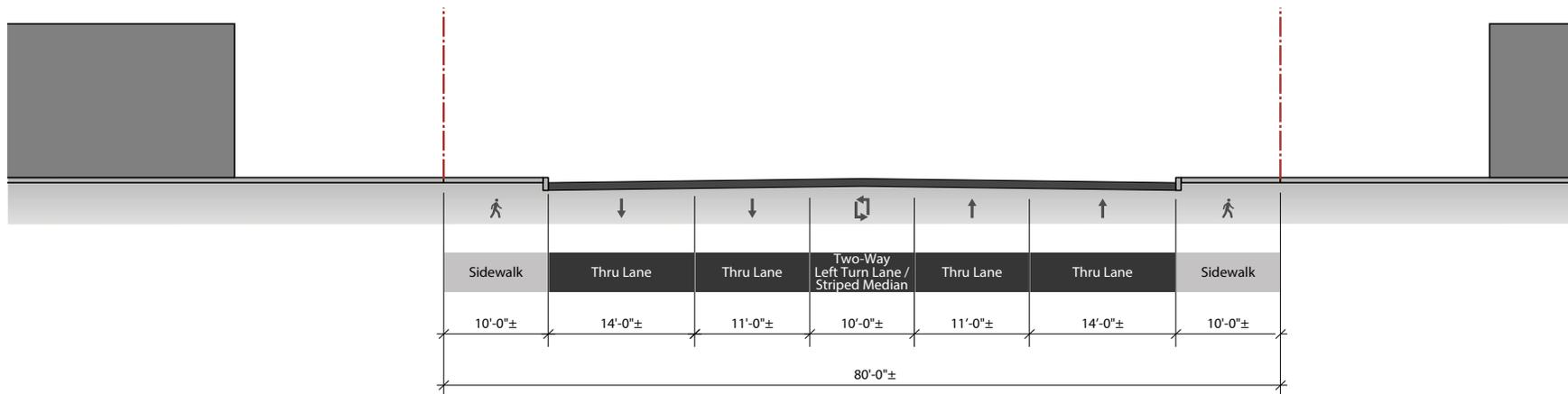


New Street Section - Cherry Avenue; Alternative A; At Mid-Section; w/ 8-to-80 Class IV Separated Bikeways on Roadway

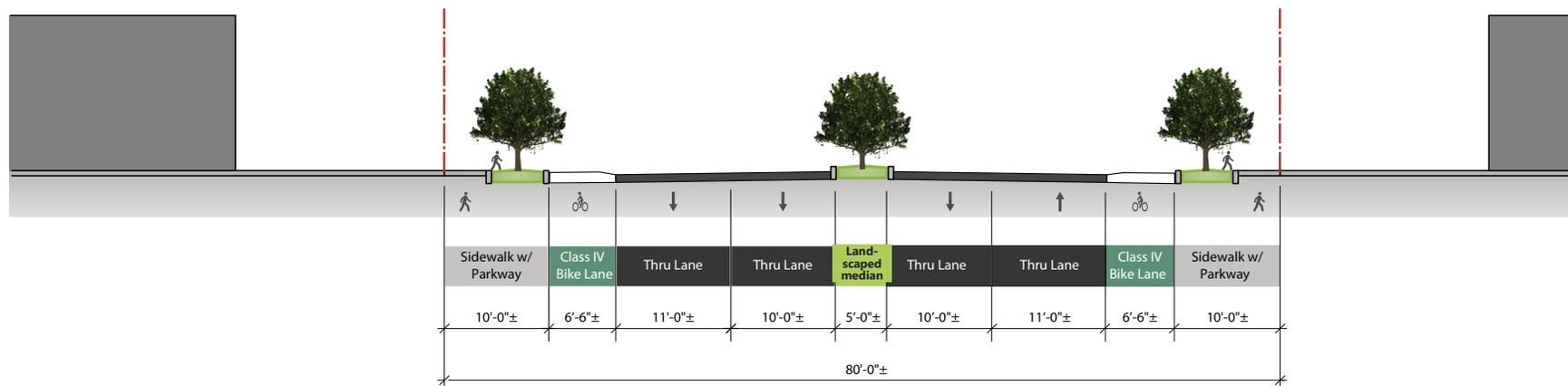
Figure 4-3 Street Sections: Wardlow Road

Wardlow Road is a central east–west corridor providing access to the central core headed east and to the historic California Heights neighborhood headed west. Multimodal improvements to this corridor are equally important as Cherry Avenue for the success of the plan, as Wardlow Road provides direct access to the central core area where the majority of new

employment opportunities and mobility improvements are proposed. The new street section for Wardlow Road reduces the width of the through lanes to add a raised Class IV separated bikeway with a vertical or mountable curb. A landscaped parkway is also incorporated into the pedestrian right-of-way to beautify and provide shade for pedestrians and cyclists.



Existing Street Section - Wardlow Avenue; Typical; At Midsection

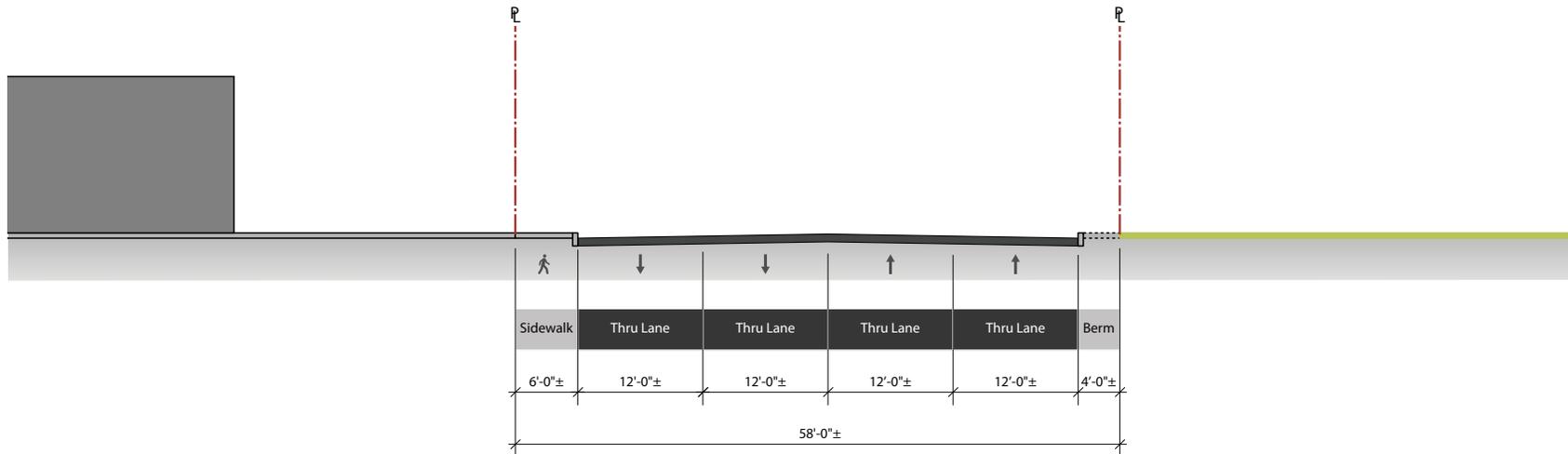


New Street Section - Wardlow Avenue; Typical; At Midsection

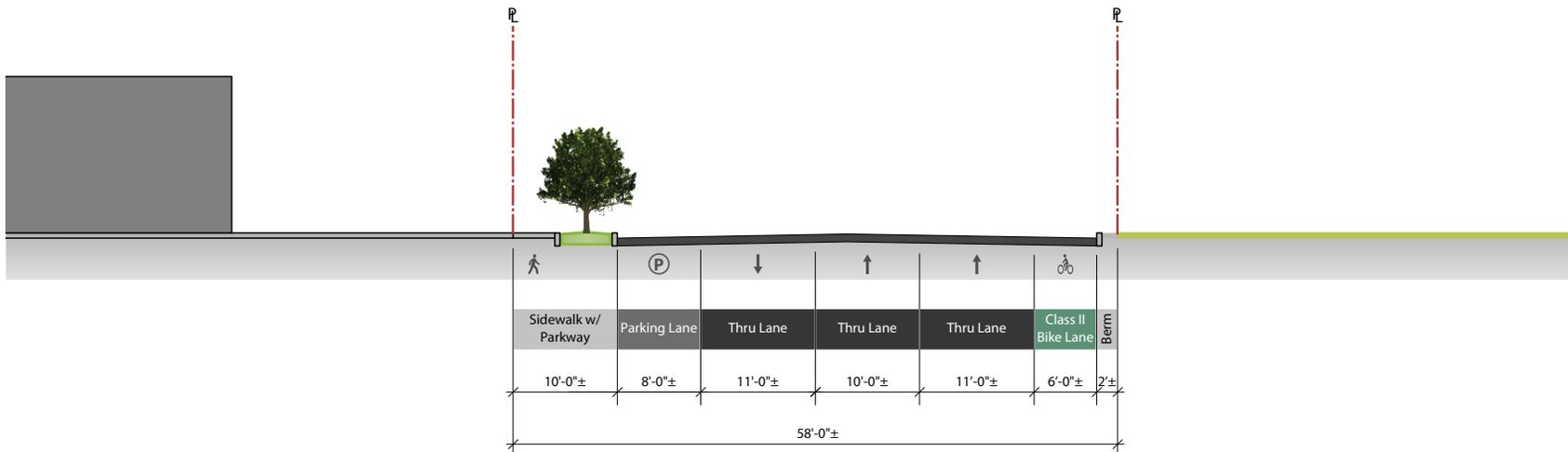
Figure 4-4 Street Sections: New Neighborhood Connector Streets

The new street section for the Neighborhood Connector classification provides three through lanes instead of four to accommodate a parking lane and landscaped parkway on one side of the street and a Class II bike lane on the other side of the street. The provision of on-street parking on Neighborhood Connector streets internal to development sites is optional

as projects are expected to provide all required parking as off-street parking. These improvements to the Neighborhood Connector classification for new streets will facilitate access around the central core area and improve the experience and accessibility to the central core from Cherry Avenue for both pedestrians and cyclists.



Existing Street Section - E 36th St. / Globemaster Way; Typical (Globemaster Way); At Midsection

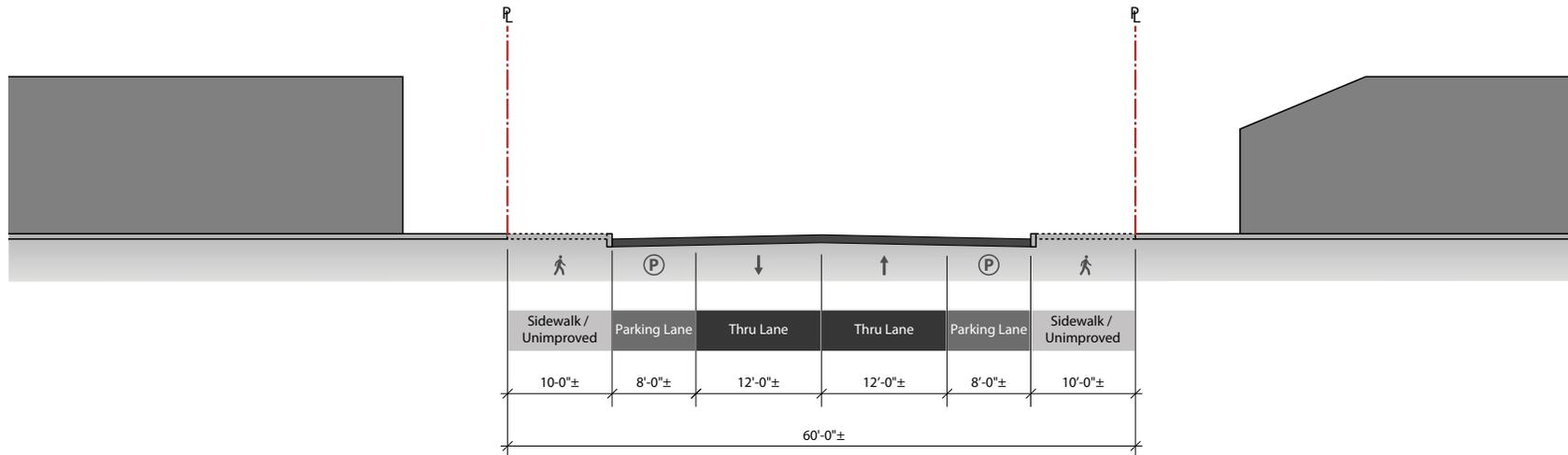


New Street Section - Neighborhood Connector; Typical (Globemaster Way); At Midsection

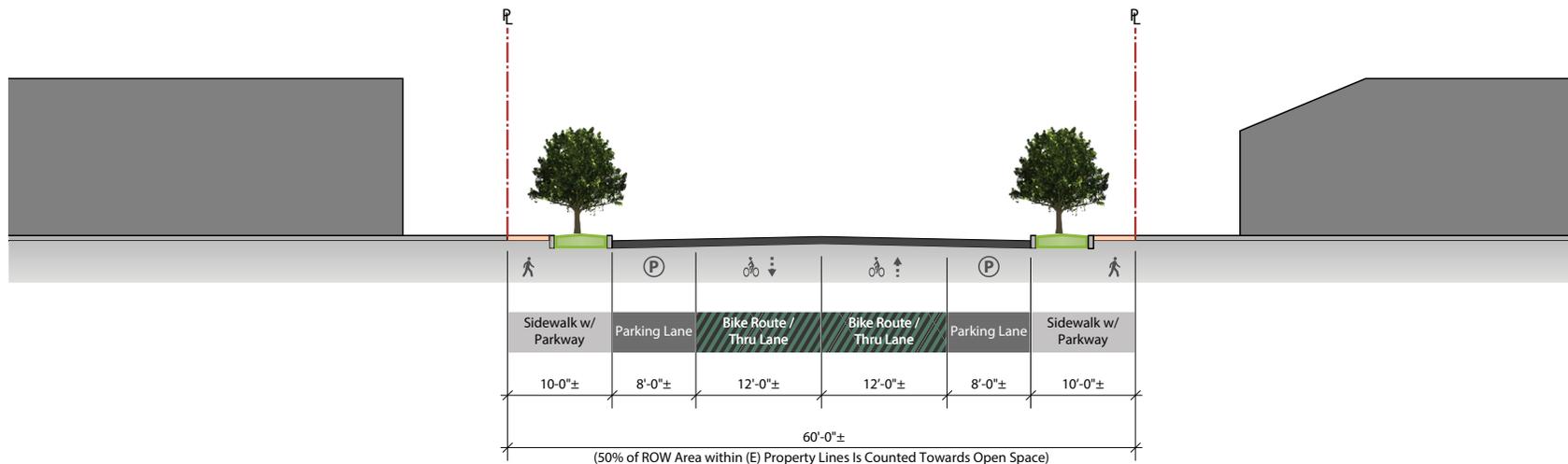
Figure 4-5 Street Sections: New Local Streets

The new street section for the Local Street classification converts through lanes to through/Class III bike lanes (i.e., signs or “sharrows”) and provides a landscaped parkway on both sides of the street. Alternative parking configurations (i.e., parallel or diagonal) are also possible and provide flexibility in the design of new Local Streets. The provision of on-street

parking on Local Streets internal to development sites is optional as projects are expected to provide all required parking as off-street parking. Improvements to the Local Street classification will enhance the experience and accessibility for both cyclists and pedestrians to sites within the plan area.

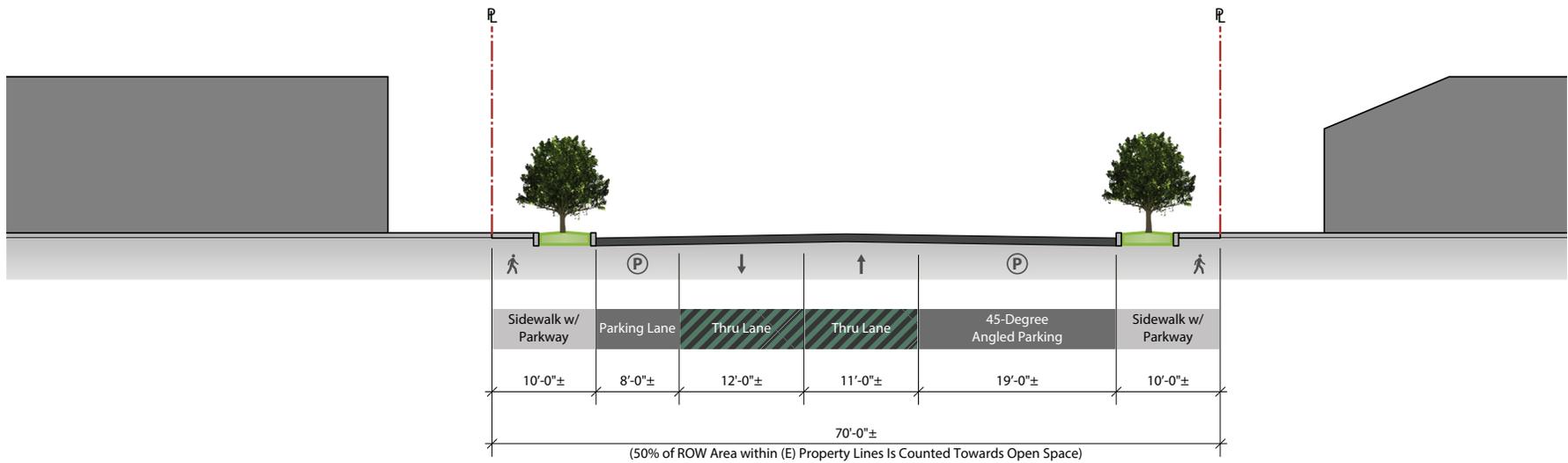


Existing Street Section - Local Street; Typical (33rd St.); At Midsection

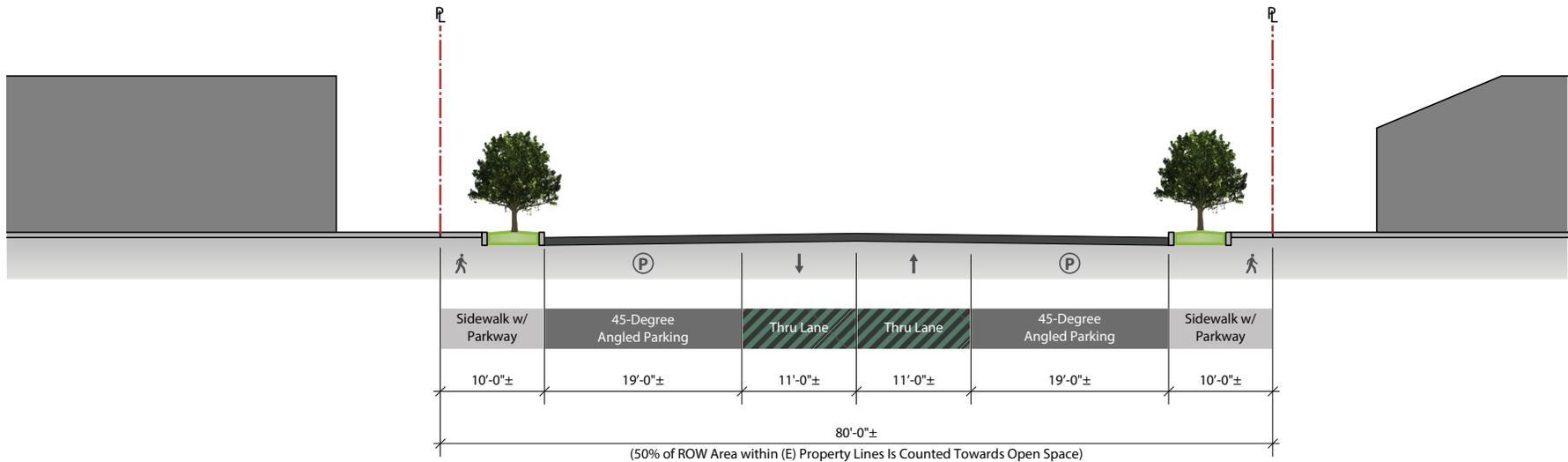


New Street Section - Local Street; Typical (33rd St.) and Alternative A; At Midsection

Figure 4-5 Street Sections: New Local Streets



New Street Section - Local Street; Alternative B; At Midsection



New Street Section - Local Street; Alternative C; At Midsection

New Pedestrian Connections

Pedestrian Connections expand the overall pedestrian network by subdividing large blocks with additional pathways for those traveling on foot. The design of Pedestrian Connections is flexible; however, new pathways should be flanked by landscaping to beautify and provide on-site shading. Pedestrian Connections may also be counted towards open space requirements as set forth in Chapter 5.



Pathway through Googleplex, Mountain View, CA



5



LAND USE AND DEVELOPMENT REGULATIONS



5.1 Purpose and Intent

5.1.1 Purpose

This chapter presents the land use and development regulations that address those aspects of use of property and site development that are essential to achieve the overall vision for the Globemaster Corridor Specific Plan (GCSP). They are precise specifications for such things as permitted uses, building height, setbacks, open space and parking. The regulations also address community benefits and the types of site improvements that are required in order to achieve the community vision.

5.1.2 Intent

The land use and development regulations are intended to implement the vision, land use, and mobility plan provided in earlier chapters and work together with the design guidelines in Chapter 6, respectively. Together they ensure that new developments exhibit high standards of urban design, circulation, and landscaping that contribute to establishing a twenty-first century employment district, stimulate economic growth, and increase active transportation and connectivity within the plan area. The land use and development regulations are mandatory provisions that, along with the design guidelines, govern the GCSP area. The combined development regulations and design guidelines are intended to provide flexibility and development feasibility for public and private projects, while ensuring the provision of community benefits (e.g., street infrastructure, connectivity, and open space).



5.2 General Provisions

5.2.1 GCSP Area and Scope

The GCSP area contains six development districts and two overlay zones, each described in Chapter 4, Land Use and Mobility Plan, and as delineated in Figure 5-1, Land Use Districts.

To the extent provided by State or Federal law or regulation, this Specific Plan is a component of the Zoning Regulations of the City of Long Beach, and shall apply to all development including development by the City of Long Beach or use of property within the plan area, whether public or private, except the following excluded properties:

- A. Roadways. When dedicated as public freeways, streets or alleys, the Zoning Regulations shall only apply to issues of dedications, improvements, reservations, signage, parkway landscaping, street trees and curb cut locations;
- B. Oil, Gas and Water. When properties are used for oil extraction or gas extraction and processing and for City water wells, and when such uses are regulated by other provisions of the Municipal Code;
- C. Public Utility Transmission, Distribution and Transit Lines. When locating and using such lines only, and not when land, air rights or mineral rights are being utilized for other than transmission, distribution or transit purposes;

5.2.2 Applicability

Except as provided in Division XI of Chapter 21.25 of Title 21, Long Beach Municipal Code (LBMC) (Zoning Regulations), the provisions of this Specific Plan shall apply to the erection or alteration of any building or structure, or to the use of any parcel of land, on and after the effective date of the Ordinance codifying this Specific Plan and any subsequently adopted ordinance amending this Specific Plan, unless a building permit has been lawfully issued by the City for the construction of a project, in which case that project may be completed under the provisions of Title 21 as they existed at the time of issuance of the building permit; provided, that construction under the permit must be commenced within six (6) months of issuance of the permit. For the purpose of this provision, a foundation permit shall be treated as equivalent to a building permit but grading, demolition, electrical, mechanical or plumbing permits shall not be considered or treated as building permits.

No official or employee of the City authorized to issue permits or licenses shall issue such permits or licenses not in conformity with the provisions of this Specific Plan where such conformity is required by law. Any permit or license issued in conflict with the provisions of this Specific Plan shall be null and void. Unless otherwise excepted, no premises shall be occupied or used and no building shall hereafter be erected, altered, used or occupied until certified by the Director of Development Services or his/her authorized designee to be in compliance with the provisions of this Specific Plan.

Whenever any building or sign permit, conditional use permit (CUP), variance or special zoning approval has been issued prior to the effective date of this Specific Plan or any amendment thereto and the uses or improvements for which the permit was issued would not conform to the regulations or amendments of this Specific Plan, the uses or improvements may, nevertheless, be utilized or developed to the extent authorized by the issued permit, provided the permit has not expired under the terms of its issuance. The uses and improvements shall be deemed legally non-conforming and shall be subject to the provisions of Title 21 governing nonconformities.

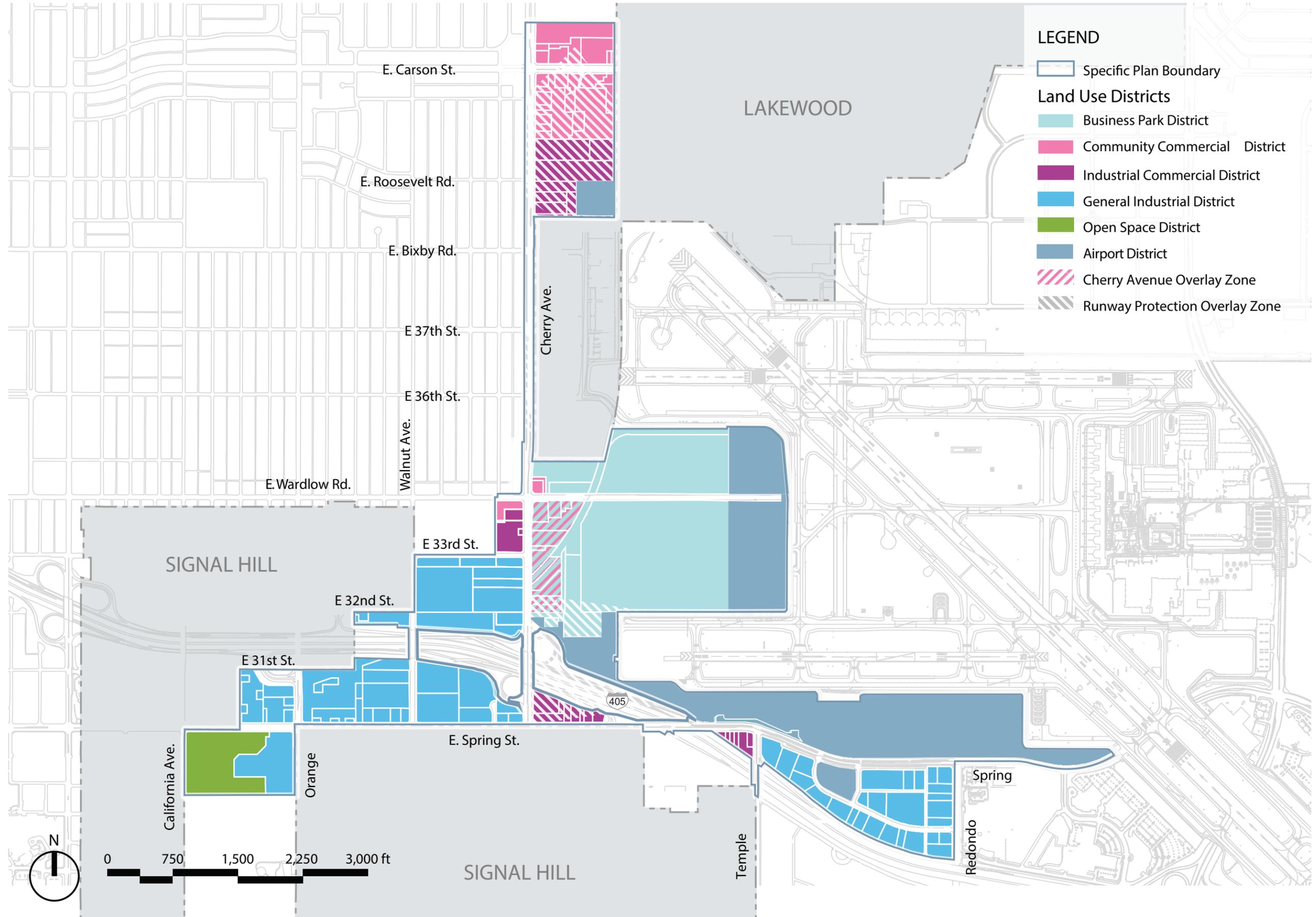
Whenever construction of a building has begun under a valid building permit and the regulations of this Specific Plan are later changed, construction may continue as long as the building permit remains valid. However, if construction is discontinued for any reason, except as provided in Section 21.27.090 of the Zoning Regulations, and the building permit lapses, terminates or is otherwise or in any way voided, then all construction authorized under any new or subsequent building or other permit must conform to the regulations in effect at the time the new or subsequent permit is issued.

5.2.3 Interpretation of the Specific Plan

If uncertainty arises concerning the content or application of this Specific Plan and its standards, the Zoning Administrator shall be authorized to determine all pertinent facts and interpret the Specific Plan. Alternatively, the Zoning Administrator may request the Planning Commission to make such interpretation. In no instance, however, shall the Zoning Administrator

Land Use Districts

Globemaster
Corridor
Specific Plan



determine, nor shall these regulations be so interpreted, that a use shall be permitted in a district when such use is specifically listed as permissible in another district. The classification of use procedure, which is set forth in Division VI of Chapter 21.25 of Title 21, shall be utilized to resolve such discrepancies.

5.2.4 Compliance with Regulations, Standards of the LBMC Apply

All sites, structures, and uses within the plan area shall comply with the requirements of this Specific Plan. Any zoning or development standards or regulations not specified in this Specific Plan shall conform to the zoning and development standards and regulations of Title 20 (Subdivisions) and Title 21 (Zoning) of the LBMC.

5.2.5 Waivers of Development Standards

A. Waivers. The Site Plan Review Committee and/or Planning Commission, as appropriate, may, at its discretion, grant waivers to the development standards and regulations specified below where such waiver would not cause substantial adverse effects upon the community and the general public welfare, and would further the interest and goals of this Specific Plan:

1. Building setbacks;
2. Open space requirements;
3. Building setbacks and streetwall requirements;
4. Landscaping;
5. Fence height;
6. Tandem parking limitations;

7. Number and width of curb cuts;
8. Pedestrian connection requirements; and
9. Sign standards for size, number, height, and location of signs.

B. Limitations. A waiver may or may not be granted if the waiver would in any way degrade the environment or result in any changes to classification of land use or to density. Development projects not required to file for site plan review may not apply in order to obtain a waiver for development standards.

5.3 Permitted Uses

The following subsections set forth the land uses permitted in the GCSP by district. All uses not specifically permitted shall be prohibited.

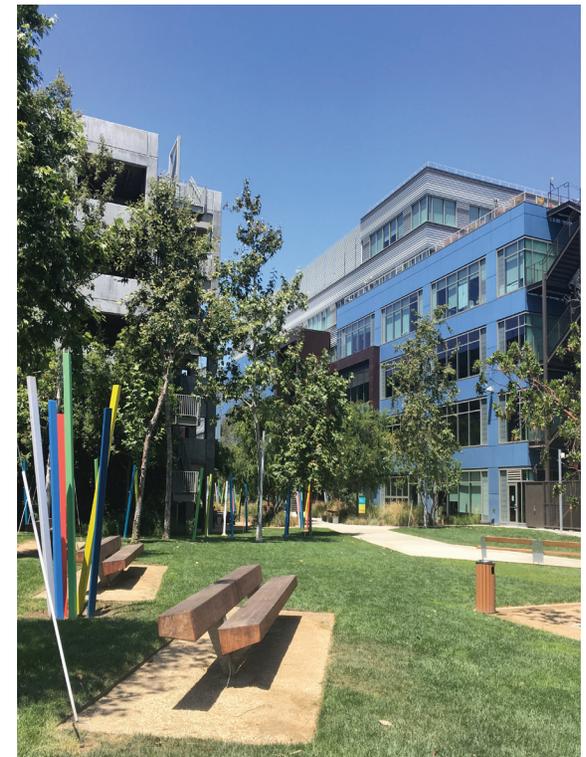
5.3.1 Business Park (BP) District

The following uses shall be permitted in the Business Park (BP) district within the Specific Plan area.

A. Primary Uses Each development site in the BP district shall contain a *primary use*. A primary use is the main principal use of land or structures on the site. Primary uses in the BP district shall have a minimum employment density (jobs factor) of at least 10 jobs per acre. The following uses are allowed as Primary Uses in the BP district:

1. Aerospace manufacturing;
2. Aviation- and airport-related uses;
3. Automotive manufacturing, including but not limited to post-assembly-line finishing and customization by a manufacturer or sub-unit of a manufacturer;

4. High Cube Warehouses (HCW), limited to not more than 50% of the land area of the BP District, including all building gross floor area (GFA) as well as parking and other supporting/ancillary buildings or land area, and subject to the Special Development Standards of Section 21.45.168 (Truck Terminal and Truck Yard Facilities) of the Zoning Regulations. Warehousing uses shall be high-turnover and employment-generating warehousing subject to the authority of the Zoning Administrator to determine what constitutes a "high-turnover and employment-generating warehouse". Types of HCW permitted are listed as follows (see Section 5.4, Definitions, for their definitions and standard characteristics):



Playa Vista, Los Angeles John Kaliski Architects

- a. Cold storage;
 - b. Fulfillment center;
 - c. Parcel hub—permitted only as adaptive reuse and subject to a Development Agreement;
 - d. Short-term storage; and
 - e. Transloading facility (not including recycling or refuse).
5. Hotel of 150 rooms or more, subject to a CUP;
 6. Manufacturing uses, as permitted in the General Industrial (IG) zoning district of Chapter 21.33 of the Zoning Regulations, and subject to an Administrative Use Permit (AUP) or CUP, as applicable, per Table 33-2;
 7. Motion Picture Production and Allied Services (SIC Industry Group 781);
 8. Professional office uses (business office);
 9. Research and development; and
 10. Vocational Schools (SIC Industry Group 824).

B. Secondary Uses

Where a *primary use* is established on a development site, *secondary uses* may also be permitted. A *secondary use* is a use that is not the *primary use* and not the main use of land or structures on the development site. A secondary use is incidental to or in support of the operations, employees, or customers of the primary use(s) on the same development site or another development site within the BP district of this Specific Plan.

The secondary uses permitted are those allowed in the CHW zoning district per Table 32-1 of Chapter 21.32 of the Zoning Regulations, subject to an AUP or CUP, as applicable, per Table 32-1.

C. Prohibited Uses in the Business Park District

All uses not listed as permitted uses are prohibited in the BP district. In addition, the following uses are specifically prohibited:

1. Self-storage or mini-warehousing;
2. Cannabis uses (all types); and
3. Dead storage of vehicles, trucks, trailers, shipping containers, or recreational vehicles, and other forms of low-turnover warehousing of goods or vehicles that involve minimal employment.

5.3.2 Community Commercial (CC) District

The uses permitted in the Community Commercial

(CC) district shall be those permitted in the CCA zoning district of Chapter 21.32 of the Zoning Regulations, subject to an AUP or CUP, as applicable, per Table 32-1.

5.3.3 Industrial Commercial (IC) District

The uses permitted in the Industrial Commercial (IC) district shall be those permitted in the IL zoning district of Chapter 21.33 of the Zoning Regulations, subject to an AUP or CUP as applicable per Table 33-2; additionally, those uses permitted by right in the CHW zoning district of Chapter 21.32 of the Zoning Regulations shall be permitted. Any use permitted by right in the CHW zoning district, but which requires an AUP or CUP in the IL zoning district, shall be permitted by right in the IC district.



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5.3.4 General Industrial (IG) District

The uses permitted in the General Industrial (IG) district shall be those permitted in the IG zoning district of Chapter 21.33 of the Zoning Regulations, subject to an AUP or CUP, as applicable, per Table 33-2. Office uses are also permitted for up to 100% of the use on-site.

5.3.5 Open Space (OS) District

The uses permitted in the Open Space (OS) district shall be those permitted in the P (Park) zoning district of Chapter 21.35 of the Zoning Regulations, subject to an AUP or CUP, as applicable per Table 35-1.

5.3.6 Cherry Avenue Overlay Zone (CAO)

Within the Cherry Avenue Overlay Zone, the uses specified as *secondary uses* in the BP district may be established without a *primary use* on the same development site as specified in the BP district.

5.3.7 Airport (AP) District

The following uses shall be permitted in the Airport (AP) district within the Specific Plan area, subject to review and approval by the Director of the Airport Department, or his or her designee:

- A. All of the uses allowed in the CHW zoning district, as specified in Chapter 21.32 of the Zoning Regulations, including but not limited to:
 - 1. Airline clubs, retail uses, and restaurants;
 - 2. Aviation school;
 - 3. Establishments for the sale and service of alcoholic beverages for on-site and off-site consumption, as permitted by the CHW district and subject to the requirements of the Zoning Regulations;

- 4. Accessory retail uses; and
 - 5. Surface parking and parking structures (including at-grade, above-grade, and subterranean).
- B. All of the uses permitted in the IG zoning district, as specified in Chapter 21.33 of the Zoning Regulations, including but not limited to:
- 1. Aircraft under power;
 - 2. Aircraft hangars;
 - 3. Airline catering and food preparation;
 - 4. Airline maintenance and support, including but not limited to storage, aircraft engine or

- airframe repair and testing, and aircraft maintenance shops;
- 5. Air cargo facilities, including but not limited to outdoor storage of air cargo on a rotating or cyclical basis with complete turnover in not more than 72 hours;
- 6. Commercial passenger vehicle staging and holding areas;
- 7. Fixed-Base Operators (FBOs);
- 8. Helicopter operations, including but not limited to helicopter landings and take-offs, helipads, heliports, and helistops;



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9. Navigational Aids and any other equipment mandated, required, or recommended by the FAA, TSA, or any other government agency;
10. Run-up enclosures;
11. Runways, taxiways, aircraft parking aprons and revetments, and service roads; and
12. Passenger handling facilities, including but not limited to baggage handling and processing, passenger holdrooms, boarding gates, ticketing, security screening, duty and customs, and passenger check-in functions.

C. In addition, the following uses shall be permitted:

1. Aggregate/concrete/asphalt recycling and grinding facilities;
2. Airport police training facilities;
3. Airport fire department rescue, firefighting, and training facilities;
4. CNG/LNG stations, central utility plants, and other fueling and energy sources;
5. Fuel farms;
6. Hazardous waste storage, subject to all other applicable laws and regulations;
7. Hydrogen cells;
8. Other airport-related government facilities of the City of Long Beach;
9. People mover systems and related stations and facilities;
10. Security-related equipment and facilities;
11. Surface water runoff infrastructure and treatment plant;
12. Uses customarily incidental to any of the uses

enumerated in subsections A, B, and C, and their appurtenant accessory buildings, structures, or uses;

13. Uses subject to a CUP in the CHW or IG zones, which shall be permitted by right due to the oversight provided by the Director of the Airport Department; and

14. Any other uses determined to be of a similar nature to those enumerated in subsections A, B, and C, and deemed necessary for the safe and efficient operation of the airport, by the Director of the Airport Department.



Example of Accessory Retail Use (Santa Ana Row/San Jose)

5.3.8 Runway Protection Overlay Zone

A. The following uses shall be permitted in the RPZ zones within the Specific Plan area without further FAA evaluation: (AC150/5300-13A, sec. 310(d)), subject to review and approval by the Director of the Airport Department, or his or her designee:

1. Farming that meets airport design standards;
2. Irrigation channels;
3. Airport service roads, as long as they are not public roads and are directly controlled by the airport operator;
4. Underground facilities, as long as they meet other design criteria; and
5. Unstaffed NAVAIDs and facilities, such as equipment for airport facilities that are considered fixed-by-function in regard to the RPZ.

Automobile parking facilities, although discouraged, may be permitted, provided the parking facilities and any associated appurtenances, in addition to meeting all of the preceding conditions, are located outside of the object free area extension. (AIP Sponsor Guide – 550.)

To the extent practicable, these use restrictions are consistent with FAA Advisory Circular 150/5300-13. The use restrictions preclude the construction of any new structures within the RPZ. The renovation, rehabilitation and/or reconstruction of the existing structures within the existing footprint shall be allowed. However, a specific condition of the height and use restrictions is that no new structures

shall be built within the RPZ and no new habitable space shall be provided within this area. Rather, all permitted uses shall be within the footprint of habitable space existing within the RPZ as of September 1, 2000. In addition, the permitted uses will not result in an intensity of use greater than the intensity of use historically present within the RPZ.

B. A consultation with the FAA is required when certain new or modified land uses enter the limits of the RPZ as a result of a local development proposal in the RPZ and they are new or modified. (FAA Interim Guidance.) Those land uses include the following:

1. Buildings and structures (residences, hospitals, schools, commercial/industrial buildings);
2. Recreational land uses (golf course, amusement park);
3. Transportation facilities (rail facilities, public roads);
4. Fuel storage facilities;
5. Hazardous material storage;
6. Wastewater treatment facilities; and
7. Above ground utility infrastructure.

Prior to contacting the FAA, a full range of alternatives must be identified and properly documented to avoid introducing a land use issue into the RPZ, minimize the impact of the land use on the RPZ, or mitigate risk to people and property on the ground. The FAA will work with the City, as the

owner and operator of Long Beach Airport, to make a joint determination regarding Airport Layout Plan (ALP) approval after considering the proposed land use, location within the RPZ and documentation of the alternative's analysis. In addition, the FAA and the City will include language in the airspace determination letter regarding any violations to ensure that all stakeholders (including tenants, operators, and insurers) are fully apprised of the issues and potential risks and liabilities associated with permitting such facilities within the RPZ.

The FAA expects airport sponsors to take all possible measures to protect against and remove or mitigate incompatible land uses. (FAA Interim Guidance.) In cases where the land is already developed with an incompatible land use and it would not be financially feasible to acquire the existing development, the FAA policy is a notice to the landowner that the FAA considers such uses incompatible. It is the FAA policy to object to incompatible land uses that are proposed for property within the RPZ whether or not the airport owns the land and such objection should be anticipated. (AIP Sponsor Guide – 550.)

C. The following land uses shall be prohibited in the RPZ (AIP Sponsor Guide – 550):

1. Residences;
2. Places of public assembly (churches, schools, hospitals, office buildings, shopping centers, and other uses with similar concentrations of persons typify places of public assembly).

5.4 Definitions

Accessory Retail Use

“Accessory Retail Use” means a retail use required and/or provided in any non-commercially zoned property that is incidental to the main use of the property. Unless otherwise specified, Accessory Retail Use shall refer to the accessory retail space enclosed within a building.

Height of Building

“Height of Building” with a sloped roof means the vertical distance measured between grade to the midpoint height of the highest slope roof (refer to LBMC Section 21.15.1330 for Height of Building definitions for a sloped roof). The Height of Building for a flat roof means the vertical distance measured between grade and the top of the roof deck. Elevator and mechanical equipment penthouses, stairwells, signs, architectural features, and any other areas of non-occupied space shall not be included in the measurement of height.

High-Cube Warehouse

“High-Cube Warehouse (HCW)” is a building that typically has at least 200,000 GSF of floor area (not a requirement, however), has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses. A typical HCW has a high level of on-site automation and logistics management. The automation and logistics enable highly-efficient processing of goods through the HCW. The five permitted types of HCW are defined and characterized as follows:

- **Cold Storage** – HCW with permanent cold storage in at least part of the building; limited or no break-bulk, repack or assembly activities; truck and trailer parking can vary with whether products are frozen or perishable; typically 70-100 feet high to maximize efficiency of refrigeration; frozen food tends to have a higher ceiling than produce handling; very high clear height typically necessitates sophisticated material handling equipment and conveyance system.
- **Fulfillment Center** – storage and direct distribution of e-commerce product to end users; smaller packages and quantities than other types of HCW; often multiple mezzanine levels for product storage and picking; pick-and-pack area comprises majority of space; employee, truck and trailer parking significantly higher than other HCWs; often as high as 40 feet in order to accommodate up to three levels of interior mezzanines; high levels of automation in material handling, conveying systems and warehouse management systems.
- **Parcel Hub** – regional and local freight-forwarder facility for time-sensitive shipping via air freight and ground; site often includes truck maintenance, wash, or fueling facilities; limited or no break-bulk, repack or assembly activities; larger employee parking ratios; truck drivers often based at facility (i.e., parking may be for both site employees and drivers); very high truck parking ratios to dock positions often 2:1 or more; loading dock usually on both long sides of building or on four sides; typical configuration is cross-dock; building typically more shallow (150-300 feet across) than other HCWs; height commonly between 18 and 20 feet range;

racking not usually provided (i.e., floor-stack only); high levels of automation in material handling, conveying systems and warehouse management systems.

- **Short-Term Storage** – products held on-site for a short time; focus on warehousing/distribution with distribution space operated at high efficiency; often with custom/special features built into structure for movement of large volumes of freight; may or may not include break-bulk, repack or assembly activities; smaller employee parking ratio (per facility square foot) than fulfillment center or parcel hub; ratio of truck parking to docks can vary between 0.5:1 and 1.5:1, with 1:1 being very common; loading dock on either one or two sides; typical building length vs. depth is 2:1; typically between 28 and 34 feet high, with some facilities in excess of 40 feet; number of docks typically 1:10,000 square feet or lower; very highly-mechanized material handling systems; high ratio of material handling equipment to overall floor area; usually limited automated conveying systems.

- **Transloading Facility** – consolidation and distribution of pallet loads or larger handling products of manufacturers, wholesalers/distributors, or retailers with little or no storage durations; high throughput and high-efficiency; very limited pick-and-pack area within facility; smaller employee parking ratio (per facility square foot) than fulfillment center or parcel hub; large, open trailer parking area surrounding facility; produces high land to building ratio; loading dock location on minimum of two sides; typical length vs. depth ranges between 3:1 and 2:1; ceiling height typically lower than other HCWs; number of docks

commonly range between 1:5,000 and 1:15,000 square feet; very highly mechanized material handling systems; usually automated mechanized conveying systems; some facilities use automated storage and retrieval systems.

Outdoor Accessory Retail

“Outdoor Accessory Retail Use” means accessory retail use that is not enclosed within a building. Such outdoor accessory retail use may be permitted in the form of food trucks, kiosks, market stands, and any other outdoor-serving retail use allowed by the use table of this Specific Plan.

Open Space, Common

“Common Open Space” in this Specific Plan means an area open to the sky and designed for specific recreational purposes, including active and passive recreational activities.

Pedestrian Connection

“Pedestrian Connection” means a passageway that is exclusively or predominantly dedicated to pedestrians and other non-vehicular transportation modes, and allows movements of such modes within and across properties.

Primary Use

Within the BP district, a “primary use” is the main and principal use of land or structures on a site. Permitted primary uses are set forth in the land use regulations for the BP district.

Secondary Use

Within the BP district, a “secondary use” is a use that is not the primary use and not the main use of land or structures on a site. A secondary use is incidental to or in support of the operations, employees, or customers of the primary use(s) on the same development site or another development site within the BP district of this Specific Plan. A secondary use is differentiated from an accessory use (defined in Section 21.15.060 of the Zoning Regulations) in that a secondary use is not necessarily dependent upon the primary or principal use for the majority of its use or activity.

Street Block

Blocks shall not exceed one thousand three hundred twenty feet (1,320’) in length between the centerlines of any intersecting streets, except where topographical conditions, location of major or secondary highways, or the previous general layout in the vicinity require longer blocks.

Street Block Subdivision

“Street Block Subdivision” means the total continuous lot area that is bounded and enclosed by the street block boundary and the centerlines of any pedestrian connector located on the street block.

5.5 Development Regulations

Within the plan area, development intensity is regulated by standards for height, setbacks, open space, parking, and other specified standards.

5.5.1 Height

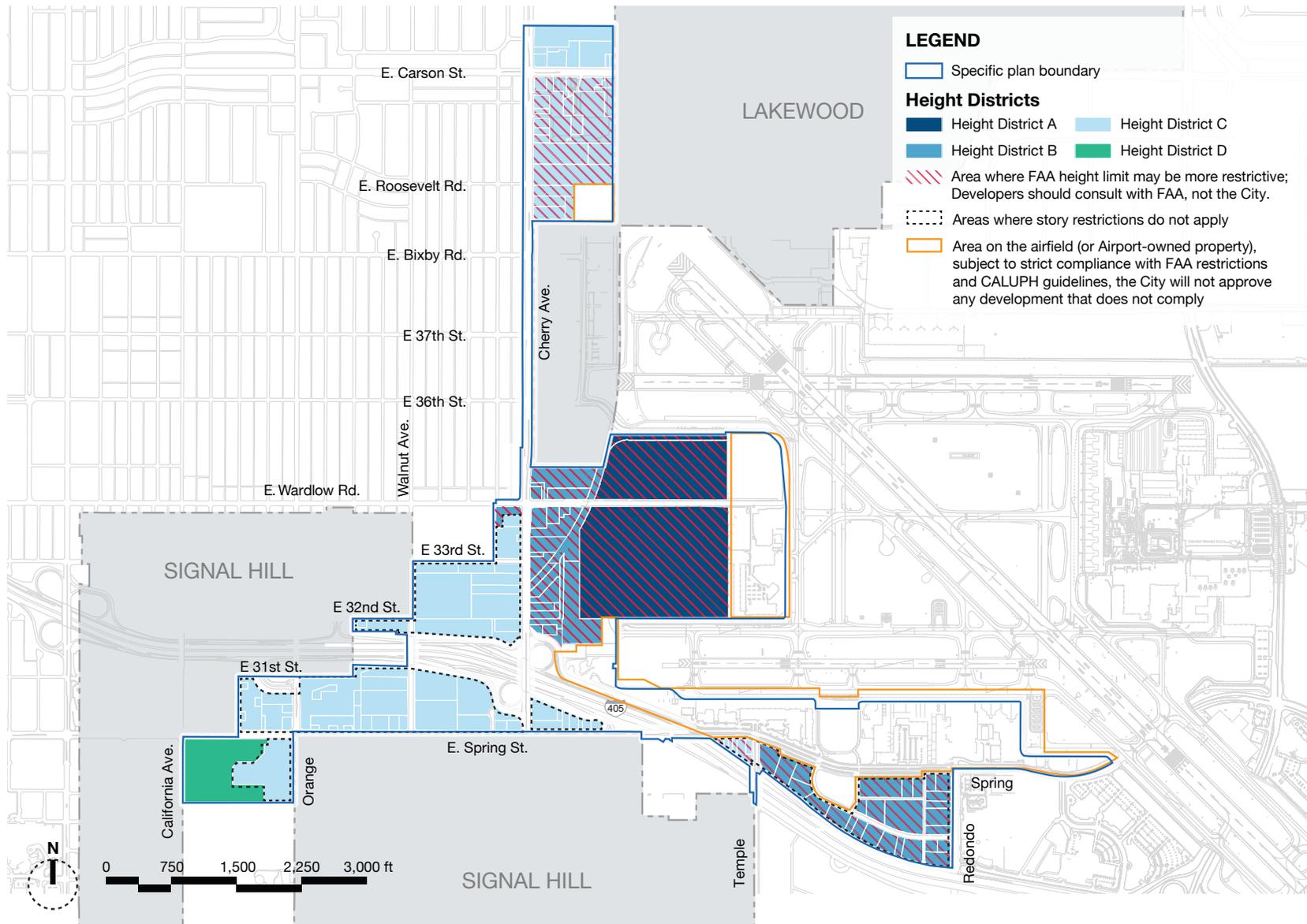
A. Height Districts and Standards

Figure 5-2, Height Districts, establishes the height district for each parcel in the plan area (see Section 5.4 of this chapter for the definition of height). Table 5-1, Building Height Standards, establishes the maximum height and building story allowances within each height district. Each height district is determined by anticipated development type and per Federal Aviation Regulations (FAR), which are adopted by the FAA. Any existing nonconforming building heights may be maintained per Chapter 21.27 (Nonconformities) of the Zoning Regulations as well as per FAA regulations.

Table 5-1 Building Height Standards^a

Height Standards	Height District			
	A	B	C	D
Max. height (feet)	153	65	38	30
Max. stories	7	3	2	2

Note a: All height limits for new development are subject to FAA regulations.



5-2

Height Districts

Globemaster Corridor Specific Plan

B. Federal Aviation Administration Regulations

All building heights shall conform to the Long Beach Airport – Runway Approach Zones – Standard for determining obstruction in air navigation, as per Federal Aviation Regulations (FAR), which are adopted by the FAA. The FAR has well-defined standards by which potential hazards to flight, especially airspace obstructions, can be assessed. Figure 5-3 establishes the appropriate FAR limitations on the heights of structures and other objects in the plan area. Height restrictions range from a maximum of 36 feet in areas closest to the airport, to a maximum of 176 feet towards the outer boundaries of the plan area. The maximum heights depicted on said map are measured by mean sea level and must be measured

to the highest portion of the structure, including antennas, signs, elevators, mechanical equipment, and other appurtenances. The applicant is responsible for thoroughly investigating all restrictions for an individual parcel of land on the site, including the filing and processing of any required forms with the FAA.

5.5.2 Airspace Protection

The Globemaster Plan establishes airspace protection criteria and strategies to avoid development that, by posing hazards or obstructions to flight, could increase the risk of an accident occurring or result in a loss in airport utility at Long Beach Airport. The hazards of concern are: (i) airspace obstructions; (ii) wildlife hazards, particularly bird strikes; and (iii) land use characteristics that pose other potential hazards to flight by creating visual or electronic interference with air navigation.

The measurement requirements for airspace protection around Long Beach Airport is a function of the dimensions and layout of the runway system and instrument approach procedures; the type of operating procedures established for the Airport; and the performance capabilities of aircraft that operate at the Airport.

A. Part 77 Airspace Surfaces

To help ensure protection of the airspace essential to the safe operation of aircraft at and around airports, the Federal Aviation Administration (FAA) has established a process that requires project sponsors to inform the FAA about proposed construction that could affect navigable airspace. The standards by which the FAA conducts these aeronautical studies are set forth in Part 77 of the Federal Aviation Regulations (FAR), Objects Affecting Navigable Airspace. FAR Part 77 provides standards for:

1. FAA notification about any proposed construction or alteration of objects (whether permanent, temporary, or of natural growth) that could be a hazard to flight;
2. imaginary surfaces defining an airport's airspace; and
3. aeronautical studies determining obstructions to navigable airspace and the potential hazardous effects of such obstruction on the safe and efficient use of that airspace.

FIGURE 5-X (INFO PENDING FROM CITY) provides a diagram of the airspace protection surfaces

that define Long Beach Airport's airspace. The boundaries of the airspace protection surfaces are defined in terms of the Part 77 imaginary surfaces in the airspace extending out from and around the Airport runways.

B. Standard for Terminal Instrument Procedures (TERPS)

A second set of airspace surfaces around airports are defined by the U.S. Standard for Terminal Instrument Procedures (TERPS). These criteria are used in the design of instrument approach procedures. Specifically, TERPS establishes clearance requirements for all en-route and terminal (airport) instrument procedures including approach, landing, missed approach, and departure. In most cases, height limitations under TERPS are less restrictive than under FAR Part 77. However, because the TERPS surface elevations are directly determined by the location and elevation of critical obstacles, by design, neither the ground nor any obstacles can penetrate the TERPS surface. Therefore, TERPS surfaces need to be considered in order to fully protect an airport's airspace.

FIGURE 5-X (INFO PENDING FROM CITY) provides a diagram of the TERPS surfaces utilizing what is known as "required obstacle clearance (ROC) bands" for all flight segments of the instrument procedure at Long Beach Airport. Placing the bottom surface of the ROC band on top of the highest obstacle within a segment yields the minimum altitude for that segment. A penetration of a TERPS clearance surface is considered a hazard to flight and should be avoided.

C. Other Federal Airspace Protection Guidance.

Additional guidelines regarding protection of airport airspace are set forth in other FAA documents. In general, the Globemaster Plan follows these criteria to specify that no use of land or water anywhere within the boundaries encompassed by FAR Part 77 or TERPS surfaces should be allowed if it could endanger or interfere with landing, take off, or maneuvering of an aircraft at Long Beach Airport. Specific characteristics to be avoided include:

1. Creation of electrical interference with navigational signals or radio communication between the airport and aircraft;
2. Lighting which is difficult to distinguish from airport lighting;
3. Glare in the eyes of pilots using the airport;
4. Smoke or other impairments to visibility in the airport vicinity; and
5. Uses which attract birds and create bird strike hazards.

D. Compatibility Strategies and Criteria.

The Globemaster Plan provides the following compatibility strategies and criteria for airspace protection:

1. FAA Notification. Proponents of a project involving objects that may exceed a Part 77 surface must notify the FAA as required by FAR Part 77.
2. Building Height Restriction Criteria. The City will use the data and findings of an Aeronauti-

cal Study, conducted by the FAA pursuant to FAR Part 77, in order to determine if a structure poses hazards to flight or has an adverse effect on the Airport or on aeronautical operations

The City will not approve any structure within the Globemaster Plan area:

- a. If the structure is determined to be a "hazard" by the FAA; or;
- b. If the structure is determined to be an "obstruction" by the FAA (including buildings, antennas, and other types of structures and trees) and would:
 - i. Raise the ceiling or visibility minimums at the Airport for an existing or planned instrument procedure (i.e., a procedure consistent with the FAA approved airport layout plan or a proposed procedure formally on file with the FAA);
 - ii. Result in a loss in airport utility, (e.g., in a diminution of the established operational efficiency and capacity of the Airport, such as by causing the usable length of the runway to be reduced); or
 - iii. Conflict with the visual flight rules (VFR) airspace used for the airport traffic pattern or en-route navigation to and from the Airport.

3. Other Flight Hazards. Land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight will be consistent with the Globemaster Plan policies and criteria only if the uses are consistent with FAA rules and regulations.

Specific characteristics to be avoided within the Globemaster Plan area that fall within the Part 77 and TERPS surfaces include:

- a. Sources of glare (such as from mirrored or other highly reflective buildings or building features) or bright lights (including search lights and laser light displays);
- b. Distracting lights that could be mistaken for airport lights;
- c. Sources of dust, steam, or smoke that may impair pilot visibility;
- d. Sources of electrical interference with aircraft communications or navigation; and
- e. Any proposed use that creates an increased attraction for large flocks of birds and that is inconsistent with FAA rules and regulations. Certain types of landscaping materials and designs may create wildlife hazard attractants on and near Long Beach Airport

5.5.3 Community Benefits

Community benefits are publicly accessible amenities located and designed for public use whose placement is intended to maximize access and visibility. The community benefits identified in this chapter are required in the BP district for new projects, additions and/or remodels equal to or greater than 50,000 square feet. Community benefits fall under four categories: street infrastructure, pedestrian connections, common open space, and accessory retail use.

The following provides the development regulations for each category. Figure 5-4, Mobility Network, identifies the existing and conceptual new locations for street infrastructure and pedestrian connections in the plan area. Figure 5-5, Example Development in Business Park District, illustrates the types of development that could be developed in the BP district with the provision of community benefits.

A. Street Infrastructure

This section applies to new projects, additions and/or remodels equal to or greater than 50,000 square feet in the BP district. All new street infrastructure shall comply with the requirements of this section. For all standards not specified, new street infrastructure shall be provided primarily in accordance with Chapter 21.47 of the Zoning Regulations, as well as Chapter 20.36 of the Subdivision Ordinance in the LBMC.

1. New street infrastructure shall be provided and establish generally rectangular street blocks such that the centerline of right-of-way to centerline of right-of-way length shall be no greater than 1,320 feet.

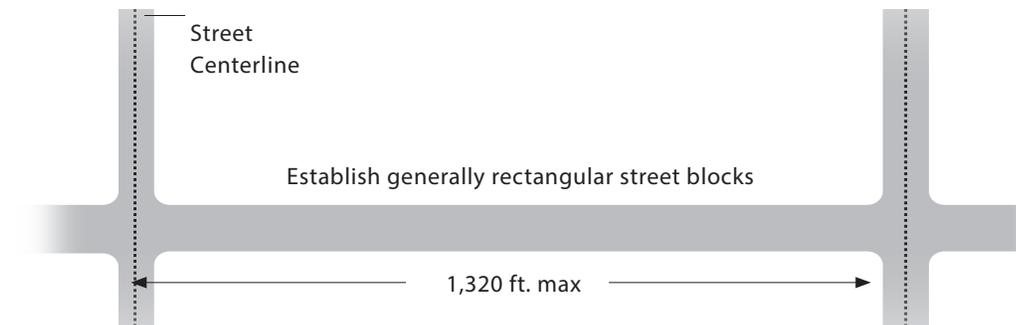
- 2. Where new blocks along Local Streets are greater than 700 feet in length, mid-block pedestrian crossings shall be provided.
- 3. New street infrastructure shall generally extend the existing street network, including 36th Street/Globemaster Way, 33rd Street, and 32nd Street, unless waived by the Director, Site Plan Review Committee, or Planning Commission, as appropriate.
- 4. The actual location of new street infrastructure may deviate from Figure 5-4 provided the general intent is maintained. The actual locations will be proposed by the project applicant and shall be subject to review and approval by the Directors of Public Works and Development Services.
- 5. Curb ramps and "continental" pedestrian crosswalk markings shall be provided at any resulting new street intersection.
- 6. The costs of new street infrastructure, including roadway construction, sidewalk construction, and landscaping, shall be provided for by the

project applicant to the satisfaction of the Directors of Public Works and Development Services.

- 7. New street infrastructure shall be designed and constructed per the City's Subdivision Ordinance and Public Works regulations and requirements to the satisfaction of the Directors of Public Works and Development Services.
- 8. New streets of general circulation shall be dedicated to the City as public right-of-way, to the satisfaction of the City Engineer and Director of Public Works. New private streets shall be open to the public at all times unless otherwise permitted by the City Engineer, the Director of Public Works, and the Director of Development Services.
- 9. The provision of curb cuts and driveways shall comply with the requirements of Chapter 21.41 (Off-Street Parking and Loading Requirements) of the Zoning Regulations.

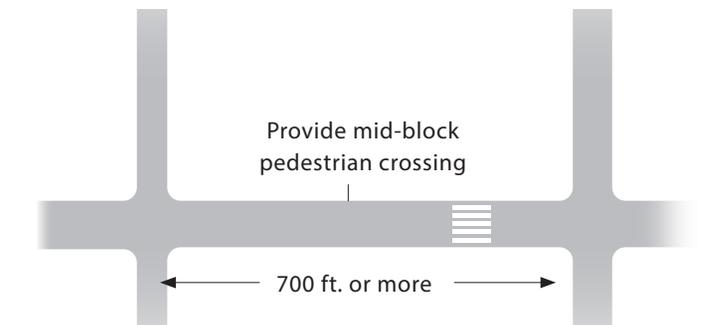
New Street Infrastructure

See standard A.1



Mid-Block Pedestrian Crossings

See standard A.2



B. Pedestrian Connections

This section applies to new projects, additions and/or remodels equal to or greater than 50,000 square feet in the BP district.

1. New pedestrian connections shall be provided at each new street block greater than 500 feet in length and/or width. Pedestrian connections shall generally be located such that the street block is equally subdivided with no one street block subdivision greater than twice the area of any other portion.
2. Except where determined by the Director of Development Services to be infeasible, new pedestrian connections shall be continuous across property boundaries and connect existing and new streets and mid-block crossings.
3. New pedestrian connections shall provide the following:
 - a. generally comply with locations set forth in Figure 4-2, Mobility Plan, or
 - b. have a minimum width of 30 feet and incorporate a continuous pedestrian walkway that is no less than 8 feet in width, landscaped areas that are no less than 50% of the new pedestrian connector area, and include at least two 24-inch box trees for every 40 feet of length.
4. The costs of new pedestrian connections required for the development of a project shall be fully provided for by the project applicant.

5. New pedestrian connectors shall be open to the public during normal business hours.

C. Common Usable Open Space

This section applies to new projects, additions and/or remodels equal to or greater than 50,000 square feet in the BP district.

1. Common usable open space shall constitute at least 25% of the lot area composing the project site, which may be provided in aggregate across a master plan project site.
2. See Section 5.5.4 for open space regulations and calculation methods.

D. Accessory Retail Use

This section applies to new projects, additions and/or remodels equal to or greater than 50,000 square feet in the BP district.

1. Accessory retail uses as allowed by this Specific Plan shall be provided for any new, rebuild, or remodeling project incorporating more than 200 required non-retail parking spaces at the following ratio:
 - a. 800 square feet of retail uses for the first 200 required non-retail parking spaces;
 - b. 200 square feet of retail uses for every 100 required non-retail parking spaces in excess of 200 spaces but not exceeding 800 spaces.
2. No additional accessory retail use is required for required non-retail parking spaces in excess of 800 spaces.

3. If a new, rebuild, or remodeling project is located on one street block but is separated by pedestrian connectors, such required accessory retail component may be provided within any portion of that street block.

4. If a new, rebuild, or remodeling project is located on more than one street block, the square footage of the required accessory retail use shall be calculated using the total of required non-retail parking spaces required for the project as a whole.

5. If any portion of a project is located more than 1,500 feet from the boundary of a Community Commercial district, then the required accessory retail use shall be located in that portion of the project more than 1,500 feet from the Community Commercial district, if feasible.

6. The accessory retail use required herein shall be located on the ground floor and adjacent to and visible from streets and/or pedestrian connectors. Entries to accessory retail uses shall open directly onto sidewalks, pedestrian connectors, and/or public open spaces.

5-3

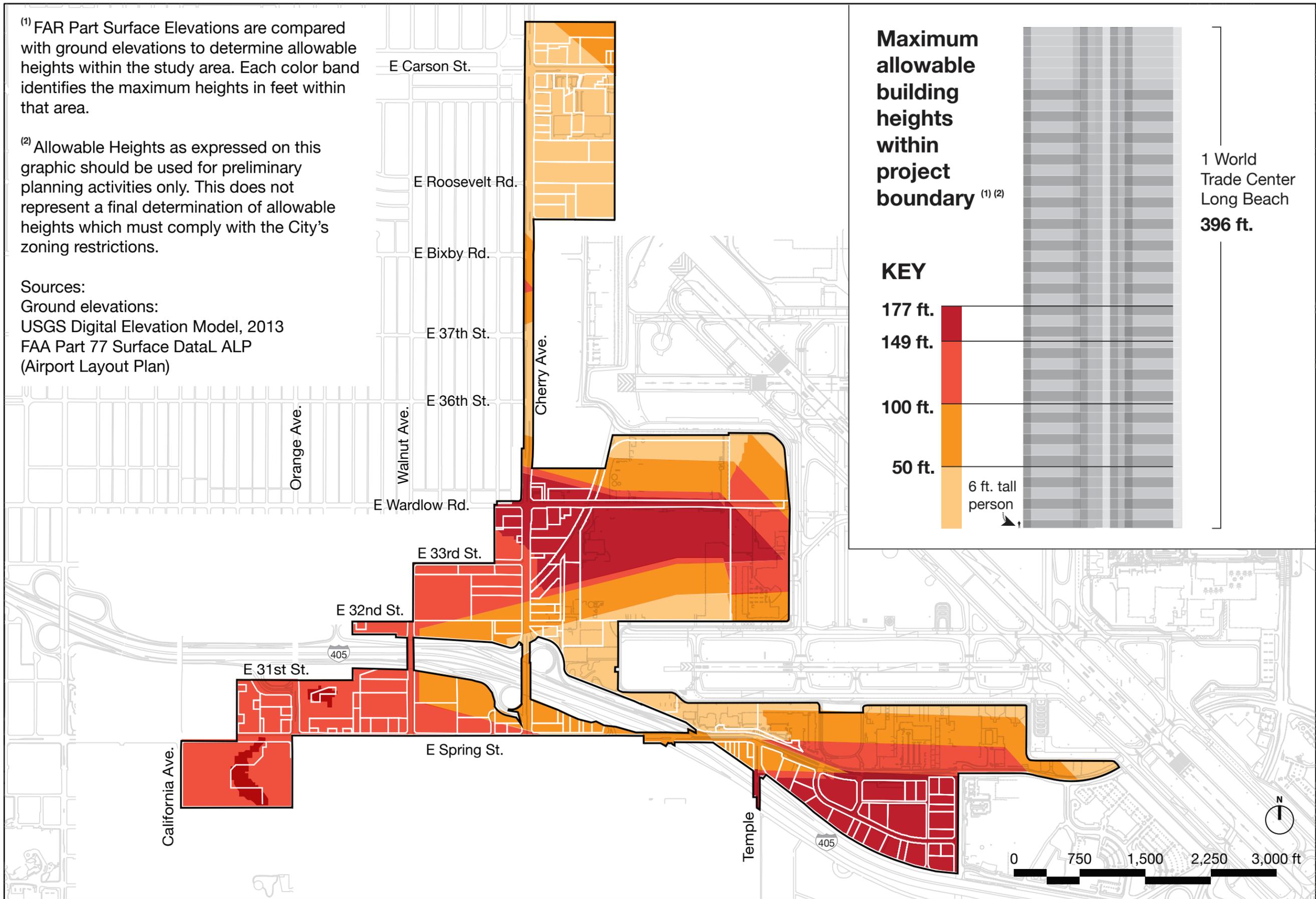
Federal Aviation Regulations Allowable Heights

Globemaster Corridor Specific Plan

⁽¹⁾ FAR Part Surface Elevations are compared with ground elevations to determine allowable heights within the study area. Each color band identifies the maximum heights in feet within that area.

⁽²⁾ Allowable Heights as expressed on this graphic should be used for preliminary planning activities only. This does not represent a final determination of allowable heights which must comply with the City's zoning restrictions.

Sources:
Ground elevations:
USGS Digital Elevation Model, 2013
FAA Part 77 Surface DataL ALP (Airport Layout Plan)



Maximum allowable building heights within project boundary ^{(1) (2)}

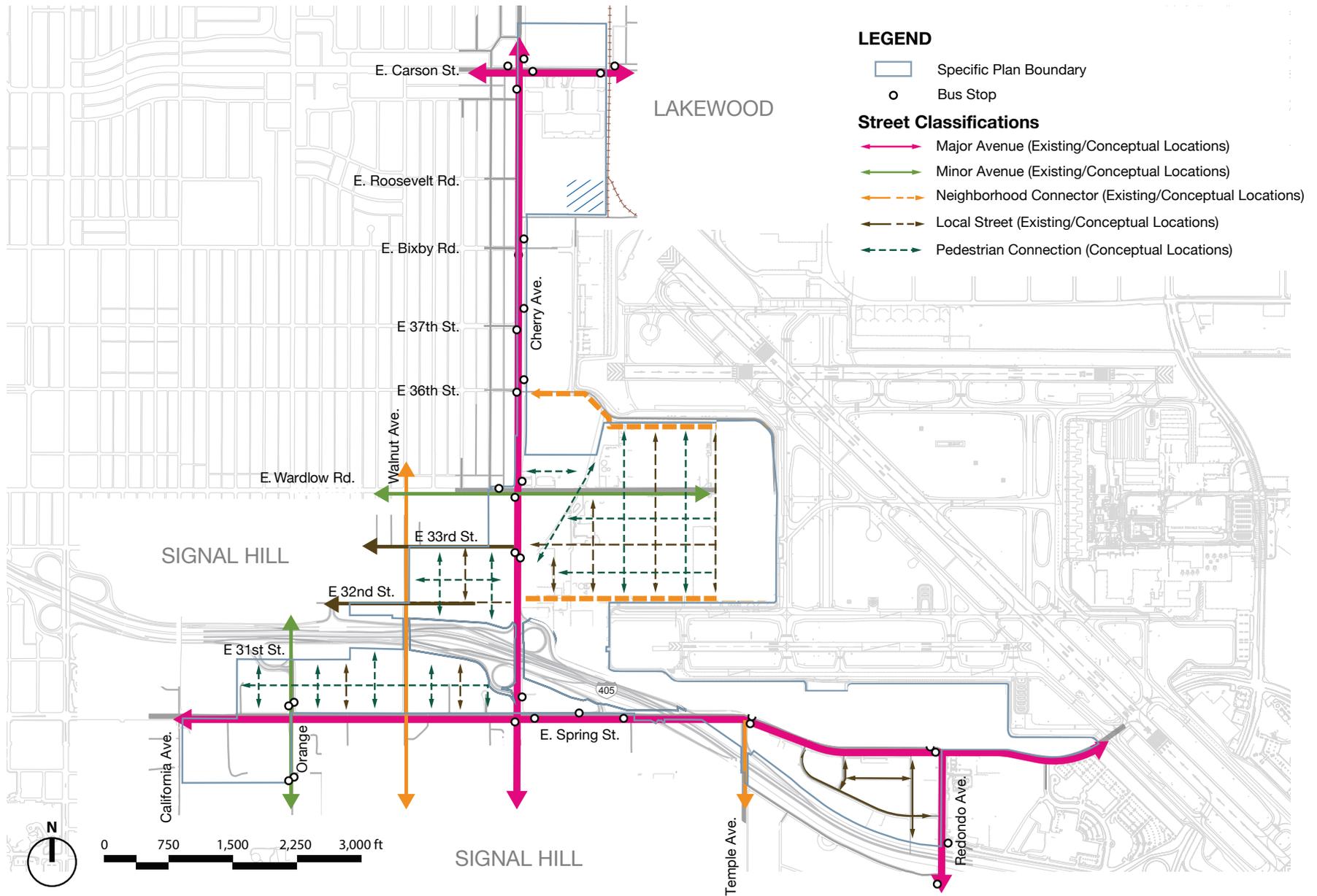
1 World Trade Center Long Beach
396 ft.

KEY

- 177 ft.
- 149 ft.
- 100 ft.
- 50 ft.

6 ft. tall person

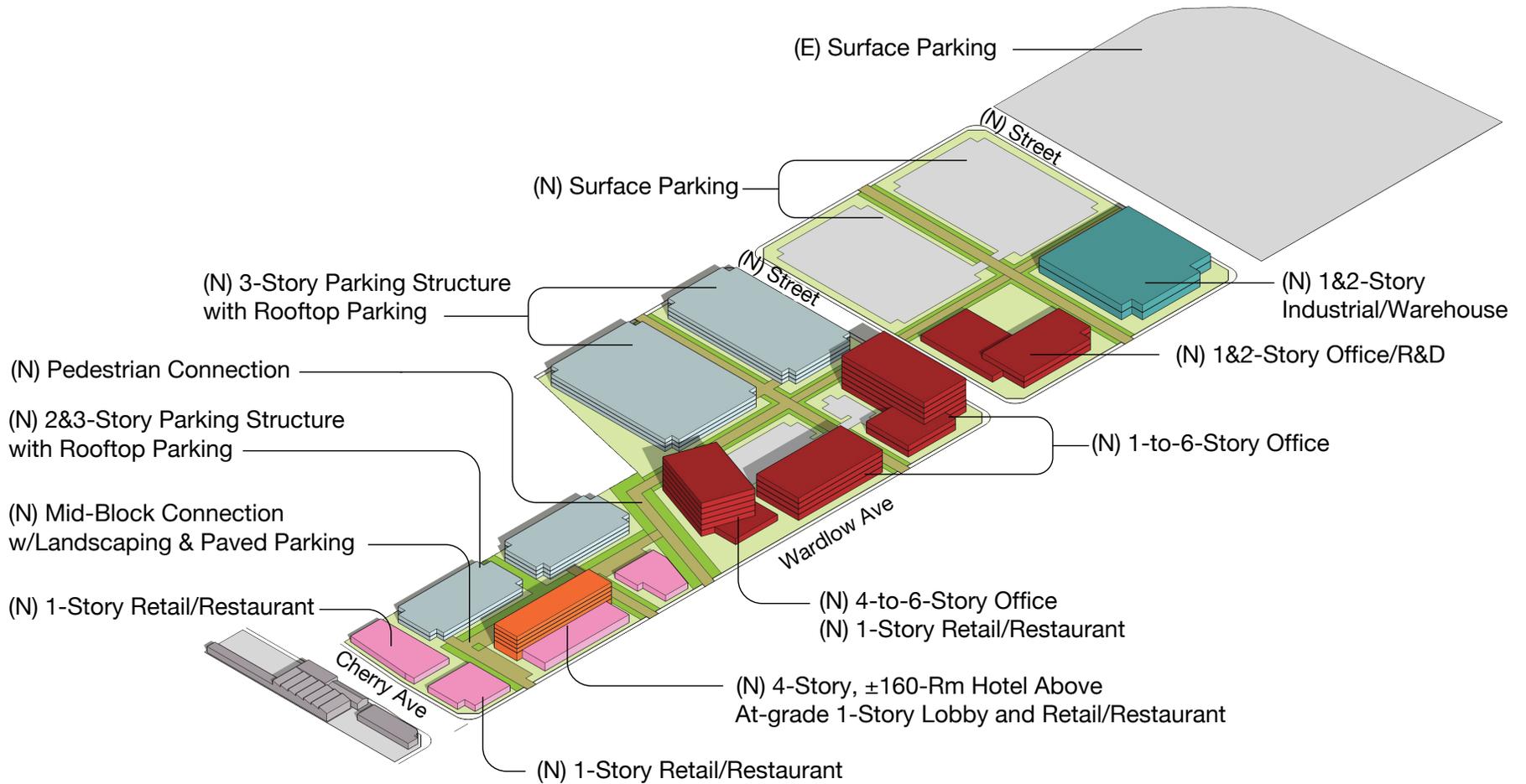
0 750 1,500 2,250 3,000 ft



5-4

Mobility Network

Globemaster Corridor Specific Plan



5-5

Example Development in Business Park District

Globemaster Corridor Specific Plan

5.5.4 Open Space

Figure 5-6, Open Space Standards, establishes the open space requirements for each parcel in the plan area. Table 5-2 establishes the methods for calculating open space in the BP district only for various types of improvements. Open space requirements in all other districts are per their equivalent zoning districts in the Zoning Regulations.

5.5.5 Setbacks

A. Setback Districts and Standards

Figure 5-7, Setback Districts, establishes the setback district for each parcel in the plan area. Table 5-3, Setback Standards, establishes the minimum and maximum setback requirements within each setback district for both buildings and surface parking lots. The required setbacks shall be clear of all structures from the ground to the sky and shall be landscaped and maintained in a neat and healthy condition according to the landscaping provisions of this Specific Plan and Chapter 21.42 of the Zoning Regulations.

B. Corner Cut-off

10-foot corner cut-offs shall be provided as defined in Section 21.15.660 and illustrated in Figure 15-4 of the Zoning Regulations.

C. Permitted Encroachments

Signs, outdoor dining, patios, awnings, and other projections in accordance with Section 21.32.220(C) and 21.33.140(C) of the Zoning Regulations are permitted.

5.5.6 Parking and Loading

A. Off-Street Parking and Loading

Parking and loading areas shall be provided as required in Chapter 21.41 (Off-Street Parking and Loading Requirements) of the Zoning Regulations, except as otherwise provided in this Specific Plan.

1. Office parking is allowed at 2 stalls per 1,000 sq. ft. gross floor area (GFA) in the BP district.
2. No additional parking is required for a mezzanine office that is 25% or less of the building's GFA.

B. Business Park District Development projects in the BP district that incorporate community benefits as required by Section 5.5.3 of this chapter are allowed up to a 35% reduction in the applicable minimum off-street parking requirements established in Chapter 21.41 of the Zoning Regulations and this Specific Plan, subject to approval by the Planning Commission. The applicant shall cause to be prepared and shall furnish to the Planning Commission prior to approval a traffic impact analysis/parking management study demonstrating that the parking reduction will not cause any significant negative impacts to traffic flow and circulation, and on-street parking, and include an associated permanent Transportation and Parking Demand Management (TDM) Plan pursuant to Section 5.5.6 (F) below.

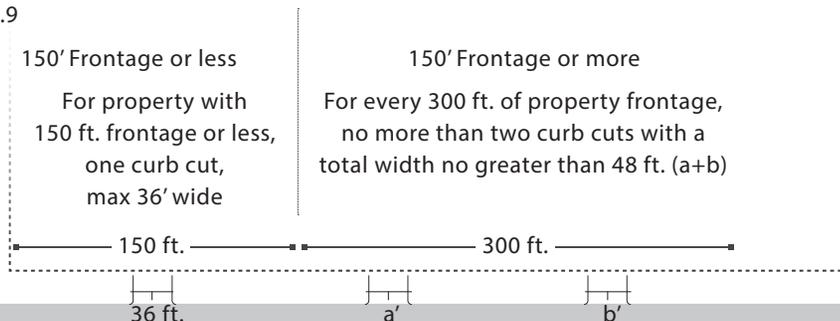
C. Electric Vehicle Charging Stations

New development in the plan area is required to provide electric vehicle charging facilities, as follows:

1. For all new development at least 3% of the total parking spaces, but not less than one, shall be capable of supporting future electric vehicle supply equipment.
2. A sign or graphic in compliance with the current effective building code requirements designating each EV stall shall be provided.
3. Electric plug-ins shall be installed at loading docks to allow for Transport Refrigeration Unit (TRU) standby electric plug-in.

Curb Cuts

See Standard A.9



D. Bicycle/Micro-Mobility Parking

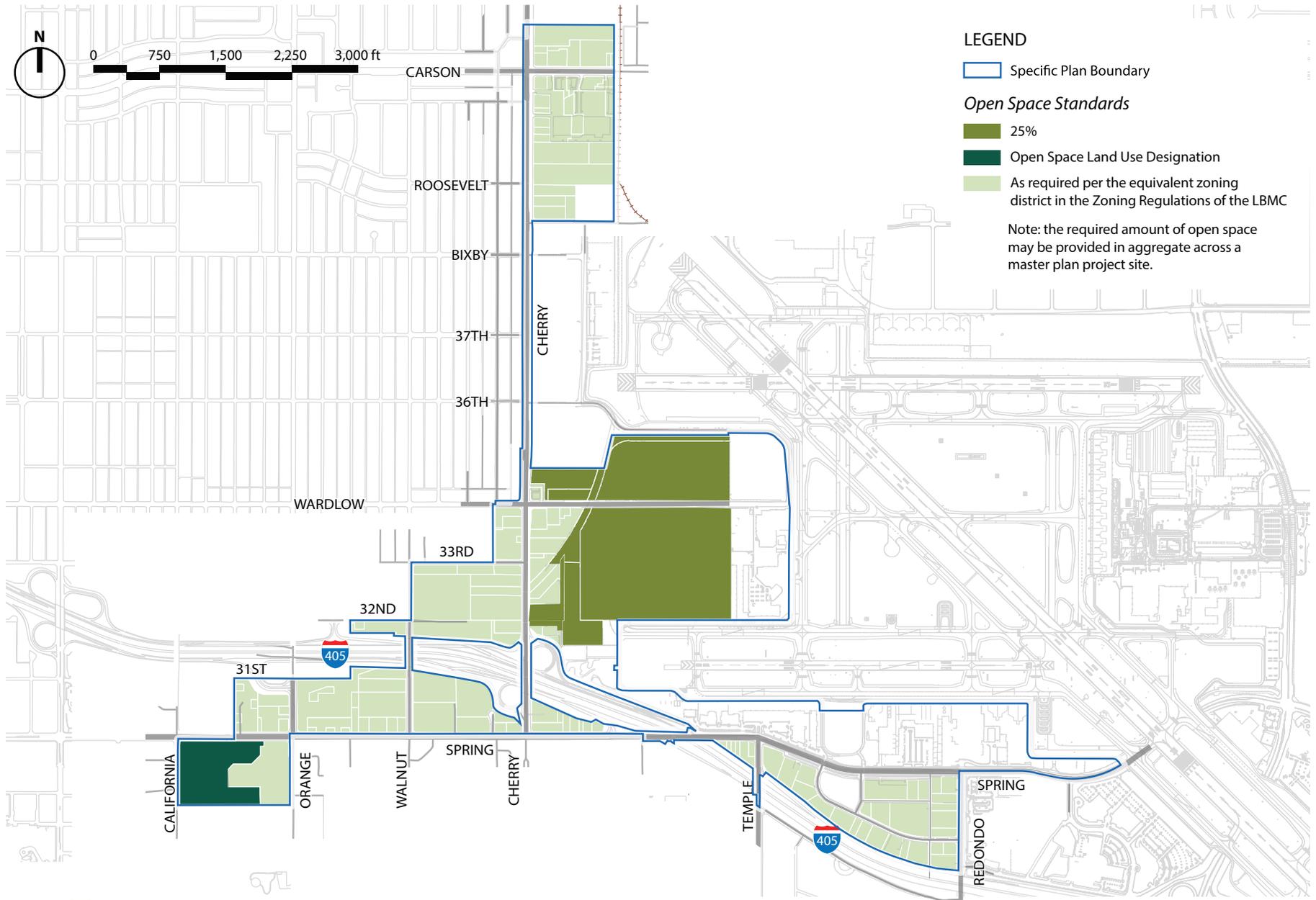
1. Parking for bicycles and micro-mobility vehicles (e.g., electric bicycles, electric scooters, etc.) shall be clustered together for convenience and shall be located in visible, well-lit areas accessible from a bike path, if available.
2. Non-residential property and business owners shall consolidate bicycle/micro-mobility parking into clusters within the public right-of-way along the curb, in a paved area of the parkway, or near the entrance to parking lots. Parking shall be clearly designated and shall not occur on pedestrian pathways or sidewalks.
3. Bicycle/micro-mobility parking shall be provided at a minimum of two spaces for each 5,000 square feet of commercial/office building area, two spaces for each 7,500 square feet of retail building area, and two spaces for each 10,000 square feet of industrial building area. Fractional spaces shall be rounded up to the next whole number of spaces.
4. Shower facilities shall be provided for buildings of 25,000 square feet or greater for occupants of that building. For office buildings, showers shall be provided at the rate of one shower per each 40,000 square feet of building area, and for industrial buildings at the rate of one shower for each 65,000 square feet of building area.
5. Bicycle racks shall consist of only the best-practices bike rack styles approved in the City's Bicycle Master Plan.

E. Transportation and Parking Demand Management

1. New development projects, additions, demolitions, rebuilds, and remodels (refer to Sections 21.15.065, 21.15.750, 21.15.2250, and 21.15.225 of the Zoning Regulations, respectively) shall comply with the City's Transportation Demand and Trip Reduction Measures set forth in Section 21.64 of the Zoning Regulations.
2. Development projects in the BP district may qualify for parking reductions pursuant to Subsection B above. TDM strategies applicable to reduce parking requirements shall be proposed by the applicant, subject to the approval of the Planning Commission, and include, but are not limited to, the following:

- a. Carpool/vanpools;
- b. Garage lifts (stacked parking);
- c. Unbundled parking (parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a commercial unit);
- d. Off-site parking within 600 feet walking distance measured as the shortest legal path available to a pedestrian from the nearest property line of the parking area to the front door of the subject building or tenant space (a shared parking agreement may be required);
- e. Joint use (shared parking);





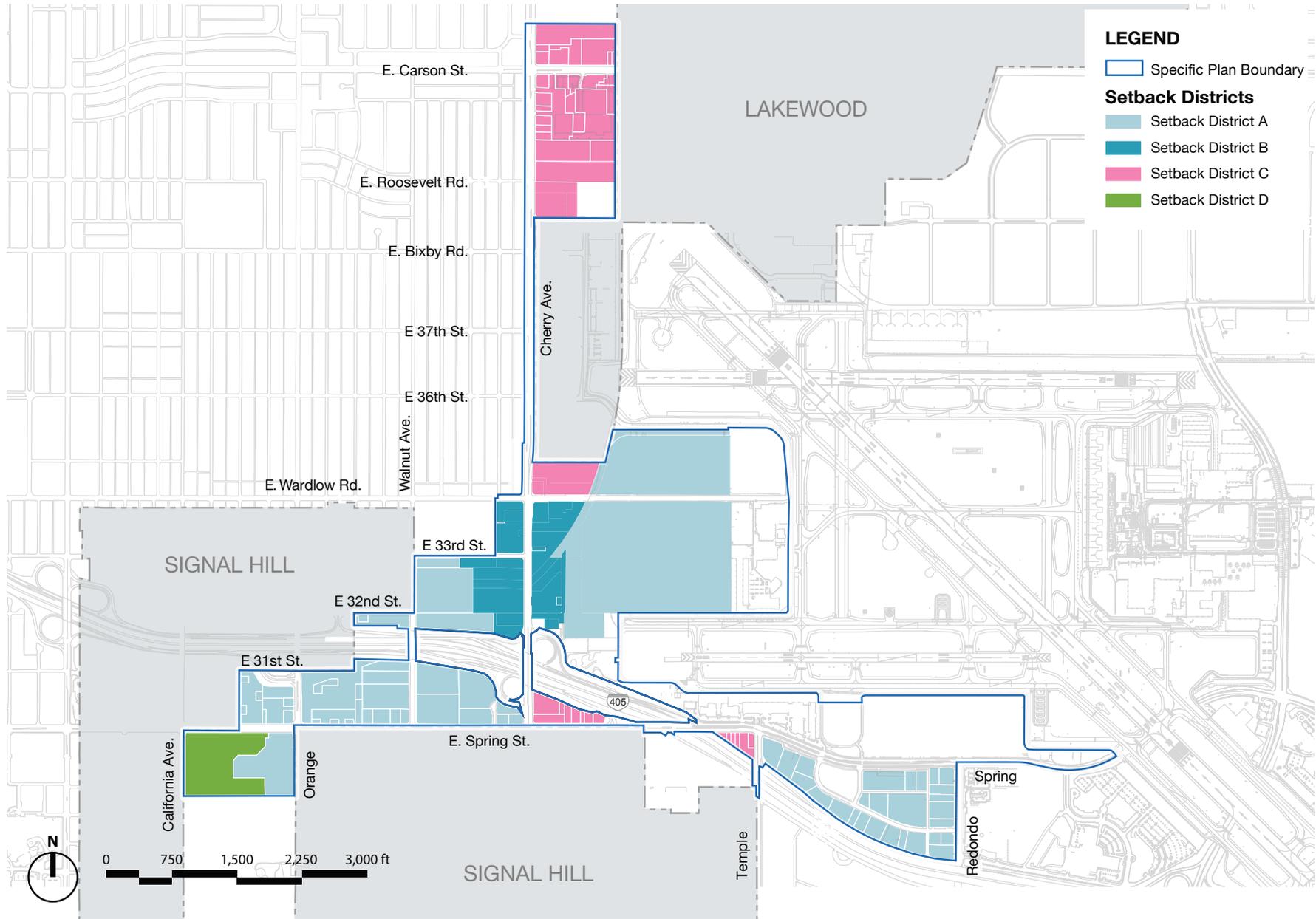
5-6

Open Space Standards

Globemaster Corridor Specific Plan

Table 5-2 Open Space Calculation

TYPE	CALCULATION METHOD
Street-Facing Setback Areas	<ol style="list-style-type: none"> 1. 100% of street-facing yards and setback areas that are 10 feet or greater in width and incorporate a minimum of 70% softscape or green-scape and a minimum of one 24-inch box tree for every 30 feet of length shall count towards the total common open space area. 2. The area of driveways, and vehicular ingresses and egresses that cross these street-facing setback areas shall not be included in the calculation of common open space.
New Street Infrastructure	<p>The percentage of new street right-of-way provided within property lines shall be calculated towards the common open space area as specified below:</p> <ol style="list-style-type: none"> 1. 100% of the area of sidewalks 2. 100% of the area of Class I shared-use paths and Class IV separated bikeways that are separated from traffic lanes with solid line markings 3. 100% of landscaped medians 4. 75% of the area of Class II bikeways that are separated from traffic lanes with solid line markings 5. 50% of the area of traffic lanes 6. 50% of 45-degree diagonal on-street parking <p>See Figure 5-6, Open Space Standards, to refer to the typical percentage of new street right-of-way area that may be calculated towards common open space.</p>
Pedestrian Connectors	<p>100% of the area of new pedestrian connectors within property lines shall be calculated towards common open space with the following exceptions:</p> <ol style="list-style-type: none"> 1. That portion of a new pedestrian connector that also serves as a driveway to surface and/or structured parking with greater than 25 vehicular parking spaces. 2. The portion of a new pedestrian connector that also serves as a driveway to kiss-and-ride and/or designated vehicular pickup/dropoff areas. 3. The portion of a new pedestrian connector that also serves as a driveway where the vehicular speed limit is greater than 10 mph; where the speed limit is 10 mph or less the speed limit shall be posted. 4. The portion of a new pedestrian connector that also serves as a driveway to loading areas and/or recycling/refuse facilities.
All Other Common Open Space	<p>100% of all other common open space with a minimum horizontal dimension of 20 feet measured perpendicular from any point on each boundary of the open space area shall be calculated towards common open space. The common open area measurement set forth herein may combine with any adjoining open spaces that are eligible for common open space calculation, including landscaped street-facing setback areas, street sidewalks, parkways, and/or pedestrian connectors.</p>



5-7

Setback Districts

Globemaster Corridor Specific Plan

Table 5-3 Setback Standards Table

Building Setback (ft.)		Setback District			
		A	B	C	D
Fronting Minor Avenue or Greater Street Classifications	min.	15	5	5	No restriction
	max.	unlimited	15	15	
Fronting existing and new Neighborhood Connectors and/or Local Streets	min.	10	5	5	
	max.	unlimited	15	15	
Abutting Alleys	min.	10 from CL	10 from CL	10 from CL	
Abutting Residential District	min.	N.A.	N.A.	N.A.	

Surface Parking Setback (ft.)		Setback District			
		A	B	C	D
Fronting Minor Avenue or Greater Street Classifications	min.	20	20	20	No restriction
Fronting existing and new Neighborhood Connectors and/or Local Streets	min.	15	15	15	
Abutting Residential District	min.	N.A.	N.A.	N.A.	

Note: CL = centerline of street

- f. Monthly employee credit for car-hailing services and/or transit passes as a means to travel to/from work. The Internal Revenue Service (IRS) allows employers to offer up to \$260 in commute benefits as a non-taxable fringe benefit provided that the commute benefits comply with federal tax regulations (Internal Revenue Service, 2017) Employers could provide employees with a \$260 monthly package that includes both a \$100 transit 30-day pass and \$160 per month for Transportation Network Company (TNC) services;
 - g. Other proposals, subject to approval of the Planning Commission or Site Plan Review Committee, at the time of Site Plan Review permitting for the subject project.
2. Prior to Certificate of Occupancy, the applicant shall record an agreement, in a form acceptable to the City, that makes the TDM strategies a condition of business operation regardless of property/business ownership. The agreement shall include provisions to:
- a. Guarantee adherence to the TDM strategies regardless of property/business ownership.
 - b. Inform all subsequent property/business owners of requirement of the TDM strategies.
 - c. Inform the Director of Development Services of any change in ownership.

5.5.7 Adaptive Reuse

1. Adaptive reuse, defined in Section 21.15.064.5 of the Zoning Regulations, refers to a construction or remodeling project that reconfigures a site to accommodate a new use or a purpose other than for what it was originally designed. The City seeks to encourage adaptive reuse to allow for the conversion of existing structures into new land uses that maintain or enhance the character of the community and further extend the life of a building or space. .

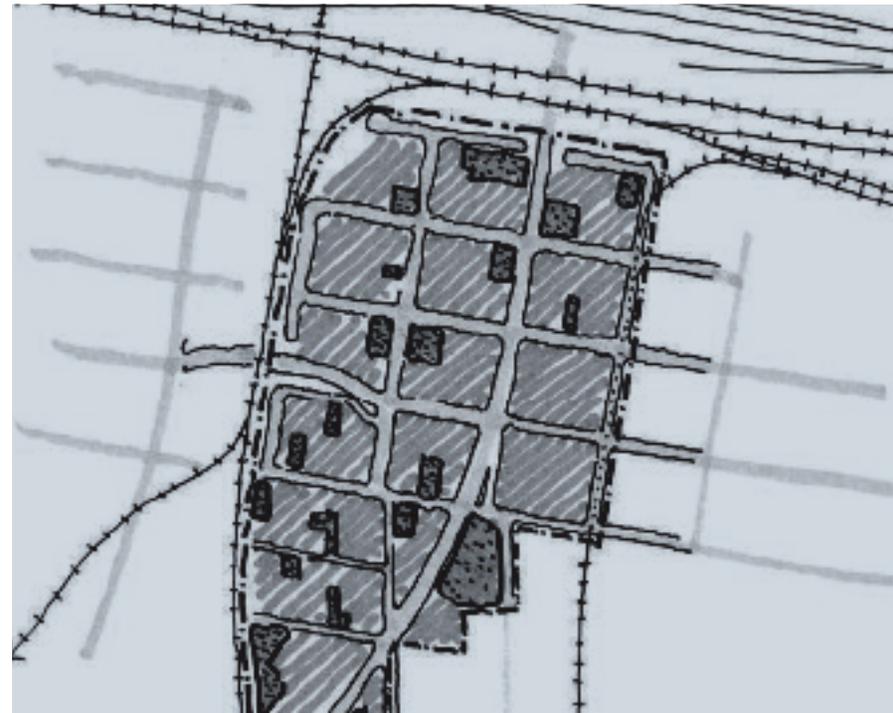
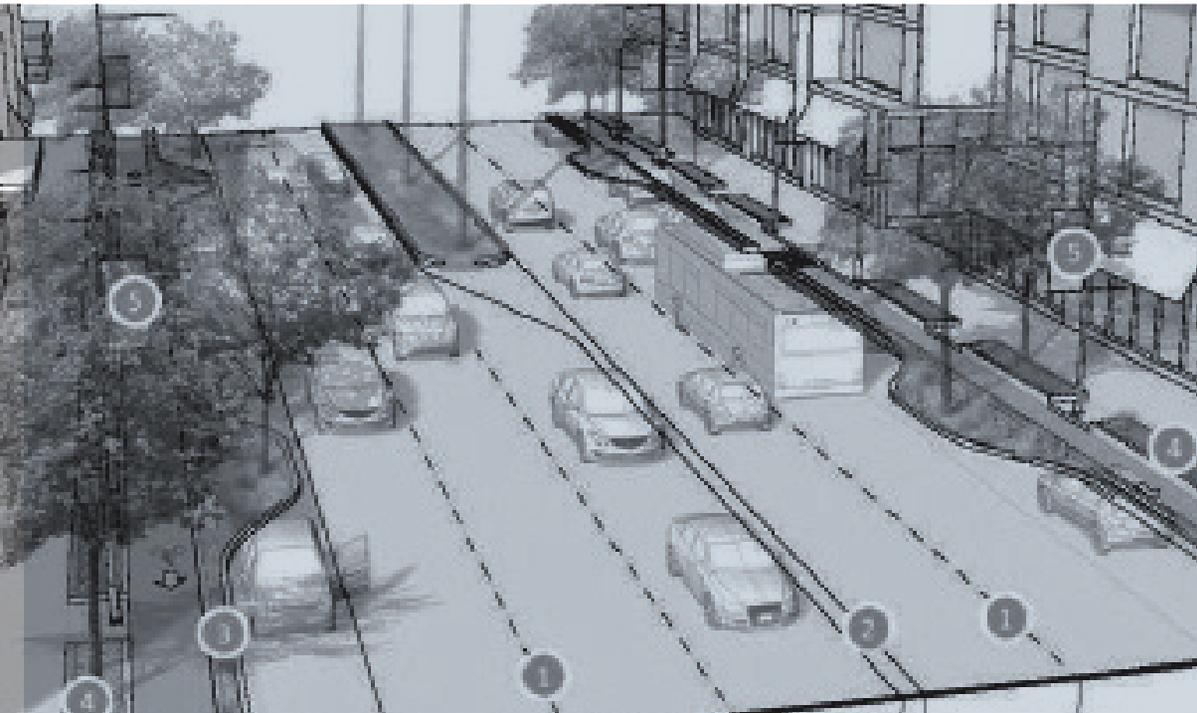
2. Notwithstanding Section 21.45.500 of the Zoning Regulations, because of the large and unique nature of the existing improvements on the (former) Boeing property in the BP district, any adaptive reuse of these buildings and structures shall be carried out in accordance with the regulations of this Specific Plan, and the City's Adaptive Reuse regulations shall not apply to buildings and structures in the Business Park (BP) district.



Examples of adaptive reuse, Hayden Tract, Culver City John Kaliski Architects

6

URBAN DESIGN GUIDELINES



6.1 Purpose

The design guidelines presented in this chapter are intended to foster high-quality urban and environmental design and architecture that conforms to and builds upon the vision and goals of the Globemaster Corridor Specific Plan (GCSP). These guidelines are established to enhance the district's identity, environment, and built form, thereby attracting business and employment, encouraging a vibrant and flexible use of land, reinforcing human-centric design, improving infrastructure and streetscape, fostering active open space and public gathering, and promoting sustainability.



6.2 Applicability

The design guidelines in this chapter are intended to provide clear instructions to project applicants and their design teams on how to implement place-specific design principles and quality within the GCSP boundary.

These guidelines shall apply to all new construction, demolition, addition, remodeling, and relocation projects that are subject to review by the Planning Commission and Site Plan Review Committee.

In this Specific Plan, compliance with a development standard written as a “shall” or a “must” is mandatory. The design guidelines in this chapter use “should,” meaning projects shall, as feasible, comply with all these guidelines.

If any of these design guidelines are considered infeasible by the applicant, the applicant shall do the following:

- Provide written findings that demonstrate the infeasibility.
- Propose an alternative and equivalent design approach with written findings that the alternative design conforms to the goals of the GCSP and/or the City of Long Beach General Plan.
- Submit the written findings and alternative design to the Site Plan Review Committee or Planning Commission for approval as appropriate.



The provision of storefronts, entries, and indoor-outdoor design relationships that integrate ground floor retail and restaurant programs with adjacent sidewalks enlivens project design / Long Beach, CA

6.3 Urban Design Guidelines

The design guidelines included in this chapter address street, open space, and building design. A range of quality-of-design criteria are provided, including guidelines for built form and character; building orientation and frontage design; open space and place-making; streetscape and landscaping; parking, signage, and wayfinding; and public art.

To provide clear guidance for project applicants, 29 key design guidelines are established and are related to seven urban design area types delineating the minimum applicable guidelines that apply to specific locations and/or allowed land uses within that district.

These seven urban design area types are as follows:

- Business Park (BP) District
- General Industrial (IG) District
- Community Commercial (CC) District
- Industrial Commercial (IC) District
- New Local Street Infrastructure
- Pedestrian Connectors
- Open Space Commons

Each urban design area type is further illustrated with a precedent image demonstrating design guideline compliance. Desired design considerations are keyed to the illustrations and further described by the applicable design guidelines following each illustrative example. Not all design guidelines applicable to each urban design area type are highlighted in the illustrations.

Among these 29 key design guidelines, five guidelines apply to all seven urban design area types. These overarching guidelines are essential in fostering the creation of an integral twenty-first century employment district. The inventory of these

overarching guidelines and a precedence image illustrating the district-wide design quality are provided at the end of this chapter.

Before submitting a project design to the City of Long Beach for a review and compliance finding, applicants shall review the entirety of this chapter, identify all urban design area types applicable to the proposed project, and use the applicable area-specific design guidelines and the district-wide design guidelines in the development and implementation of the proposed project.



A best-practice innovative center design precedence that features adaptive reuse, site and district characters, open space, landscaping, signage, outdoor lighting, and public art / Los Angeles, CA

6.3.1 Business Park (BP) District



29 Utilize Outdoor Lighting

3 Incorporate Building Modulation

22 Minimize Structured Parking Visual Impact

7 Provide High Quality Exterior Wall Textures

2 Specify 360° Architecture

10 Express Pedestrian-Level Building Design

11 Dedicate Open Space Commons

Design Guidelines for Business Park (BP) District

Design for the Business Park (BP) District development should establish a design balance between larger projects with multiple stories and required community benefits, such as landscape, connected open-to-the-sky pathways, new streets, active and passive open spaces, accessory retail uses, and outdoor activities. To realize these design objectives, the following design guidelines should apply:

- 2 **Specify 360° architecture** through extension of the character-defining elements and materials, level of detail, design quality, and architectural consistency to all building façades.
- 3 **Incorporate major and minor building modulation** that breaks down the scale of street-facing facades and reduces the perception of overall building bulk through the introduction of additional minor and differentiated massing, two to three building materials and/or colors, multiple architectural components, and the expression of associated details.
- 5 **Maintain and conserve Globemaster District identity**
See Section 6.3.8, District-Wide Design Guidelines.
- 7 **Provide exterior wall textures** and patterns that create visual interest through use of variegated exterior wall materials, colors, and a variety of opening sizes. Use exterior wall materials that convey the district's character and history, such as brick, masonry, steel, and metal panels.
- 8 **Align buildings along street frontages and active open space**
See Section 6.3.8, District-Wide Design Guidelines.
- 10 **Express building design at the pedestrian level** that distinguishes first-floor frontages from the upper floors through the distinct and unique expression of grade-level forms, shapes, masses, materials, details, and entries.
- 11 **Dedicate open space "commons"** at courtyards, plazas, and pedestrian connector spaces and pathways. See also Section 6.3.7 for design guidelines for open space commons.
- 17 **Provide lush and layered landscaping**
See Section 6.3.8, District-Wide Design Guidelines.
- 22 **Minimize the visual impact of structured parking** by placing parking structures behind main buildings, minimizing use of parking on sloped surfaces, incorporating aesthetical architectural treatment of parking structures that extends surrounding project design, using obscuring vertical landscape buffers and trees, providing active use of first floors for non-parking uses, and designing parking buildings to accommodate future habitation should parking use decline.
- 25 **Design integral signage and wayfinding systems**
See Section 6.3.8, District-Wide Design Guidelines.
- 29 **Utilize outdoor lighting**
See Section 6.3.8, District-Wide Design Guidelines.

6.3.2 General Industrial (IG) District



Design Guidelines for General Industrial (IG) District

The industrial areas that occupy the majority of the area west of Cherry Avenue and south of the Business Park district house existing manufacturing uses at a variety of scales. Design in the IG district of this Specific Plan should conserve the existing moderate building scale and character while enhancing the overall design quality of the built environment, including streets and sidewalks. To realize these design objectives, the following design guidelines should apply:

- 2 **Specify 360° architecture** through extension of the character-defining elements and materials, level of detail, design quality, and architectural consistency to all building façades.
- 4 **Adaptively reuse** 20th century manufacturing, warehouse, and wholesale buildings for 21st century employment and industrial uses. To maintain the identity and authenticity of the Globemaster District, minimize the removal of, repair, and related alterations to existing character-defining building components such as steel casement windows, unique signage, and materials such as brick and steel siding.
- 5 **Maintain and Conserve Globemaster District identity**
See Section 6.3.8, District-Wide Design Guidelines.
- 8 **Align buildings along street frontages and active open space**
See Section 6.3.8, District-Wide Design Guidelines.
- 9 **Amplify building entry expression** to create a sense of arrival through front-door orientation to corners, public streets, and sidewalks, use expressed minor building forms using unique materials and details at thresholds, decorative and enhanced night lighting, and incorporation of intensified landscape and signage at ingress points.
- 17 **Provide lush and layered landscaping**
See Section 6.3.8, District-Wide Design Guidelines.
- 20 **Minimize surface parking visibility** through the placement of outdoor parking behind street-facing buildings and/or landscape buffers and screens.
- 21 **Incorporate sustainable surface parking lot design** through use of solar shade structures for vehicles, permeable paving, abundant and interlaced linear landscaping, incorporation of habitable parklets, and incorporation of tree canopies that establish shade and reduce the heat island effect. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required.
- 25 **Design integral signage and wayfinding systems**
See Section 6.3.8, District-Wide Design Guidelines.
- 27 **Screen service and loading areas from view** through placement of loading docks, refuse and recycling areas, storage, utilities, and similar uses in indoor and/or outdoor landscaped buffered locations not visible to public view from public streets, sidewalks, or pathways.
- 29 **Utilize outdoor lighting**
See Section 6.3.8, District-Wide Design Guidelines.

6.3.3 Community Commercial (CC) and Cherry Avenue Overlay Districts



Design Guidelines for Community Commercial (CC) and Cherry Avenue Overlay Districts

Retail centers located along Cherry Avenue are an important component of the GCSP. The provision of these centers are the primary intent for both the Community Commercial (CC) and Cherry Avenue Overlay Districts. Retail centers should provide a mix of retail, food and beverage, and hospitality uses that serve not only the working population in the plan area, but also the adjoining single-family residential neighborhoods to the west. Design for retail centers should establish an identifiable place and destination. To realize these design objectives, the following design guidelines should apply:

- 2 Specify 360° architecture** through extension of the character-defining elements and materials, level of detail, design quality, and architectural consistency to all building façades.
- 5 Maintain and conserve Globemaster District identity**
See Section 6.3.8, District-Wide Design Guidelines.
- 6 Orient greater building heights and massing** and expressed architectural features and details such as corner expression and/or tower components, public art, and signage toward major view corridors, streets, sidewalks, and pathways.
- 7 Provide exterior wall textures** and patterns that create visual interest through use of variegated exterior wall materials, colors, and a variety of opening sizes. Use exterior wall materials that convey the district's character and history such as brick, masonry, steel, and metal panels.
- 8 Align buildings along street frontages and active open space**
See Section 6.3.8, District-Wide Design Guidelines.
- 10 Express building design at the pedestrian level** that distinguishes first-floor frontages from the upper floors through the distinct and unique expression of grade-level forms, shapes, masses, materials, details, and entries.
- 11 Dedicate open space “commons”** at courtyards, plazas, and pedestrian connector spaces and pathways. See also Section 6.3.7 for design guidelines for open space commons.
- 17 Provide lush and layered landscaping**
See Section 6.3.8, District-Wide Design Guidelines.
- 22 Minimize the visual impact of structured parking** by placing parking structures behind main buildings, minimizing use of parking on sloped surfaces, incorporating aesthetical architectural treatment of parking structures that extends surrounding project design, using obscuring vertical landscape buffers and trees, using the first floors for non-parking uses, and designing parking buildings to accommodate future habitation should parking use decline.
- 23 Accommodate multiple mobility modes** along streets, open spaces, and pathways through provision of bicycle/scooter storage, repair, and rental facilities; dedication of ride- and bike-sharing pickup/drop-off areas; installation of electric charging stations for alternative mobility devices; provision of commuter showers; and incorporation of other mobility facilities that enhance use of alternative transit modes, including walking.
- 25 Design integral signage and wayfinding systems**
See Section 6.3.8, District-Wide Design Guidelines.
- 27 Screen service and loading areas** from view through placement of loading docks, refuse and recycling areas, storage, utilities, and similar uses in indoor and/or outdoor landscaped buffered locations not visible to public view from public streets, sidewalks, or pathways.
- 29 Use of outdoor lighting**
See Section 6.3.8, District-Wide Design Guidelines.

6.3.4 Industrial Commercial (IC) District



Design Guidelines for Industrial Commercial (IC) District

Building frontages along both sides of Cherry Avenue are characterized by small-scale commercial and industrial developments. New development and rehabilitation of existing structures along Cherry Avenue should be related to this smaller scale and oriented toward sidewalks, with an emphasis on pedestrian friendliness, landscape enhancement, and associated details and use of materials that create a sense of human scale. To realize these design objectives, the following design guidelines should apply:

- 1 Relate the architectural scale** of new construction to the proportions of existing small- and moderately sized buildings. Associate the proportions of new construction with existing building heights, footprint sizes, massing, bulk, and frontage lengths.
- 3 Incorporate major and minor modulations** that break down continuous street-facing facades and reduce the perception of the overall building bulk through design and composition of differentiated massing, proportions, architectural components, and details.
- 5 Maintain and conserve Globemaster District identity**
See Section 6.3.8, District-Wide Design Guidelines.
- 7 Provide exterior wall textures** and patterns that create visual interest through use of variegated exterior wall materials and colors, and a variety of opening sizes. Use exterior wall materials that convey the district's character and history such as brick, masonry, steel, and metal panels.
- 8 Align buildings along street frontages and active open space**
See Section 6.3.8, District-Wide Design Guidelines.
- 10 Express building design at the pedestrian level** that distinguishes first-floor frontages from the upper floors through the distinct and unique expression of grade-level forms, shapes, masses, materials, details, and entries.
- 17 Provide lush and layered landscaping**
See Section 6.3.8, District-Wide Design Guidelines.
- 25 Design integral signage and wayfinding systems**
See Section 6.3.8, District-Wide Design Guidelines.
- 27 Screen service and back-of-house areas from public view** through containing the loading docks, refuse and recycling, storage, utilities, and other areas that may create nuisance or visual blight, and/or orienting these back-of-house uses away from public view and buffering with landscape.
- 29 Use of outdoor lighting**
See Section 6.3.8, District-Wide Design Guidelines.

6.3.5 New Local Street Infrastructure



Design Guidelines for New Local Street Infrastructure

New local and connecting street infrastructure is required with any development equal to or greater than 50,000 square feet in the BP district. Most important, the introduction of human-scale blocks defined by a linking grid of streets is essential for mitigating the potential large scale of new development while fostering an accessible and amenable 21st century employment district. The design of the required new local street infrastructure should comply with the following guidelines:

- 5 Maintain and conserve Globemaster District identity**
See Section 6.3.8, District-Wide Design Guidelines.
- 8 Align buildings along street frontages and active open space**
See Section 6.3.8, District-Wide Design Guidelines.
- 12 Employ a variety of active and passive open space elements** across large open areas and along pathways and sidewalks through arrangement of differentiated nodes and activities using varying hardscape/softscape ratios, paving materials and patterns, and plant and tree species.
- 13 Provide outdoor furniture**, appliances, and amenities with functions that facilitate outdoor use, including gathering, sitting, eating, and recreational activities.
- 14 Orient accessory retail** toward street frontages, active pedestrian pathways, and/or active open spaces. Integrate accessory retail with outdoor seating areas, gathering spaces, and wayfinding systems.
- 17 Provide lush and layered landscaping**
See Section 6.3.8, District-Wide Design Guidelines.
- 18 Incorporate parkway segments** and other linear landscape features along streets and sidewalks to provide continuous visual interest along streets and create buffers between vehicular and non-vehicular modes of movement. Integrate the design of parkways with street frontages, traffic mitigation facilities, and on-street parking. Interlace parklets, bulb-outs, and other forms of enhanced landscape and open space use along parkways.
- 19 Provide curbside parking**, preferably diagonal pull-in parking, that facilitates access for people with disabilities and business patronage.
- 23 Accommodate multiple mobility modes** along streets, open spaces, and pathways through provision of bicycle/scooter storage, repair, and rental facilities; dedication of ride- and bike-sharing pickup/drop-off areas; installation of electric charging stations for alternative mobility devices; provision of commuter showers; and incorporation of other mobility facilitates that enhance use of alternative transit modes, including walking.
- 24 Employ traffic calming** that reduces traffic speeds while enhancing the safety and accessibility of pedestrians. Incorporate as appropriate bulb-outs at midblock and intersection crossings, roundabouts, landscaped medians with pedestrian refuges, speed tables, humps and bumps, clearly and creatively articulated crosswalks, and minimized vehicular curb cuts along sidewalks.
- 25 Design integral signage and wayfinding systems**
See Section 6.3.8, District-Wide Design Guidelines.
- 26 Encourage public art**, including murals, outdoor installation art, recirculating water features, and light-based installations that create unique visual interest. Artwork should convey the plan area's legacy and reveals and enhances its identity.
- 29 Use of outdoor lighting**
See Section 6.3.8, District-Wide Design Guidelines.

6.3.6 Pedestrian Connectors



Design Guidelines for Pedestrian Connectors

Mid-block paseos, promenades, multi-use paths, or other forms of pedestrian connectors are required for development equal to or greater than 50,000 square feet in the BP district. These pedestrian connectors should provide for pedestrian mobility and as-needed emergency vehicle access to and from business and employment districts, and also serve as passive and active outdoor places that link adjoining buildings and destinations, such as a new retail center at the intersection of Cherry Avenue and Wardlow Road. To realize these design objectives, the following design guidelines should apply:

- 5 Maintain and conserve Globemaster District identity**
See Section 6.3.8, District-Wide Design Guidelines.
- 8 Align buildings along street frontages and active open space**
See Section 6.3.8, District-Wide Design Guidelines.
- 12 Employ a variety of active and passive open space elements** across large open areas and along pathways and sidewalks through arrangement of differentiated nodes and activities using varying hardscape/softscape ratios, paving materials and patterns, and plant and tree species.
- 13 Provide outdoor furniture**, appliances, and amenities with functions that facilitate outdoor use, including gathering, sitting, eating, and recreational activities.
- 14 Orient accessory retail** toward street frontages, active pedestrian pathways, and/or active open spaces. Integrate accessory retail with outdoor seating areas, gathering spaces, and wayfinding systems.
- 16 Use high-quality paving materials** and surface coloring that are artful and enduring. Use multiple paving materials and surfacing variety for larger areas and to distinguish areas that serve different functions.
- 17 Provide lush and layered landscaping**
See Section 6.3.8, District-wide Design Guidelines.
- 25 Design integral signage and wayfinding systems**
See Section 6.3.8, District-wide Design Guidelines.
- 26 Encourage public art**, including murals, outdoor installation art, recirculating water features, and light-based installations that create unique visual interest. Artwork should convey the plan area's legacy and reveals and enhances its identity.
- 28 Allow emergency access** through design of pedestrian pathways and linkages that accommodate emergency vehicles and first responders through incorporation of retractable bollards, use of movable furniture, and lack of obstructions along travel paths.
- 29 Use of outdoor lighting**
See Section 6.3.8, District-Wide Design Guidelines.

6.3.7 Open Space Commons



Align Buildings Along Open Space Commons 8

Use Outdoor Lighting 29

25 Design Signage and Wayfinding System

14 Orient Accessory Retail

13 Provide Outdoor Furniture

16 Use High Quality Paving Materials

Design Guidelines for Open Space Commons

Open space commons are centralized gathering places shared by users of and visitors to a site, property, campus, or complex. Open space commons apply to all sites in the plan area that will incorporate open space. These open spaces foster a variety of outdoor activities and events. Open space commons that catalyze everyday activities and special events are encouraged for medium- and large-scale projects. To realize these design objectives, the following design guidelines should apply:

5 Maintain and conserve Globemaster District identity

See Section 6.3.8, District-Wide Design Guidelines.

8 Align buildings along street frontages and active open space

See Section 6.3.8, District-Wide Design Guidelines.

12 Employ a variety of active and passive open space elements

across large open areas and along pathways and sidewalks through arrangement of differentiated nodes and activities using varying hard-scape/softscape ratios, paving materials and patterns, and plant and tree species.

13 Provide outdoor furniture, appliances, and amenities with functions that facilitate outdoor use, including gathering, sitting, eating, and recreational activities.

14 Orient accessory retail toward street frontages, active pedestrian pathways, and/or active open spaces. Integrate accessory retail with outdoor seating areas, gathering spaces, and wayfinding systems.

15 Design flexible outdoor open spaces that are easily used for a variety of everyday, work-related, and special uses, such as pop-up retail, outdoor markets, meetings, exhibits, and fairs. Use unobstructed grading, retractable canopies, removable street furniture, rolling planters, and other adaptable and adjustable elements. Relate flexible outdoor open spaces to building uses and openings to merge indoor and outdoor work and gathering areas.

16 Use high-quality paving materials and surface coloring that are artful and enduring. Use multiple paving materials and surfacing variety for larger areas and to distinguish areas that serve different functions.

17 Provide lush and layered landscaping

See Section 6.3.8, District-Wide Design Guidelines.

25 Design integral signage and wayfinding systems

See Section 6.3.8, District-Wide Design Guidelines.

26 Encourage public art, including murals, outdoor installation art, recirculating water features, and light-based installations that create unique visual interest. Artwork should convey the plan area's legacy and reveals and enhances its identity.

29 Use of outdoor lighting

See Section 6.3.8, District-Wide Design Guidelines.

6.3.8 District-Wide Design Guidelines



District-Wide Design Guidelines for the Globemaster Corridor Specific Plan Area

The vision of a successful 21st century employment district relies on a strong district identity that is built on the rich historical industrial context and high-quality and attractive design in harmony across the plan area. All new, construction, demolition, addition, remodeling, and relocation projects should contribute to enhancing the overall district character and improving the overall design quality of the physical environment. To realize these area design objectives, the following district-wide overarching design guidelines should apply:

- 5 **Maintain and conserve Globemaster District identity** through conservation of existing character-defining industrial design components, details, and materials while incorporating similar and new industrial-type features and details in new buildings and alterations to existing buildings, street and open space design, and landscaping.
- 8 **Align buildings along street frontages and active open space** and intermix landscape, outdoor gathering spaces, openings, exhibition niches, porches, balconies, and connected upper-level amenity decks along sidewalk and pathway interfaces. Where applicable, provide comfortable street furniture that encourages informal gathering and activities.
- 17 **Provide lush and layered landscaping** that offers a range of shapes, textures, colors, and seasonal change through provision of a variety of larger-scale tree types and forms, medium-scale ornamental and flowering trees, shrubs and bushes, and low-scale groundcovers. Select native and drought-tolerant plants. Compliance with low-impact development and Model Water Efficient Landscape Ordinance standards will be required.
- 25 **Design integral signage and wayfinding systems** that are legible, consistent, and provide for clear navigation to and from and throughout the project area. Design signage and wayfinding to relate to the district's industrial legacy and context.
- 29 **Use outdoor lighting** that accentuates building design elements, provides visual excitement, articulates pedestrian and vehicular circulation, supports evening open space usage, and enhances the site's overall sense of safety and security. All outdoor lighting devices provided on public and private property within the plan area should use full-cut-off fixtures with certifications under the new "backlight/uplight/glare" (BUG) rating system.

7



INFRASTRUCTURE SYSTEMS



7.1 Purpose

This chapter presents a breakdown of the existing public utility infrastructure, including any known capacity deficiencies, for the Globemaster Corridor Specific Plan (GCSP) area and immediately adjacent surroundings. The public utility purveyors include water, wastewater, stormwater, gas, and electric utilities.



7.2 Water

The plan area is locally serviced by the Long Beach Water Department (LBWD), a municipal utility of the City of Long Beach, which serves as the retail water purveyor. An LBWD service area map is shown in Figure 7-1, LBWD Service Area Map. LBWD acquires its drinking water from two main sources: groundwater pumped and treated from a large underground aquifer below the City, known as the Central Basin, and imported water purchased wholesale and delivered by the Metropolitan Water District of Southern California (MWDSC) as part of the California State Water Project. Approximately 42% of LBWD's total water supply is provided by groundwater, with a small portion of its supply coming from reclaimed and recycled water that is used primarily to irrigate municipal landscapes. LBWD is also looking at plans to incorporate desalinated seawater as a future water source.

According to the 2015 Urban Water Management Plan (UWMP), LBWD has adequate supplies to meet projected demands throughout the 20-year planning period (through 2040) using the following supply portfolio: 36% groundwater, 12% imported water from the MWDSC, 10% desalinated seawater, 14% recycled water, and 27% through conservation methods.



Groundwater Treatment Plant, Long Beach

Within the plan area and immediately adjacent service area, several large transmission water mains ranging from 20 to 36 inches in diameter exist along Cherry Avenue, Wardlow Road, Saint Louis Avenue, and 32nd Street. Smaller tributary water mains ranging from 8 to 12 inches in diameter exist along Globemaster Way, Gardenia Avenue, 33rd Street, and Walnut Avenue. An existing 12-inch-diameter water main is located along Orange Avenue between 29th Street and 32nd Street, and along Spring Street between Orange and Temple Avenues, with an existing 6-inch-diameter water main extending to the east of Temple Avenue that will service the southerly portion of the plan area. Ultimately, future PVC pipe water improvements

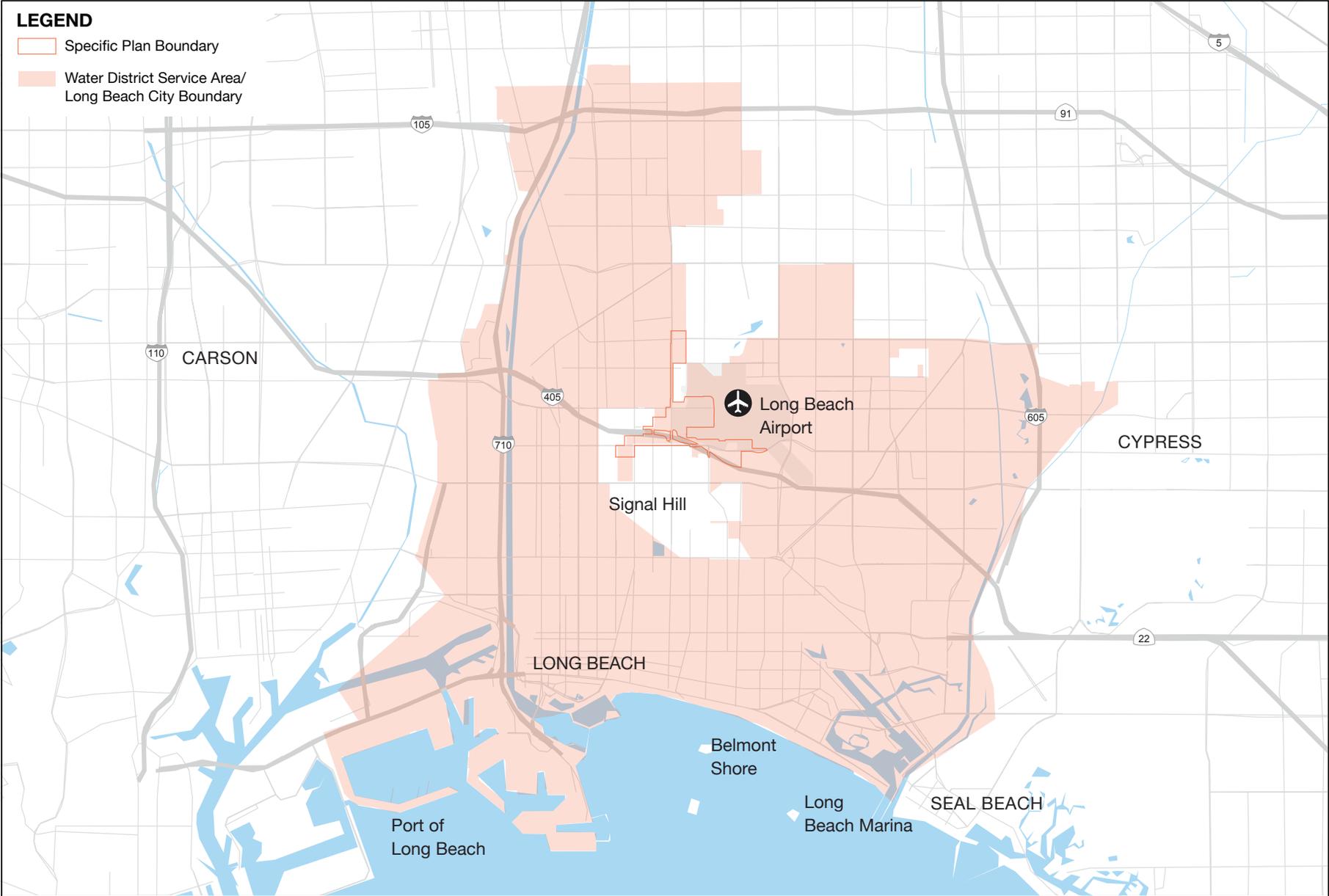
intended to service the plan area will likely connect into the large 20- to 36-inch-diameter transmission water mains located along Cherry Avenue, Wardlow Road, Saint Louis Avenue, and 32nd Street.

Water Supply

Water Supply is a critical element for evaluating the impacts of growth. In the absence of adequate supply to accommodate planned growth, substantial expense is required to develop new sources of water. The 2015 UWMP for Long Beach Water provides existing demand, future demand, and future water supply assessment through 2040. A summary is provided in Table 7-1.

Table 7-1: Water Demand and Supply (Existing and Future)

	Existing Demand – Ac-Ft/yr	Existing Population	Future Demand (2040)	Future Water Supply (2040)	Excess Water Supply (2040) Ac-Ft/yr
Long Beach Water	63,643	481,784	64,137	79,291*	15,154



7-1

Long Beach Water District Service Area

Globemaster Corridor Specific Plan

Water demand by sector (in Ac-Ft per Year) from the UWMP is shown in Table 7-2.

Future water supply demand numbers from the UWMP are based off of the currently adopted growth factors from the City General Plan. With projected buildout from the GCSP, a basic analysis of the potential growth is needed to ensure adequate water supply will be available to support the proposed land use scenario in the GCSP.

Table 7-2: Water Demand by Sector (2015-2040)

Demand Sector	2015	2040
Single Family	17,778	20,363
Duplex	3,114	3,421
Multi-Family	15,517	20,562
Irrigation	2,187	2,208
Commercial	14,359	16,374
Industrial	219	122
Fire Lines	4	3
Losses	2,028	2,882
Conservation*		(6,830)
Total Demand	55,206	59,106

A summary of the proposed land use district acreage in the GCSP is provided in Table 7-3. To analyze the impacts from additional demand associated with the GCSP, the unit water demands shown in Table 7-4 are assumed for each land use type.

Using the assumed demands shown in Table 7-4, Table 7-5 summarizes the additional demand by 2040 from the GCSP land use scenario.

Based on the additional water supply expected to be available from the UWMP data, the additional demand associated with the GCSP will not exceed the available water supply.

Table 7-3: GCSP Proposed Land Use District Acreage

Proposed Land Use	Total Acres
Business Park Zone	250.07
Community Commercial	32.29
General Industrial Zone	109.31
Industrial Commercial	24.53
Open Space	13.33

Table 7-4: Unit Water Demands

Proposed Land Use Category	Unit Water Demands (gpd/ac)
Business Park Zone	2,000
Community Commercial	1,500
General Industrial Zone	1,800
Industrial Commercial	1,600
Open Space	200

Table 7-5: Total GCSP Water Demand

Proposed Land Use Category	Total Acres	Unit Water Demands	Total Water Use (Ac-Ft/Yr)
Business Park Zone	250.07	2,000	560.23
Community Commercial	32.29	1,500	54.25
General Industrial Zone	109.31	1,800	220.40
Industrial Commercial	24.53	1,600	43.96
Open Space	13.33	200	2.99
Total Demand:			881.83

7.3 Wastewater

The LBWD also services the plan area for wastewater collection and treatment. The LBWD operates and maintains approximately 765 miles of sanitary sewer lines and ultimately delivers the majority of the City's wastewater to the Joint Water Pollution Control Plant (JWPCP) of the Los Angeles County Sanitation District (LACSD). The remaining portion of the City's wastewater is delivered to the Long Beach Water Reclamation Plant of the LACSD. Tertiary treated sewage from these facilities is used to irrigate public landscaping through the recycled water program and recharge the groundwater basin.

The wastewater infrastructure for the immediate plan area vicinity primarily consists of vitrified clay pipe (VCP). There are 18-inch-diameter VCP sewer trunk main lines along Cherry Avenue south of Wardlow Road, 15-inch-diameter sewer lines along 32nd Street east of Cherry Avenue, 12- to 18-inch-diameter sewer lines along Wardlow Road west of Cherry Avenue, 12-inch-diameter sewer lines along Walnut Avenue, and 10-inch-diameter sewer lines along AirFlite Way. In addition, 8-inch-diameter sewer mains exist on Wardlow Road east of Cherry Avenue, Globemaster Way, and various other locations locally. An existing 15-inch-diameter sewer main extends to the north along the westerly right-of-way of Union Pacific

Railroad with existing 8- to 10-inch-diameter sewer mains west of the intersection of Cherry Avenue/Carson Street that will service the northerly portion of the plan area. Future sewer mains to service the plan area will need to connect into the existing larger sewer trunk mains serving and surrounding the plan area.

Wastewater Treatment Capacity

Collections systems for sanitary sewer flow represents an important factor for evaluating impacts from growth, but the major impediment as it relates to sanitary wastes is the capacity of existing treatment facilities. With a typical cost of approximately \$10 million for each million gallon per day (MGD) treatment capacity, an analysis of the existing treatment facilities capacity to handle growth from the GCSP is necessary.

The Joint Water Pollution Control Plant currently treats approximately 260 MGD and has a treatment capacity of 400 MGD, and the Long Beach Water Reclamation Plant currently treats approximately 13.6 MGD and has a treatment capacity of 25 MGD. Using an assumed indoor water use percentage of 50 (indoor water use being the portion of the metered potable water usage that is assumed to be returned through a sewer service connection via toilet flushing, drains for sinks, dishwasher, laundry, showers, etc.), the proposed land use scenario associated with the GCSP is assumed to produce an additional quantity of 0.78 MGD for treatment.

The addition of 0.78 MGD to either plant would not exceed the available treatment capacity, and will be adequately accommodated by existing infrastructure.



Long Beach Water Department

7.4 Storm Water

The Los Angeles County Flood Control District (LACFCD) has jurisdiction over the plan area and provides stormwater collection and conveyance for a majority of the City. In the immediate plan vicinity, as-built storm drain plans show a collection system commencing near the intersection of Spring Street and Lakewood Boulevard that traverses northwest to Wardlow Road and ultimately terminates near Orange Avenue. Pipe sizes for this particular section of storm drain system range from 66- to 96-inch-diameter reinforced concrete pipe (RCP) and includes a 9- by 7-foot rectangular reinforced concrete box (RCB) for a small portion. An adjacent storm drain collection system running north and south along Cherry Avenue between 33rd Street and 36th Street contributes to the larger storm drain system described previously, which has pipe sizes ranging from 33 to 48 inches in diameter RCP.

The existing storm drain system starting near the intersection of Walnut Avenue and Tehachapi Drive, which flows east to Cherry Avenue, then south to Bixby Road, then east along Bixby Road, will service the northerly portion of the plan area with RCP pipes ranging from 36 to 78 inches in diameter.

The existing storm drain system starting near the intersection of Walnut Avenue and 28th Street, which flows north to Spring Street then west to Orange Avenue, will service the southwesterly portion of the plan area with RCP pipes ranging from 30 to 54 inches in diameter. Future storm

drain laterals to service the plan area will need to connect into the existing storm drain system.

Presuming the existing drainage system adequately addressed flows up to the 100-year event currently, the future land use scenarios from the GCSP would also be adequately handled by regional systems, since the expected total amount of impervious surface and resultant runoff would be maintained or reduced from the current condition. Due to the transition from heavy industrial/manufacturing land use to a general industrial designation with the incorporation of additional open space, the impervious surface is expected to remain consistent or experience a reduction.

7.5 Gas

Gas utilities are currently being serviced by Long Beach Energy Resources, (formerly Long Beach Gas and Oil (LBGO)), a municipal utility that provides gas services to the plan area along with the majority of the City. Based on atlas maps provided by Long Beach Gas & Oil, existing gas mains ranging from 10 to 20 inches in diameter are located in Cherry Avenue, with 4-inch-diameter gas mains also



Southern California Edison Company

available along the plan area perimeter, as shown in Figure 2-12. Based on an assessment of these facility maps and the proposed change in land use from manufacturing to general industrial and other less energy intensive land uses, the current gas infrastructure is assumed acceptable to meet the demands of proposed land uses.

7.6 Electric

Electric utilities are currently being serviced by Southern California Edison (SCE), which provides energy services to the plan area, the City, and much of the greater Southern California region. Based on an SCE interactive distribution map last updated September 14, 2012, three substations (5738, 5753, and 5785) service the plan area with overlapping coverage. According to the data, substation 5738 has a maximum available capacity of 7.75 megavolt amperes (MVA) but no current available capacity (0 MVA), substation 5753 has a maximum available capacity of 4.37 MVA but also no current available capacity (0 MVA), and substation 5785 has a maximum available capacity of 10.0 MVA and a currently available capacity of 0.9 MVA. Although all of the substations servicing the plan area appear to be at or near capacity, the existing system is sufficient to meet the existing demands of the existing land use. Additional analysis may be required to evaluate proposed land uses and the demands that will place on the electrical grid. In the event a proposed land use would exceed available capacity, upgraded facilities would need to be constructed to meet demand.

U.S. AIR FORCE



STATIC PORT



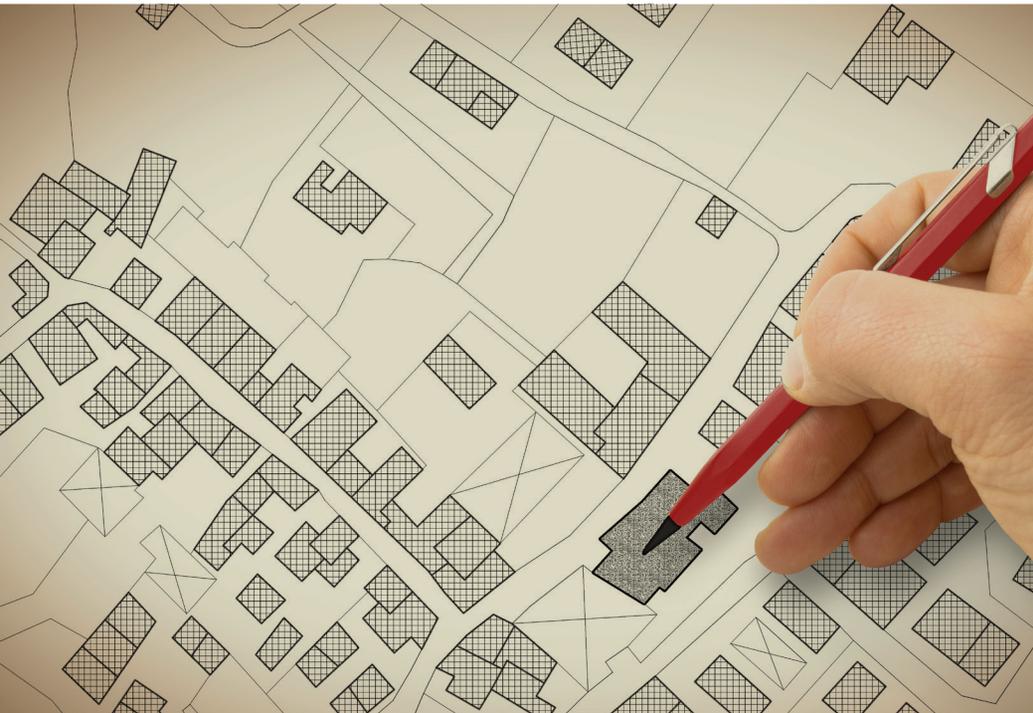
DO NOT FLIGHT OR REPAIR AREA
BEFORE AND AFTER BEING MAINTAINED
BY

TOW BAR LIMIT

REMOVE BEFORE

8

IMPLEMENTATION AND ADMINISTRATION



8.1 Purpose

The Implementation and Administration chapter provides the framework for successfully administering and implementing the Globemaster Corridor Specific Plan (GCSP) in the near term and over the life of the plan. This chapter provides general administration provisions; review and approval procedures; and implementation measures, including short-term and ongoing tasks, funding and financing strategies. This chapter also identifies the relationship of this plan with other applicable plans, programs, agencies and regulations.



8.2 General Administration

8.2.1 Authority

The City of Long Beach initiated and prepared the GCSP pursuant to the provisions of California Government Code, Title 7, Division 1, Chapter 3, Article 8 (Sections 65450 through 65457). The law allows the preparation of specific plans as required for implementation of general plans. Specific plans act as a bridge between a general plan and individual development proposals. They combine development standards and guidelines, capital improvement programs, and financing methods into a single document that is tailored to meet the needs of a specific plan area. Jurisdictions may adopt specific plans by resolution or ordinance.

The GCSP is the regulatory document guiding land use and development within the boundaries identified in this Specific Plan. Upon adoption by ordinance, the GCSP will serve as the zoning document for the properties within the plan area. It establishes the necessary land use districts, development standards, regulations, infrastructure requirements, design guidelines, and implementation programs on which subsequent project-related development activities are to be based. It is intended that local public works projects, public facilities, and non-right-of-way (public or private) land development, or any other action requiring ministerial or discretionary approval within the plan area be consistent with the GCSP.

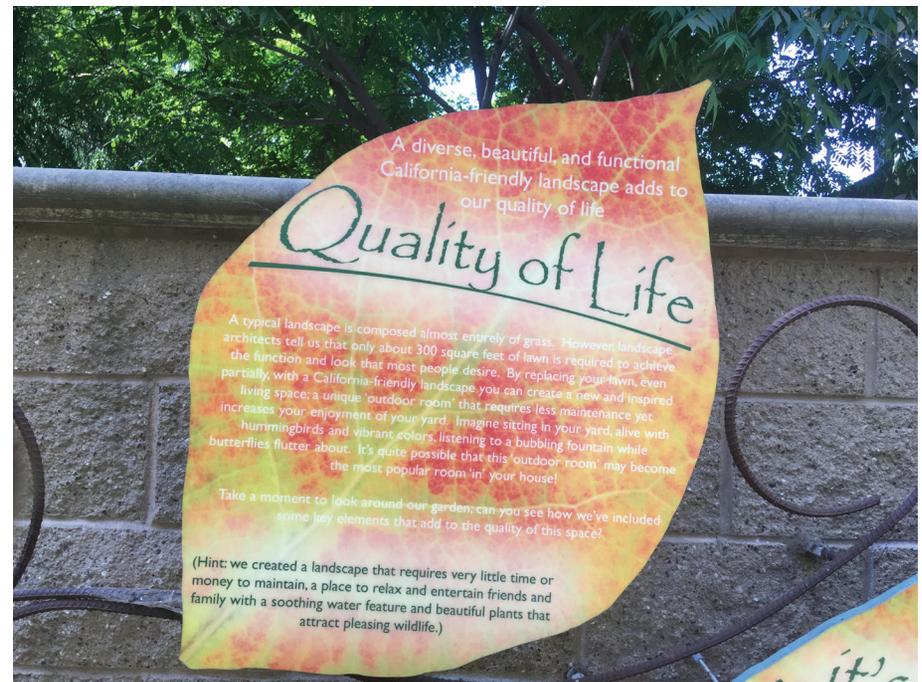
8.2.2 Interpretation, Conflict, and Severability

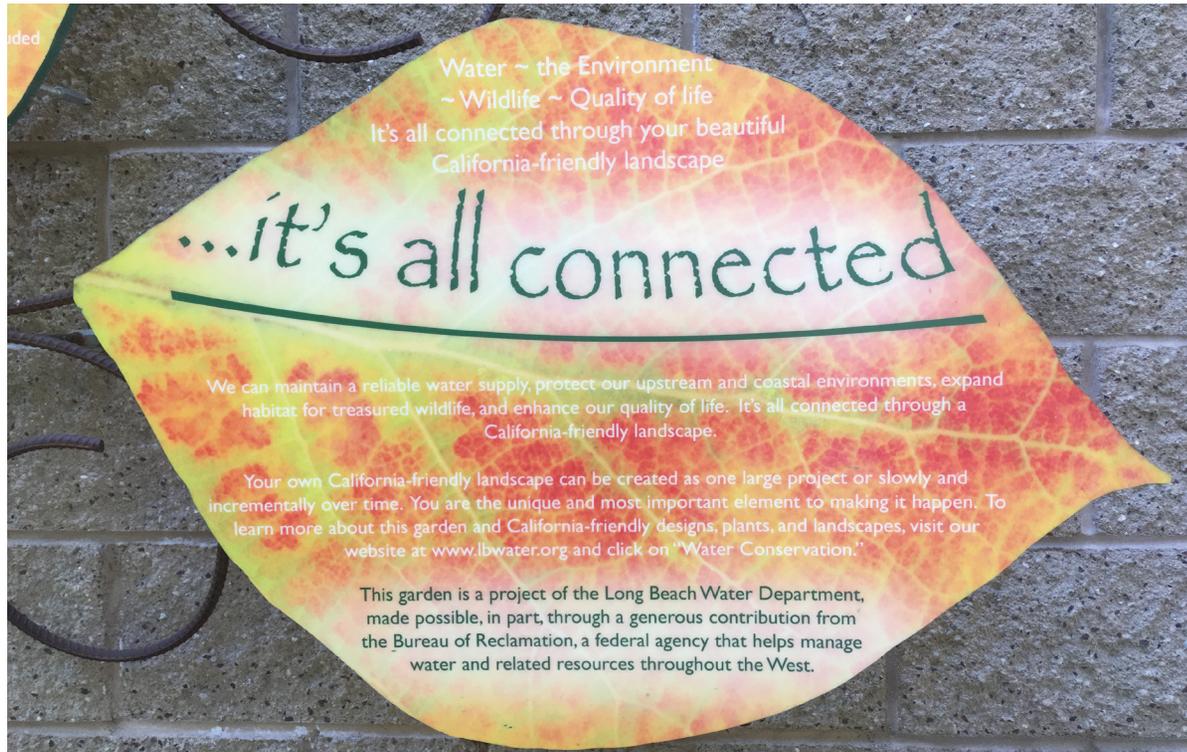
Interpretation

If uncertainty arises concerning the content or application of this Specific Plan and its standards, the Zoning Administrator shall be authorized to determine all pertinent facts and interpret the Specific Plan, consistent with the authority granted to the Zoning Administrator and the procedure set forth in Section 21.10.045 of the Zoning Regulations (Title 21, LBMC).

Conflict

In the event of a conflict between the provisions of the GCSP and the provisions of the Zoning Regulations (Title 21, LBMC), the GCSP shall prevail. For any other topical issue, development standard,





Use of a PEIR/PEIS provides the City and Department of Defense an opportunity to consider broad policy alternatives and program-wide mitigation measures, and provides the City with greater flexibility to address project-specific and cumulative environmental impacts on a comprehensive basis. Agencies generally prepare PEIR/PEISs for programs or a series of related actions that are linked geographically; are logical parts of a chain of contemplated events, rules, regulations, or plans that govern the conduct of a continuing program; or are individual activities carried out under the same authority and have generally similar environmental effects that can be mitigated in similar ways.

This approach is consistent with the tiering provision in California Public Resources Code Section 21083.3, CEQA Guidelines Section 15183 for "Projects Consistent with a Community Plan or Zoning," and National Environmental Policy Act Guidelines Title 40 Part 1502 for Environmental Impact Statements. This tiering opportunity is only available for plans (e.g., GCSP) for which an EIR or EIS has been prepared.

Tiering under these provisions will require environmental review and documentation per CEQA in the future to substantiate that a subsequent project does not result in any new potentially significant impacts. Such review (under CEQA Guidelines Section 21083.3/15083) could be documented in the form of an Initial Study to ensure "topic by topic" review and substantiation. Once consistency has been substantiated and review shows that the project would not result in new significant impacts, neither a Mitigated

design guideline, and/or regulation not addressed or otherwise specified in the GCSP, the provisions of the LBMC, particularly Title 20 (Subdivisions) and Title 21 (Zoning), shall apply.

Severability

If any provision or clause of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or to be otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other article provisions or clauses or applications, and to this end the provisions and clauses of this Specific Plan are declared to be *severable*.

8.2.3 Environmental Clearance

The GCSP Program Environmental Impact Report/ Program Environmental Impact Statement (PEIR/ PEIS) is primarily a source of environmental information for the City and the Department of Defense, the lead agencies for the project. The PEIR/PEIS describes the potential impacts from the adoption of the GCSP. Subsequent development projects within the plan area are anticipated as it builds out. The PEIR/PEIS by Section 15168 of the California Environmental Quality Act (CEQA) Guidance and subsequent projects that are within the scope of the PEIR/PEIS may be subject to a more limited environmental review process in the future, as determined by the City's Planning Bureau.

Negative Declaration nor an EIR would be required. Projects may also be exempt from preparing a new CEQA document pursuant to other sections of CEQA (e.g., statutory exemptions or categorical exemptions) depending on the size of the project and type of development. The type of CEQA document needed for each project will be determined by the City staff during its review of the proposed project or development.

In addition to a more limited subsequent CEQA process, infill projects may qualify for streamlining. Streamlining for infill projects (CEQA Guidelines Section 15183.3) allows eligible projects to

streamline the environmental review process by limiting the topics subject to review at the project level.

8.2.4 Safety of Airport Operations

Notwithstanding any other provision of this Specific Plan, no use, development or activity within the Specific Plan Area may compromise the safety of airport flight operations in any way. Final authority for determining whether airport flight operation safety is compromised rests solely with the United States Department of Transportation (USDOT) and the Federal Aviation Administration (FAA).

8.3 Development Review and Approval Process

8.3.1 Consistency with Project Vision, Goals, and Policies

The overarching vision of the GCSP is to attract and optimize new high-quality work opportunities to become a twenty-first century employment district. To achieve this, the GCSP provides a set of five goals and accompanying policies that work together to enhance the design, functionality, and mobility of the workforce environment while directing the City to proactively pursue investment and recruitment opportunities. The vision, goals, and policies were developed through extensive public input and are reflected throughout this document. New projects shall demonstrate consistency with the vision, goals, and policies as provided in Chapter 3.

8.3.2 Approval Authority

Approval authority for all land use permit applications submitted pursuant to this Specific Plan shall be as provided in Title 20 (Subdivisions) and Title 21 (Zoning) of the Long Beach Municipal Code, except as otherwise provided in this Specific Plan.

8.3.3 Site Plan Review

For all specific procedures not modified or otherwise specified within the GCSP, all planning entitlement and permitting processes for projects requiring said permits within the plan area shall be carried out in accordance with the procedures in Chapter 21.25 (Specific Procedures) of the LBMC.



Alternate Thresholds for Site Plan Review for CC, IC, and Cherry Avenue Overlay

The GCSP establishes alternate thresholds for SPR in the CC and IC districts and within the Cherry Avenue Overlay Zone, superseding the thresholds in Chapter 21.25 of the LBMC, as follows:

1. Nonresidential Development: 1,000 square feet or more of new building area.
2. Street-Fronting Building Elevation Remodel: Any remodel to a street-fronting building elevation consisting of 25% or more of the elevation. The 25% is counted cumulatively over the entire building frontage and need not be contiguous.
3. Thresholds for requiring Conceptual Site Plan Review and Site Plan Review approval by Planning Commission include projects of 50,000 square feet or more of new building area.

Master Site Plan Procedure for Business Park (BP) District

Within the Business Park district, any development project containing a cumulative total of 50,000 square feet or more of building area, including multiple phases of development, shall submit a Master Site Plan as a Site Plan Review (Planning Commission-level) application per the procedures specified in Chapter 21.25 of the Zoning Regulations.

The Master Site Plan shall be consistent with this Specific Plan and shall depict the full scope of the development project at a sufficient level of detail to demonstrate its compliance with all aspects of this Specific Plan. The Planning Commission may require reasonable conditions of approval on a Master Site Plan in accordance with Section 21.25.505 of the Zoning Regulations and shall make the findings required per Section 21.25.506.

Upon approval of a Master Site Plan by the Planning Commission (or City Council on appeal), individual buildings or phases of the approved Master Site Plan shall be submitted to the Staff Site Plan Review Committee for review prior to issuance of any building permit for the subject building or phase. The Staff Site Plan Review Committee may approve an application, or approve an application subject to additional conditions, or deny an application that is inconsistent with the approved Master Site Plan or this Specific Plan. The applicant may appeal to the Planning Commission an action by the Staff Site Plan Review Committee to add conditions or deny an application, pursuant to the procedures specified in Division V (Appeals) of Chapter 21.21 of the Zoning Regulations.

Any overall on-site improvements, landscaping, and off-site improvements that are not part of an individual building development or phase of development shall be carried out in accordance with the Master Site Plan approval.

8.3.4 Federal Aviation Administration Approval

Prior to issuance of foundation or building permits for a development project, the applicant must receive a determination of no hazard to air navigation for the project from the FAA. A copy of all written findings from the FAA regarding compliance with Part 77 height limit regulations shall be provided to the City's Director of Development Services.



8.3.5 GCSP Amendments

Approval of this Specific Plan indicates acceptance by the City Council of a general framework for community development within the plan area. Part of that framework establishes specific development standards that constitute the zoning regulations for the GCSP. It is anticipated that certain modifications to the GCSP text, exhibits, and/or project may be necessary throughout the life of the plan.

Any amendments to the GCSP shall occur in accordance with the procedures set forth in Chapter 21.25 of the LBMC.

Depending on the nature of the proposed GCSP amendment, a supplemental environmental analysis may be required, pursuant to CEQA Guidelines Section 15162.

8.3.6 On-Site and Off-Site Improvements

On-site and off-site improvements are intended to increase the value of a property and to generally improve the public realm within the plan area. These improvements can occur within the development parcel boundaries or within the right-of-way adjacent to the property. The City may require applicants to install or consent to on-site and off-site improvements through a development agreement or as a condition of approval on the subject property or in the right-of-way adjacent to the property on a project-by-project basis. Due to the capacity and condition of existing infrastructure, all applications may be subject to substantial improvements or fees for water, sewer, stormwater, transportation, and other systems.

8.4 Implementation

Fulfilling the vision and goals of the GCSP will require a coordinated effort between City staff, independent brokers, politicians, local businesses, property owners, residents, and institutions that hold accountability and have a stake in the future growth and development of the plan area. The long-term success of the GCSP will require administrative oversight, proactive and ongoing business and educational investments, and improvements to public infrastructure.

8.4.1 Mobility, Streetscape, and Infrastructure Enhancements

The Land Use and Mobility Plan illustrated and described in Chapter 4 of this Specific Plan identifies conceptual locations for new streets within the plan area. New streets and pedestrian connections break down large blocks, which is important for enhancing mobility and accessibility for pedestrians. New neighborhood connector streets, local streets, and pedestrian connectors are planned in the central core area and southwestern portions of the plan area. The location of new streets and pedestrian connections are conceptual and designed to maximize the accessibility and connectivity for active transportation modes. New streets and pedestrian connectors would be installed by developers incrementally as parcels are developed.



As discussed in Chapter 4, bicycle facilities are proposed for Cherry Avenue, Wardlow Road, and all new streets in the plan area to help improve connectivity within the plan area and connect to existing bicycle infrastructure within the vicinity of the plan area. Pedestrian improvements are also proposed for Cherry Avenue, Wardlow Road, and all new streets within the plan area to help ensure a continuous network of sidewalks and shaded parkways to facilitate and encourage walking through and to/from the plan area. Chapter 4 provides street cross-sections showing planned improvements. Similar improvements could be extended to other existing streets within the plan area as determined necessary by the City on a project-specific basis. These additional improvements shall adhere to the design and specifications for public improvements set forth in this plan.

8.4.2 Implementation Tasks

The tasks listed below are intended to guide the City through near-term and ongoing implementation of the GCSP.

Task 1: Assign a Dedicated Staff Person to Spearhead Implementation

Without a dedicated point person championing implementation of the GCSP, many critical pieces to GCSP success could be left to market forces and fail to fulfill the potential of the GCSP. Assigning a dedicated staff person to manage implementation tasks outlined in this section will help ensure the success of the GCSP. The dedicated staff person should be within the City's Economic Development Department, which would be the

primary department responsible for actively marketing the GCSP to prospective developers and businesses; however, close coordination would be needed with the Planning Bureau, which would be responsible for reviewing and administering development proposals in compliance with the

GCSP. With each proposed project or prospective business, the Economic Development Department and Planning Bureau should communicate an emphasis on integrating community benefits into master developments as outlined in this Specific Plan, and provide support as needed.



Cherry Avenue Streetscape

Timeframe

1 month from plan adoption

Responsible Party

Economic Development Department

Task 2: Launch a Marketing Campaign to Actively Recruit Catalytic Master Developer or Major Employer to the Boeing C-17 Site

The redevelopment or adaptive reuse of the Boeing C-17 site into a twenty-first century employment center is a critical first step to attracting new businesses and catalyzing private investment elsewhere in the plan area. The size of this central core area and proximity to the Long Beach Airport, Interstate (I-) 405 and Port of Long Beach should draw attention to master developers who would bring a mix of businesses to the site. To attract the right master developer or employer, the Economic Development Department will need to launch a marketing campaign to proactively attract the types of master developers, brokers, and industries that would help realize the vision for the plan area. Due to the size and significance of this location, the marketing campaign should be mounted at the regional, national, and possibly global scale.

Timeframe

1 month from GCSP adoption and ongoing

Responsible Party

Economic Development Department



Task 3: Coordinate with Pacific Gateway Workforce Development Board

The Economic Development Department should maintain ongoing coordination with the Pacific Gateway Workforce Development Board to align business recruitment campaigns with training opportunities for the local residents and workforce. As business development proposals come forward, it will be important to ensure that local residents have access to training that would be needed to get the types of jobs anticipated. Furthermore, businesses may indicate how many employees they would need and with what skillsets

in order to open a business in the plan area. The ongoing partnership between the City and Workforce Development Board will be important to understand and address the workforce needs of targeted businesses, promote the local workforce skills, identify the training needs of the local workforce, and provide the resources available to facilitate the training.

Timeframe

1 month from GCSP adoption and ongoing

Responsible Party

Economic Development Department

Task 4: General Plan Amendment

For the GCSP to be implemented, the City's General Plan may need to be amended for consistency.

Land Use Element Changes. If the current effort to update the City's General Plan Land Use Element has not been adopted by the City

Council within 12 months of adoption of the GCSP, the City should initiate a General Plan Amendment (primarily a map change) with the goal of achieving consistency between the land use and development standards of GCSP and the existing General Plan Land Use Element.

Timeframe

1 year from GCSP adoption

Responsible Party

Planning Bureau

Task 5: Prepare Ultimate Roadway Design and Specifications in Accordance with the GCSP

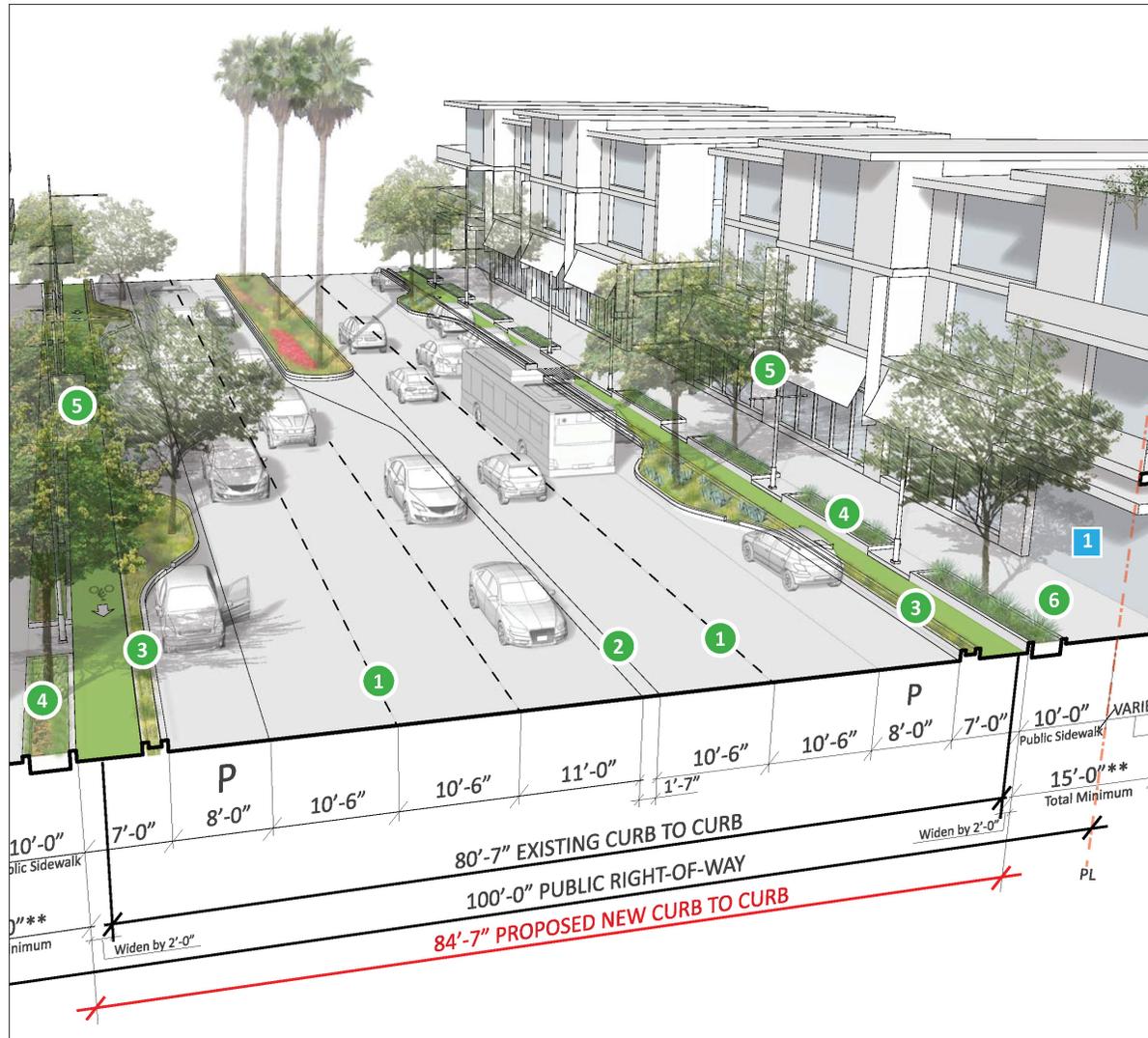
The City shall prepare design and specifications for the ultimate roadway improvements specified in Chapter 4. The design and specifications shall indicate that improvements may be required as a condition of approval for new development. The design and specifications shall indicate which improvements may be provided through a contractual assessment district and which the City may construct or install on its own using City revenue. The City should complete the ultimate roadway design and specifications within 3 years of adoption of the GCSP, dependent on funding availability.

Timeframe

3 years from GCSP adoption

Responsible Party

Planning Bureau, and Department of Public Works



Sample streetscape crosssection

Task 6: Create a Streetscape Plan

The City shall prepare a streetscape plan for the GCSP to apply to new and improved streets as described and illustrated in Chapter 4. The streetscape plan should indicate which improvements are required as a condition of approval for new development, which improvements may be provided through a contractual assessment district, and which the City may construct or install on its own using City revenues. The streetscape plan should cover street lighting, pedestrian lighting, street furniture, and landscaping.

The City should identify funds and complete the streetscape plan within 3 years of adoption of the GCSP, dependent on funding availability.

Timeframe

3 years from GCSP adoption

Responsible Party

Planning Bureau, and Department of Public Works

Task 7: Prepare Development Impact Fee Nexus Studies and Adopt Impact Fee Ordinance

To assess the costs of public improvements to new development through impact fees, the City must conduct a nexus study to determine the proportion of improvement costs attributable to new development and then adopt an ordinance establishing the fees. After adoption of the GCSP, the City will prepare nexus studies for implementation of public realm improvements throughout the plan area.

Based on the outcome of these nexus studies, the City will establish development impact fees for the plan area. A fee schedule should be established within 6 months of the completion of the nexus studies. In preparing the fee schedule, the City will establish when the improvements will be made, how the City will pay the upfront costs, and how and when the City will be repaid through the collection of impact fees. The City shall determine whether or not a special fund is needed for the improvements paid through impact fees. During

the interim period before establishing the fees, all development will be subject to area and site-specific impact fees and improvements (see Task 8).

Timeframe

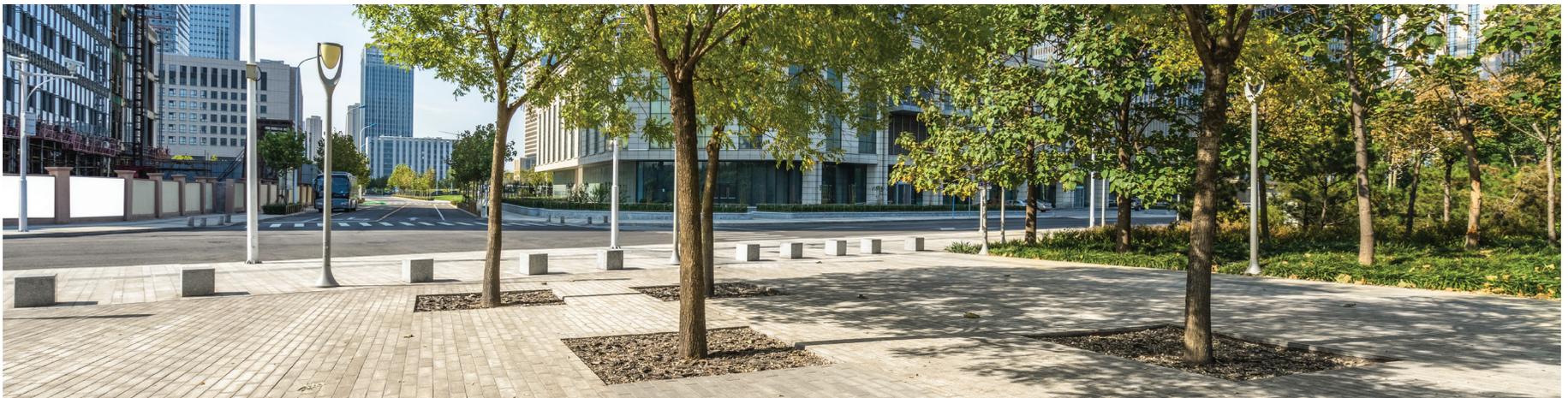
1 year from GCSP adoption

Responsible Party

Planning Bureau, and Department of Public Works

Task 8: Adopt Interim Project Specific Impact Fee Study and Development Agreement Requirement

It is likely that property owners and developers will propose new development after the GCSP is adopted, but before the City's preparation of a nexus study and impact fee ordinance identified in Task 7 is completed. In such cases, the City engineer should prepare an interim project-specific impact fee study to determine the infrastructure impacts and cost obligations of the developments. The impact



fee study would provide the basis for determining the associated impact fees commensurate with the expected level of development. The City should memorialize the results and obligations in a development agreement. In no case shall a development agreement be used to alter or in any way vary from any of the regulatory standards, design guidelines, or other requirements of the GCSP.

Timeframe

Effective upon adoption of the GCSP until completion of Task 7

Responsible Party

Department of Public Works

Task 9: Create a Contractual Assessment District

The City should work with area businesses to create contractual assessment districts where appropriate within the plan area.

See Section 8.4.3, Funding and Financing Strategy,



for more information on property-based financing tools, including contractual assessment districts such as a business improvement district (BID) or other special assessment district. The City could work with a consulting firm that specializes in creating community development tools.

A third-party firm could assist the City in facilitating a participatory process with property owners, merchants, residents, and other stakeholders to determine priorities and develop an overall management plan for the GCSP.

Timeframe

18 months from GCSP adoption

Responsible Party

Economic and Property Development

8.4.3 Funding and Financing Strategy

Public improvements are typically funded through a variety of means depending, in part, on the degree of direct impact from specific developments, and also on the size and cost of the improvements. Developers are usually assigned direct responsibility for certain improvements where their projects have a direct impact. In cases where the impact is more indirect or partial, cities establish development impact fees as a means to allow developers to pay their fair-share of improvements impacted through cumulative effects. As discussed below, the City has Citywide development impact fees and could establish additional fees for local improvements within the plan area. However, if additional fees are not adopted, the City should require development

agreements to delineate developer obligations for infrastructure improvements. This will require project-specific studies to determine the infrastructure impacts and cost obligations of the developments, as established in Task 8 of Section 8.4.2 above. Cities may pay for improvements on a “pay as you go” basis, when funds are available to complete a specific facility or improvements. For larger improvements, bond financing may be necessary to amortize the costs over a longer period. Bonds are typically secured and serviced through land-based financing mechanisms and paid for by the property owners.

The following sections briefly discuss these funding options.

Developer Funding and Impact Fees

The fiscal analysis prepared for the GCSP (see Appendix B) indicates that under the current Citywide development impact fee program, the GCSP would contribute up to \$21.4 million in development impact fees for fire, police, and transportation improvements. The Mobility Element of the City General Plan includes improvements to the Wardlow Avenue corridor and to the I-405 ramps at Orange Street. Traffic Impact Fees paid by development within the plan area may help to pay for those improvements. However, the changes to local circulation contemplated in the GCSP would require additional funding. In addition, the fee to mitigate off-site drainage would be approximately \$15.4 million (see Table 8-1), but this may be avoided if the developments can mitigate storm water drainage as part of their projects.

In addition to development impact fees, it is anticipated that individual developers will construct internal improvements within their sites as they develop, including local circulation and access; connections to water, sewer, and utility services; and on-site landscaping and open space. Costs to mitigate off-site traffic impacts would also be a developer obligation.

For off-site public improvements required by the GCSP, there are a number of potential funding sources. These are described below and range from land based financing to financing districts that would use City revenue. There are also potentially a number of grant programs that may be applicable to public improvements within the plan area.

Potential Land-Based Funding Sources

Landscape and Lighting District

The State Landscape and Lighting Act of 1972 permitted the establishment of assessment districts to fund acquisition, construction, and maintenance of public landscaping and lighting, typically along streets. It also permitted similar activities related to parks, open space, and recreation facilities and equipment; however, California Proposition 218 in 1996 imposed a condition on all assessment districts that the assessment must relate to a special benefit provided to each parcel in that district. The rule is that “general enhancement of property value does not constitute a special benefit.” This makes Landscaping and Lighting Districts harder to apply to parks and recreation facilities, but they are still used for maintenance of streets, lighting, and landscaping within subdivisions. In accordance with provisions of Proposition 218, the

Table 8-1 Estimated Citywide Development Impact Fees by Project Scenarios

Fee Category	Fee	Revised Buildout
Fire Facilities		
Commercial	\$0.267	\$144,259
Office	\$0.325	\$757,083
Industrial	\$0.132	\$685,281
Police Facilities		
Commercial	\$0.442	\$238,811
Office	\$0.538	\$1,253,264
Industrial	\$0.218	\$1,131,752
Schools		
Commercial	\$0.61	\$5,026,357
Transportation Improvements		
Commercial	\$3.00	\$1,620,891
Office	\$2.00	\$4,658,974
Industrial	\$1.10	\$5,710,678
Hotel	\$750.00	\$232,500
Off-site Runoff	\$3.00	\$24,719,790
Total		\$46,179,641
Land Use		
Commercial		540,297
Office		2,329,487
Industrial		5,191,525
Hotel		178,621
Total Building Sq.Ft.		8,239,930
Hotel Rooms		310

duration of the assessment is specified at the time the district is initially established, along with an annual escalation clause, to reduce the possibility of rescissions by property owner votes at the

required annual hearing. There are no examples in California of a successful majority property owner protest of a Landscaping and Lighting District once it has been established.



Business Improvement District or Property-Based Improvement District

A BID is a private-sector initiative to manage and improve the environment of a business district with services financed by a self-imposed and self-governed assessment. BIDs include business tenants within the district and property-based BIDs are restricted to the property owners. Long Beach currently has a number of BIDs, and typically the organizations fund services such as enhanced security, maintenance and cleaning of public spaces, and marketing and promotion. In other areas, there are examples of BIDs funding streetscape improvements, similar to an assessment district.

Community Facilities District

Authorized by the State Mello Roos Act of 1982, Community Facilities Districts permit the imposition of “special taxes” to fund construction costs for infrastructure and facilities, maintenance of facilities, and operation costs for public services such as police and fire protection. Establishment of the Community Facilities District may be done by the owners of a majority of the property within the proposed district, but approval of special taxes requires a two-thirds vote. Because of the two-thirds vote requirement for funding, these districts are typically formed by developers in coordination with a city or county prior to development of the subdivisions. Once established, they are made irrevocable through a lien on the property.

Special Assessment Districts

Several types of assessment districts can be formed for other types of infrastructure improvements, including transportation, drainage, water, and sewer facilities. Procedures for establishing such districts are governed by Proposition 218, and

an engineering report is required to identify the specific benefit of the improvements to each property in the district. The annual assessments may fund debt service on bonds to construct the facilities or the annual operation and maintenance of the facilities.

Enhanced Infrastructure Financing District

The California legislature recently approved major modifications to a long-standing local financing program called an enhanced infrastructure financing district (EIFD). Under the new program, cities may allocate their own property tax increment within an established district to help finance a wide range of public facilities and improvements, including parks and recreation. This is essentially a limited form of redevelopment tax increment financing, but only public agencies that agree to participate would allocate their tax increment to the EIFD. Establishing an EIFD, however, would mean that tax increment generated as new development occurs and property values rise would be diverted

away from a city's general fund, so this mechanism needs to be considered within the context of a City's overall long-term budget strategy.

8.5 Relationship to Other Plans, Programs, Agencies, and Regulations

The plan area is a major employment center in the City, and implementation of this Specific Plan will affect and be affected by activities and plans in the City and region. Although the GCSP serves as the zoning document for the plan area, several other City and regional plans also apply to the plan area.

The following is a list of the most relevant plans, programs, agencies, and regulations that may apply to future projects.

8.5.1 Local Plans, Programs, and Regulations

Long Beach Municipal Code

The Zoning Regulations (Title 21 of the Long Beach Municipal Code), in conformance with the General Plan, regulate land use development in the City. In each zoning district, the zoning regulations specify the permitted and prohibited uses, and the development standards, including setbacks, height, parking, and design standards, among others.

When a specific plan is adopted by ordinance, the specific plan effectively replaces portions or all of the current zoning regulations for specified parcels and becomes a separate set of zoning regulations that provide specific direction to the type and intensity of uses permitted, or define other types of design and permitting criteria. The GCSP is adopted by ordinance and serves as the zoning document for the plan area. Where the GCSP is silent, the relevant sections and requirements of the zoning regulations apply.



Sustainable City Action Plan

The Sustainable City Action Plan includes focused initiatives, goals, and actions to guide Long Beach toward becoming a sustainable city. The Sustainable City Action Plan emphasizes more natural processes and products, reduced consumption, and less waste to maximize benefits while imparting the smallest negative impacts. Improving quality of life, economic development, culture, and public and environmental health are just a few of the expected outcomes.

In concert with the Sustainable City Action Plan, the GCSP seeks to incorporate more sustainable employment, mobility, and lifestyle options. The GCSP is structured to incentivize applicants to incorporate community benefits into the design

of new developments (e.g., open space, retail uses, mobility, and streetscape enhancements) to create a more sustainable work environment that will contribute to the economic longevity and vitality of the City and region. The GCSP also contains planned multi-modal street improvements to increase pedestrian, bicycle, and mass-transit activity. Less reliance on automobiles and increased tree canopy, green space, and landscaping may assist in decreasing greenhouse gas emissions. The GCSP design guidelines also incorporate sustainable surface parking lot design through use of solar shade structures for vehicles, permeable paving, abundant and interlaced linear landscaping, incorporation of active and passive open space, and tree canopies that establish shade and reduce the heat island effect (Figure 8-1).

Long Beach Bicycle Master Plan

The Bicycle Master Plan guides the development and maintenance of bicycle-friendly roads, bikeways, support facilities, and programs for the City. This policy document aims to reduce traffic congestion by providing better facilities for biking and enhancing alternatives to commuting by car. The City's commitment to being the nation's most bicycle-friendly city relies on implementation and integration of all of the City's mobility- and transit-related plans. With the integration of multi-modal streets that enhance mobility for bicycles, the GCSP is consistent with and will help to implement the City's Bicycle Master Plan.

Planned Development District 19

Some areas of the City are zoned as special districts, called Planned Development Districts, which are more comprehensive than conventional zoning and are intended to achieve a specific outcome in a geographic area. The Boeing C-17 site in the central core area of the Business Park District of the GCSP was, prior to adoption of the GCSP, located within the Douglas Aircraft Planned Development District (PD-19), which established development and use standards for the Douglas Aircraft (later Boeing) facility. PD-19 limited the amount of vehicle trips allowed by a development during peak hours. Figure 8-2 shows the boundaries of the PD-19 area and plan area. With the adoption of the GCSP, the western portion of the PD-19 area is entirely subsumed into the GCSP plan area, and PD-19 will be amended to eliminate the western area, as shown in Figure 8-2.



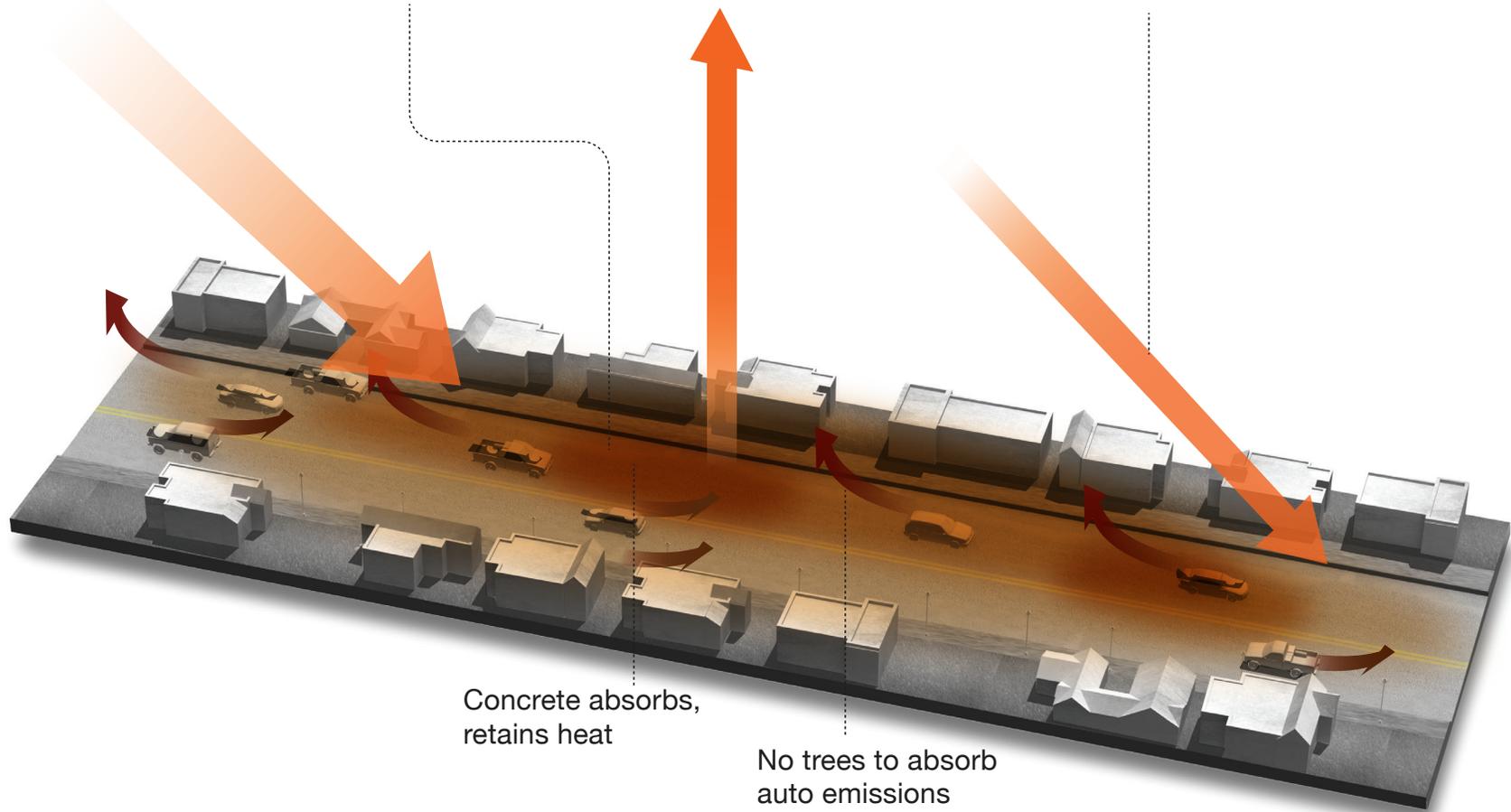
No greenery

1 Short-wave radiation is emitted by the Sun

2 Radiation is absorbed by the Earth

3 Earth emits a portion of this energy in the form of long-wave radiation

4 Gases in the upper atmosphere absorb this long-wave radiation and emit it into space and back toward the Earth.



8-1

The Heat Island Effect

Globemaster Corridor Specific Plan

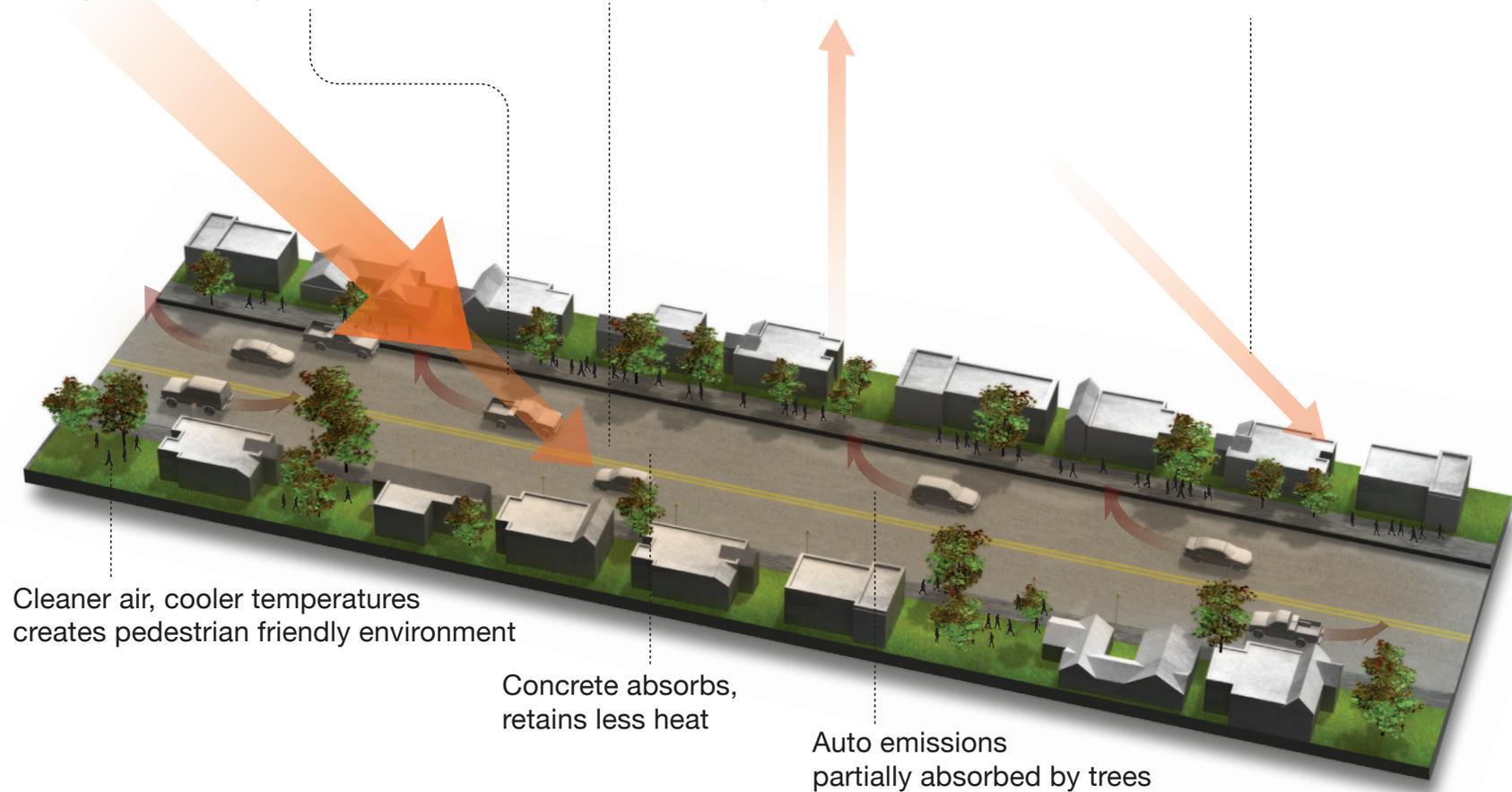
With greenery

1 Short-wave radiation emitted by the Sun is partially absorbed by trees

2 Less radiation is absorbed by the Earth

3 Earth emits a smaller portion of this energy in the form of long-wave radiation

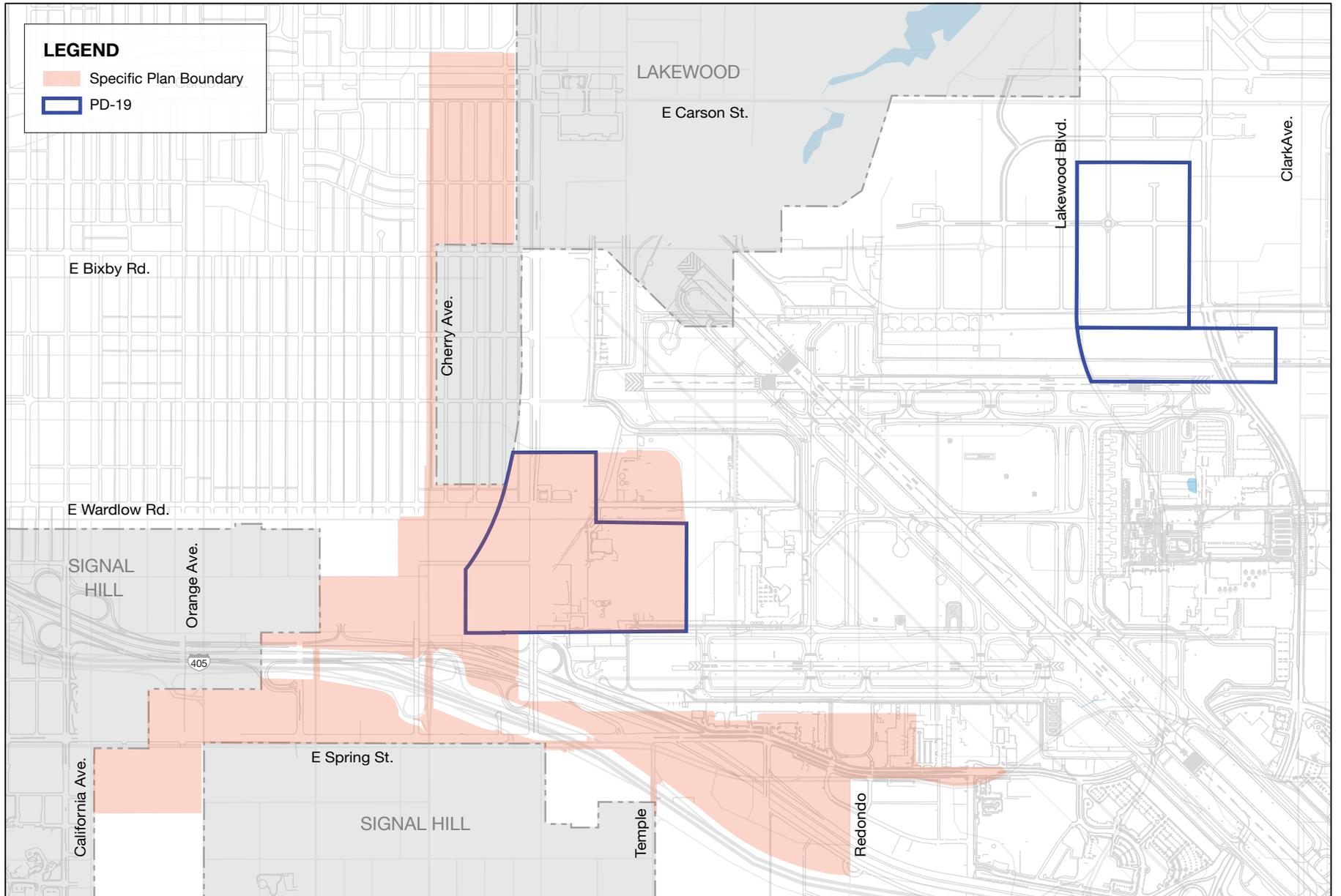
4 Less long-wave radiation is emitted into space and back toward the Earth.



8-1

The Heat Island Effect

Globemaster Corridor Specific Plan



8-2

PD-19

Globemaster Corridor Specific Plan



Long Beach 2040 General Plan: Land Use, Urban Design, and Mobility Elements

The City's General Plan is a policy document required by state law that sets forth the goals, policies, and directions the City will take to achieve the vision of the community. The update to the General Plan is aimed at guiding Long Beach into a more sustainable future over the next 20 years and to meet new state requirements and development principles. The Mobility Element was adopted in 2013 and addresses all modes of travel, including walking, bicycling, riding transit, and driving, and also discusses other related topics such as land use, parking, and environmental impacts. More than just improving mobility, the General Plan is about enhancing the quality of life for current residents and generations to come. It's also about opportunity, choice, and convenience, and making the region safer, more affordable, and more livable.

The future vision for the City's transportation system includes the following:

- Offers flexible, convenient, affordable, and energy efficient transportation options.
- Follows mobility practices that maintain and enhance safety while strengthening community, sense of place, urban design, and the natural environment.
- Encourages the use of the most efficient and convenient mode of travel for any particular trip.
- Embraces innovation and appropriate transportation technology.
- Maintains professional standards in transportation planning and traffic engineering, with safety as the highest priority.
- Integrates land use planning with a multi-modal mobility network, providing people with options to choose various forms of convenient transportation.

- Plans, maintains, and operates mobility systems consistent with the principles of complete streets, active living, and sustainable community design.

The new draft Land Use and Urban Design Elements provide strategies that include the following:

- Address demand for housing, employment, and lifestyle choices for today and tomorrow.
- Guide where new development is located and what it should look like.
- Protect the character of existing single-family neighborhoods.
- Preserve and protect our environment for future generations.
- Improve pedestrian experience and increase walkability.
- Aim to reduce the number of residents (76%) who commute out of Long Beach for work.
- Encourage larger open spaces by allowing a moderate increase in height limits in transit-oriented and mixed-use areas.



The GCSP and the City's 2040 General Plan are consistent in their values and vision relative to mobility, land use, and urban design. Enhancing multi-modal transportation is a key strategy of both of these documents. The GCSP integrates land use planning with a multi-modal mobility network, providing people with options to choose various forms of convenient transportation. The GCSP also addresses demand for employment and lifestyle choices in the workplace environment, guiding the design of new development to improve the employee and pedestrian experience.

8.5.2 Regional and State Programs, Agencies, and Regulations

Statewide Transportation Improvement Program

The California Transportation Commission administers transportation programming, which is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multiyear period to transportation projects. The Statewide Transportation Improvement Program is a multiyear capital improvement program of transportation projects on and off the state highway system, funded with revenues from the state highway account and other funding sources. The California Department of Transportation (Caltrans) manages the operation of state highways and the freeways passing through Long Beach.

Southern California Association of Governments

On April 7, 2016, the Southern California Association of Governments' Regional Council adopted the 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS). The 2016 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2016 RTP/SCS charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. It outlines more than \$556.5 billion in transportation system investments through 2040. The 2016 RTP/SCS establishes a single unified strategy, one that

integrates planning for how land is used with planning for how people get around to achieve a thoughtfully planned, maturing region where people benefit from increased mobility, more active lifestyles, increased economic opportunity, and an overall higher quality of life.

The GCSP is consistent with the 2016 RTP/SCS in that it also embodies the vision of integrating planning for how land is used with planning for transportation. The GCSP combines the land use and mobility plan into one diagram that considers land use districts together with the types of multi-modal roads that will support and be supportive by, the adjoining land uses.

Global Warming Solutions Act

The Global Warming Solutions Act (Assembly Bill (AB) 32) of 2006 established a comprehensive program to reduce greenhouse gas emissions to combat climate change. AB 32 requires the California Air Resources Board to develop regulations to reduce greenhouse gas emissions to 1990 levels by 2020. As of January 1, 2012, the greenhouse gas rules and market mechanisms adopted by the California Air Resources Board took effect and are legally enforceable. The reduction goal for 2020 is to reduce greenhouse gas emissions by 25% of the current rate to meet the 1990 level, and a reduction of 80% of current rates by 2050. The AB 32 Scoping Plan contains the main strategies California will use to reduce greenhouse gases. The Scoping Plan has a range of greenhouse gas reduction actions that include direct regulations, alternative compliance mechanisms, monetary and nonmonetary

incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 program implementation regulation to fund the program.

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act (Senate Bill (SB) 375) of 2008 provides incentives for cities and developers to bring housing and jobs closer together and improve public transit. The goal behind SB 375 is to reduce automobile commuting trips and thus help meet the statewide targets for reducing greenhouse gas emissions set by AB 32. SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth (i.e., SCS) to its transportation plan. The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions.

Los Angeles County Congestion Management Program

The County of Los Angeles (County) and its Transportation agency, Metro, updated its Congestion Management Program (CMP) in 2010 to assess the overall performance of the highway system and provide decision makers with quantitative input for funding improvements and programs. The CMP covers approximately 500 miles of freeway facilities that are divided into 81 key segment pairs. The traffic operations at each segment are evaluated every 2 years by Caltrans and published in the CMP for the County. The CMP for the County designated certain arterial roadways and freeway segments as CMP facilities, as follows:

Roadways: Pacific Coast Highway, 7th Street, Alamitos Avenue, Orange Avenue

Freeways: I-710, I-605, I-405, State Route 91

The County's traffic congestion management policy is intended to determine appropriate transportation planning actions in response to a particular level of service (LOS). As a result, an intersection with a poor LOS does not necessarily preclude new development at or around that intersection. Instead, the local agency will need to respond to intersection LOS with a three-tiered approach:

1. Manage speeds and motorist behavior at intersections with high LOS.
2. Review traffic growth patterns when congestion begins to appear and plan for appropriate ways to address additional congestion.
3. Take steps to manage congestion, including moving from intersection-specific metrics to LOS for an entire corridor.

Los Angeles County Metropolitan Transportation Authority

Metro is the planning, coordinating, designing, building, and operating transportation agency for Los Angeles County. Metro's 2009 Long Range Transportation Plan lays out a 30-year vision for the Los Angeles County transportation system. The plan focuses on connecting highways and arterials with bus, urban, and regional rail systems while reducing greenhouse gas emissions. Goals related to the GCSP include the following:

- Expand and improve bus services throughout the County.
- Fund enhancements to arterial, signal synchroniza-



tion, transportation demand management, bikeway, pedestrian, and transportation through the Call for Projects program.

- Promote rideshare and other transportation demand management strategies that provide alternatives to driving alone.

Gateway Cities Strategic Transportation Plan

In 2016, the Gateway Cities Council of Governments (GCCOG) adopted a Strategic Transportation Plan to promote strategies to reduce traffic and energy consumption while enhancing the quality of life and personal health of the people in its communities. The Strategic Transportation Plan focuses on walking and cycling as alternatives to motorized transportation methods. The Active Transportation Element of the Strategic Transportation Plan recognizes the importance of bicycling and pedestrian infrastructure as a

critical element in reducing long-standing local and regional traffic concerns. These documents contain policy and action items toward making the GCCOG region a great place to bike and walk. These include developing regional bicycle routes; providing access to schools, transit, and open space; and identifying support programs. The most important purposes of GCCOG Strategic Transportation Plan are as follows:

- Inventory policies and action being taken at the local level to support active transportation.
- Identify broader programs and policies that can/should be supported at the Council of Governments level regarding funding, education, and safety.
- Illustrate how the bike facilities proposed by local agencies form the framework for a Council of Governments-level system.

- Identify regionally significant bicycle projects that will help “stitch together” the individual jurisdiction plans and connect key activity centers.
- Identify (graphically) the issues and potential improvements related to bicycle and pedestrian access at the major transit stations in the GCCOG area.

The goal of the GCCOG is not to implement the strategies of the plan for each jurisdiction, but to participate in projects at a regional scale, and it can help cities implement individual plans by assisting

in finding funding, advocating for resources from agencies such as Caltrans and Metro, and assisting with project vetting to stakeholders.

Senate Bill 226 CEQA Streamlining

In 2011, Governor Jerry Brown signed into legislation SB 226, which became effective in 2013. SB 226 streamlined the environmental review process for eligible infill projects by limiting the topics subject to review at the project level where the effects of infill development have been addressed in a planning level decision or by uniformly applicable development policies.

Under CEQA Guidelines Section 15183.3, a project may be eligible for streamlining if it does the following:

- Is located in an urban area on a previously developed site or surrounded by urban uses (75% of perimeter);
- Satisfies performance standards in CEQA Guidelines Appendix M; and
- Is consistent with the general use designation, density, building intensity, and applicable policies in the Southern California Association of Governments’ SCS.





U.S. AIR FORCE

9209

62ND AW

446TH AW



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APPENDICES



APPENDIX A: Market Analysis for the Globemaster Corridor Specific Plan

May 31, 2019

Market Analysis for the Globemaster Corridor Specific Plan

Prepared for:

City of Long Beach, CA

Prepared by:

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EXECUTIVE SUMMARY

The report identifies a range of development potential for the major land uses in the Globemaster Corridor Specific Plan Area, as shown in Table 1. The development range for distribution and office uses is based on the site capturing five to ten percent of the projected Long Beach market over the next ten years. The retail projections are based on a regional sales leakage analysis and consideration of visibility and access attributes for specific locations within the specific plan area. The lodging and conference facility analysis is based on an analysis of the existing inventory of these facilities in the project area and the trends in market performance since 2012. The development in Table 1 reflects potential for new growth and does not include existing businesses that may remain in place within the specific plan area. ADE estimates the new building development over the ten year period would support 2,360 to 5,180 jobs. As discussed further below at the end of the Executive Summary, the Specific Plan includes development capacity for a longer time frame than ten years.

Table 1: Market Demand Projections by Land Use, 2018 - 2028

LAND USE	BLDG. SQ. FT.		JOBS	
	LOW	HIGH	LOW	HIGH
Distribution	807,000	1,615,000	1,100	2,100
Industrial Flex	80,500	161,000	200	300
Office/R&D/Medical	416,000	832,000	900	1,900
Lodging	75,000	200,000	100	260
Retail	32,500	328,100	60	620
Total	1,411,000	3,136,100	2,360	5,180

Source: ADE, Inc.

Highlights of the market findings for each land use include the following:

INDUSTRIAL

- Based on job trends, manufacturing is in decline in Los Angeles County and the demand for industrial building space is driven by growth in the transportation, distribution and warehousing sectors. The vacancy rate for industrial space in the South Bay Market is down to 1.2 percent and has been holding at that level for more than a year. For comparison, in the last peak cycle in 2004 vacancy rates only got down to 2.1 percent. Distribution centers are a big part of the accelerating demand, particularly for last mile delivery of retail goods direct to consumers. Distribution centers are typically 800,000 sq. ft. in size, but the strong demand for last mile facilities has led many users to adapt older, smaller existing buildings.
- Brokers have also identified demand for small to moderate size industrial flex buildings, particularly for construction firms. These would be buildings of 20,000 to 50,000 sq. ft. with about 60 percent office space and the rest warehouse.

OFFICE

- Unlike the industrial real estate market, the office market has had double-digit vacancy rates for some years. However, some of this is due to large users vacating spaces that are now beginning to be redeveloped. Job growth in office-based business sectors is projected to be fairly strong and the future projected demand for office space exceeds the existing vacant inventory.
- The analysis addresses two main categories of office space: 1) professional/creative office, including information technology, design, finance and real estate, professional, technical and business services; 2) health care and education, with most of the demand coming from administrative support functions in the healthcare industry.
- About 80 percent of the projected demand shown in Table 1 would be for professional/creative office space. Brokers report strong market interest in office condominiums in buildings of 25,000 to 50,000 sq. ft. Typically, occupants are interested in high, unfinished ceilings to allow flexibility in how the interior spaces are designed and used.
- The administrative office component of the healthcare industry is about 15 percent of total jobs in this sector. Healthcare is projected to be the fastest growing job sector in the region. However, we do not anticipate demand for major new medical facilities per se in this area.

RETAIL

- The retail market area for the specific plan includes not only the City of Long Beach but also the cities of Lakewood, Signal Hill, and Hawaiian Gardens.
- In terms of the balance between purchasing power and sales performance, the retail market in this area is fairly saturated. However, the leakage analysis does indicate that Long Beach is losing auto sales and general merchandise sales to Signal Hill and Lakewood. In addition, brokers report that the retail vacancy rate is down to about three percent, with strong demand for eating establishments, breweries and similar entertainment retail.
- The new retail center at the corner of Lakewood Blvd. and Carson will take up some of the unmet general merchandise and eating establishment demand, but with the addition of several thousand new employees as the specific plan area develops, there will be new demand for ancillary retail and restaurants. In addition, the sites along the 405 freeway on the north side of Spring St. represent a regional retail opportunity. The high end of the land use program shown in Table 1 assumes that about 24 acres along Spring Street would support regional retail uses. The low end reflects the minimum retail/services demand from the low end of the employment projections in Table 1.

LODGING/CONFERENCE FACILITIES

- There are eight hotels in the vicinity of the Long Beach Airport with a total inventory of 1,319 rooms. The Hampton Inn and Homewood Suites both opened in November 2017, with a combined 241 rooms. These were the first hotels added to the inventory in this area since early 2013, and in the two months since they began operations, occupancy

rates for the group of hotels has continued to increase, suggesting that there was sufficient pent up demand for the additional lodging.

- Since 2012, lodging demand in the project area has increased at an annual rate of 3.9 percent while supply increased 3.1 percent per year (Table 5). As a result, occupancy rates have increased from 70.9 percent in 2013 to 81.0 percent in 2017. Revenue per Available Room (RevPAR) and Average Daily Rates (ADR) have increased 5.3 percent and 6.0 percent per year, respectively.
- Based on these factors, we estimate that a hotel of at least 150 rooms would be supportable in the Specific Plan Area within a five year period and as much as 400 rooms over ten years.
- Most of the spaces for meetings and conferences in Long Beach are located in the downtown area. Options include the 400,000 SF Long Beach Convention Center complex; at least four hotels with more than 20,000 SF of meeting and conference space; and other unique event spaces such as the Aquarium of the Pacific, Queen Mary, Museum of Latin American Art, and the Scottish Rite Event Center. In the vicinity of the airport, meeting facilities at the hotels and other venues total nearly 60,000 sq. ft.
- In light of this existing inventory and recent expansions of facilities in Anaheim and elsewhere in the region, we believe that the supply of meeting facilities currently meets or exceeds demand and additional meeting facilities in the SP area would not be needed.

CORRESPONDENCE TO THE SPECIFIC PLAN

The Final Specific Plan includes development capacity for about 10.9 million sq. ft. of development. This includes portions of the 3.5 million sq. ft. of existing development in the Specific Plan area that would be retained. Combined with the projected demand for new growth shown in Table 1 above, there is market demand for total development in the Specific Plan area of about 6.6 million sq. ft. over ten years and 9.6 million sq. ft. over 20 years. This is very close to the maximum potential buildout of the entire Specific Plan area. As indicated in Table 2 below, the Light Industrial/Warehousing should develop in less than ten years while office and manufacturing space may take more than 20 years.

Table 2: Specific Plan Development Capacity Compared to Market Projections

SPECIFIC PLAN LAND USE	SPECIFIC PLAN	MARKET DEMAND PLUS EXISTING DEVELOPMENT	
		10 YEARS	20 YEARS
Office	4,015,185	843,862	1,551,062
Medical Office	141,713	43,063	104,229
R&D	566,849	11,398	22,797
Manufacturing	3,418,431	1,678,645	1,839,645
Light Industrial/Warehousing	1,708,653	3,088,389	4,703,389
Retail	777,237	601,205	821,032
Restaurant	109,578	133,351	241,624
Hotel	178,621	200,000	400,000
Total	10,916,267	6,599,913	9,683,778

INDUSTRIAL

Based on job trends, manufacturing is clearly in decline in Los Angeles County and the demand for industrial building space is driven by growth in the transportation, distribution and warehousing sectors. The California Employment Development Department (EDD) reports that LA County lost 103,000 manufacturing jobs between 2007 and 2017. The wholesale, transportation and warehousing sectors added about 25,000 jobs during this period, most of it in the past three years after having lost jobs during the recession. EDD projected that the County would lose 34,800 manufacturing jobs between 2014 and 2024, and by 2017 it had already lost 19,000 jobs. Wholesale trade, however, is projected to gain 20,000 jobs between 2014 and 2024 along with 20,600 in transportation and warehousing. The largest growth sector within this category is support activities for transportation, such as fuel, maintenance, freight handling, airports, ports and rail hubs.

The most detailed and current job projections are provided by Employment Modeling Specialists, Int'l (EMSI). Using this source, ADE has obtained projections out to 2027 and also disaggregated the projections to zip codes and a greater level of industry detail. Table 3 summarizes the 2017-2027 projections for the market subareas for manufacturing and distribution jobs and space demand. The table also includes data for some of the major job centers in Orange County. EMSI projects the South LA County market to lose an additional 26,000 manufacturing jobs in the next ten years, but gain about 21,400 jobs in distribution sectors. Building space requirements for distribution are higher than for manufacturing so there is a small net gain in building demand (see Table 4 for building space ratios per employee).

Cushman and Wakefield (C&W) reports that the vacancy rate for industrial space in the South Bay Market is down to 1.2 percent and has been holding at that level for more than a year. For comparison, in the last peak cycle in 2004 vacancy rates only got down to 2.1 percent.

Distribution centers are a big part of the accelerating demand. As C&W states, “[d]ue to accelerating demand for last mile facilities, well-located Class B properties, which five years ago may have been considered obsolete, are now sought after spaces in infill markets. These distribution centers are focused on fast throughput delivery rather than maintaining high levels of inventory and ceiling heights are not as important as a site’s ability to accommodate a large numbers of delivery vans as well as employee parking. Last-mile facilities are about the parking, access and proximity to customers.”

Figure 1 shows the location of many of the distribution centers in the region, which are concentrated in San Bernardino and Riverside counties. However, the changing trend suggests greater demand for centers serving the core of the metropolitan region.

Table 3: Job Change and Projections for Major Industrial Sectors by Sub-Region

SUB-REGIONS	JOB CHANGE			BLDG. SPACE DEMAND		
	2007 TO 2017	2017 TO 2022	2022 TO 2027	2017 TO 2022	2022 TO 2027	TEN-TEAR TOTAL
Long Beach						
Manufacturing	(6,477)	(2,802)	(1,821)	(1,767,990)	(1,149,018)	(2,917,008)
Distribution	3,036	5,523	3,331	4,170,146	2,515,259	6,685,406
Construction/Utilities	(1,867)	97	89	50,994	46,763	97,757
91 Corridor: Compton, Carson						
Manufacturing	(3,709)	(1,581)	(1,117)	(997,611)	(704,827)	(1,702,438)
Distribution	393	482	271	363,910	204,605	568,515
Construction/Utilities	(649)	2	14	1,052	7,364	8,416
North: Santa Fe Springs, Commerce, Vernon, South Gate, Paramount						
Manufacturing	(14,354)	(5,883)	(4,018)	(3,712,173)	(2,535,358)	(6,247,531)
Distribution	2,812	2,283	1,347	1,723,665	1,016,985	2,740,650
Construction/Utilities	(2,183)	(8)	72	(4,208)	37,872	33,664
West: Torrance, Hawthorne, Redondo Beach, Gardena, El Segundo						
Manufacturing	(10,689)	(5,269)	(3,658)	(3,324,739)	(2,308,198)	(5,632,937)
Distribution	5,962	5,097	3,054	3,848,235	2,305,770	6,154,005
Construction/Utilities	(2,728)	715	550	376,090	289,300	665,390
Total South LA County Market Area						
Manufacturing	(35,229)	(15,535)	(10,614)	(9,802,513)	(6,697,401)	(16,499,914)
Distribution	12,203	13,385	8,003	10,105,956	6,042,619	16,148,576
Construction/Utilities	(7,427)	806	725	423,928	381,299	805,227
Orange County: Seal Beach, 55 Corridor, 405 Corridor, Golden Triangle, Newport Airport Area						
Manufacturing	(3,084)	(1,136)	(1,070)	(716,816)	(675,170)	(1,391,986)
Distribution	(3,447)	(664)	(374)	(501,320)	(282,370)	(783,690)
Construction/Utilities	(867)	2,343	1,683	1,232,418	885,258	2,117,676

Source: ADE, based on EMSI data.

Table 4: Employee Density Factors

LAND USE	Sq. FT./JOB
Manufacturing	631
Warehouse	755
Construction/Utilities	526
Office	429
Mixed Use Office	421
Regional Office	335
Research Center	532
Health Care/Education	459
Health Care	452
Education	446
Lodging	1,150

Source: IFMA, Space and Project Management Benchmarks, 2010.SCAG/The Natelson Company, 2001.

Figure 1: Location of Fulfillment Centers in Southern California

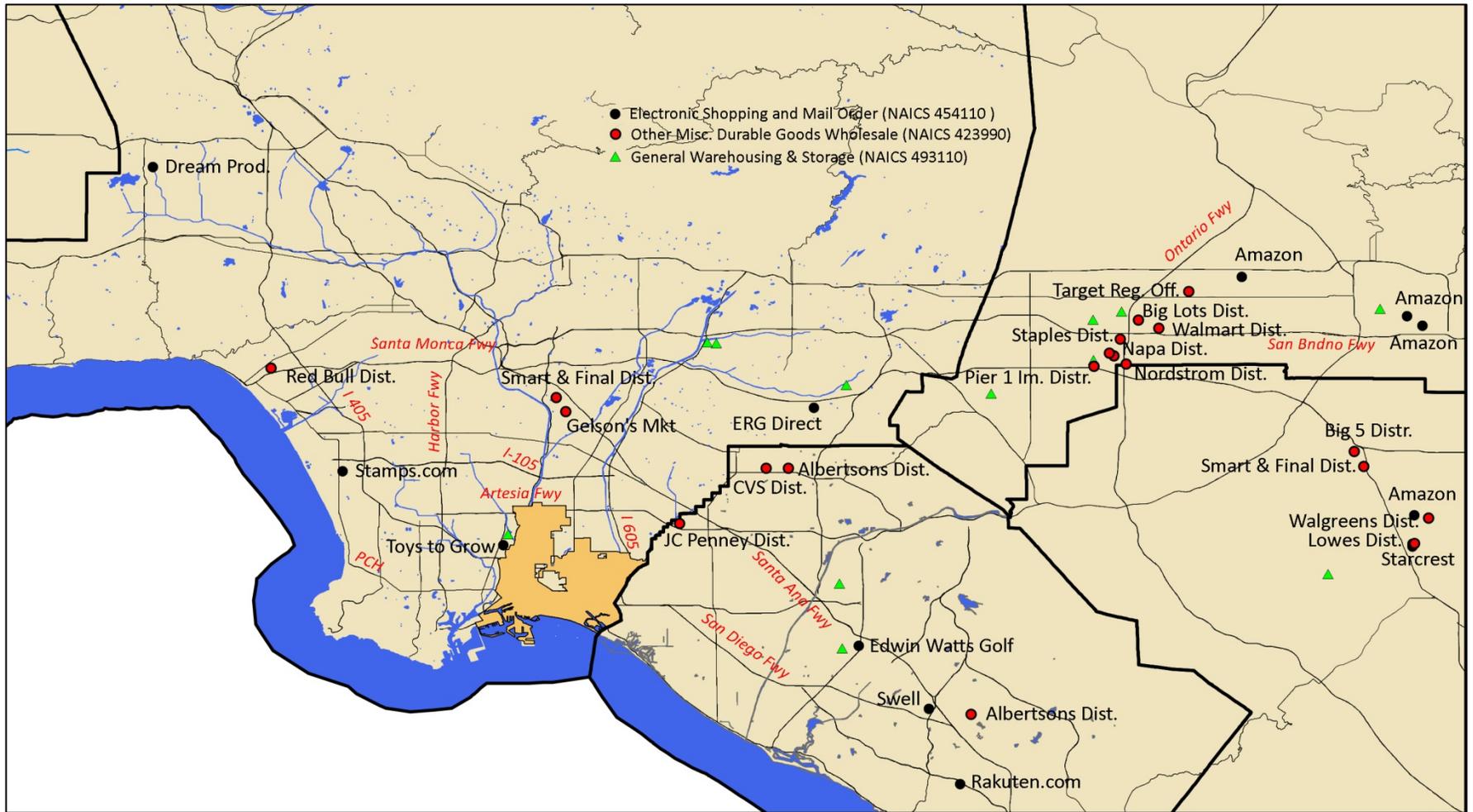


Table 5 provides more detail on the types of business expected to create demand for industrial building space over the next ten years. Brokers report increasing demand from construction companies as home building and other commercial construction has accelerated in recent years.¹ The market’s focus on building for goods distribution has left the segment of the market for smaller flex space buildings unfilled. Recently a new flex space building project near the airport leased up very quickly to a construction firm. The building was about 22,000 sq. ft. with 12,000 sq. ft. office space and the balance warehouse space. Buildings in the range of 20,000 to 50,000 sq. ft. would fit this market niche.

Table 5: Growing Industrial Business Sectors: Projected Job Growth 2017-2027, by Market Area

NAICS	INDUSTRIAL SECTORS	LONG BEACH	OTHER SOUTH COUNTY	PERCENT	DT & WEST LA	PERCENT	ORANGE COUNTY JOB CENTERS	PERCENT
236	Construction of Buildings	40	543	2.2%	646	12.1%	663	15.8%
237	Heavy and Civil Engineering Const.			0.0%		0.0%	426	10.2%
238	Specialty Trade Contractors	590	1,648	8.6%	467	8.7%	1,875	44.7%
311	Food Manufacturing	11		0.0%		0.0%		0.0%
312	Beverage and Tobacco Product Mfg			0.0%	33	0.6%	39	0.9%
324	Petroleum and Coal Products Mfg		77	0.3%		0.0%		0.0%
331	Primary Metal Manufacturing			0.0%		0.0%	5	0.1%
334	Computer and Electronic Product Mfg	69		0.3%	54	1.0%		0.0%
339	Miscellaneous Manufacturing			0.0%		0.0%	711	17.0%
423	Merchant Wholesalers, Durable Goods		806	3.1%	446	8.3%		0.0%
424	Merchant Wholesalers, Nondurable Goods	159	3,104	12.5%	1,760	32.9%	177	4.2%
425	Wholesale Electronic Markets			0.0%		0.0%	39	0.9%
454	Nonstore Retailers	206	729	3.6%	1,113	20.8%	127	3.0%
481	Air Transportation	300	3,447	14.3%	97	1.8%	13	0.3%
483	Water Transportation	40	24	0.2%	69	1.3%	24	0.6%
484	Truck Transportation	93	542	2.4%	146	2.7%	51	1.2%
486	Pipeline Transportation	22		0.1%		0.0%		0.0%
487	Scenic and Sightseeing Trans.	22	12	0.1%	77	1.4%		0.0%
488	Support Activities for Trans.	8,556	4,480	49.9%	378	7.1%	43	1.0%
492	Couriers and Messengers	33	588	2.4%	68	1.3%		0.0%
	Total	10,141	16,014	100.0%	5,366	100.0%	4,194	100.0%

Source: ADE, Inc., based on EMSI data.

While there is a small amount of projected growth in computer and electronic manufacturing, most of the remaining demand is in transportation and distribution firms. Wholesalers are typically at the front end of the distribution system while non-store retailers are looking for last mile distribution facilities.

¹ Brandon Carrillo, Principal, Lee & Associates, personal communication, March 23, 2018

OFFICE

Unlike the industrial real estate market, the office market has had double-digit vacancy rates for some years. However, job growth in office-based business sectors is projected to be fairly strong and the future projected demand for office space exceeds the existing vacant inventory. In the Long Beach and nearby areas, the high office vacancies are largely due to major corporate releases of space, such as Boeing in Long Beach and Toyota in Torrance.² The Kilroy business park area in the Southeast portion of the SP has approximately 1 million sq. ft. of space and is estimated to be at greater than 90 percent occupancy. Leasing activity for new office projects near the Long Beach Airport has been brisk. Recently a 25,000 sq. ft. office condominium project leased up before construction was complete and a similar Phase II is 75 percent leased in advance of building completion.

Table 6 includes two categories of office space: 1) professional office includes information technology, finance and real estate, professional, technical and business services; 2) health care and education are shown in a separate category because their space requirements are often different than professional office space. Also health care is a leading job growth sector throughout the region. Education services play a very minor role in the job numbers shown in Table 6.

The South LA County market, including Long Beach, has not fully recovered its office jobs loss from the recession by 2017, remaining down about 2,900 jobs. However, growth of more than 9,200 jobs is projected over the next five years and an additional 6,500 jobs between 2022 and 2027. In contrast, health care/education added more than 38,000 jobs in the last ten years and is projected to add another 23,500 jobs in the coming decade. A portion of these jobs will be administrative support functions occupying office space, rather than clinical medical space. Total space demand from future job growth over the next ten years is estimated at 17.3 million sq. ft. Cushman Wakefield estimates there is currently about 5.1 million sq. ft. of vacant office space in the South LA market.

Downtown Los Angeles experienced a significant loss of office jobs between 2007 and 2017, but other parts of the West LA office market, including Culver City, Santa Monica, West LA and Hollywood had positive job growth during this period. Overall the Downtown/West LA market is projected to add about 30,600 professional office jobs over the next ten years, creating demand for 13.0 million sq. ft. of office space. In addition, expansion in the health care and education sectors would increase building space demand by 12.9 million sq. ft. Cushman Wakefield estimates there are 16.7 million sq. ft. of vacant office space currently and another 4.8 million sq. ft. of new office space will be delivered in the entire Greater LA market area over the next two years. Vacancy rates will likely remain high but increasing market interest in mixed use work environments that offer live-work-play opportunities will drive development of new product.

² Jeff Coburn, Principal, Lee & Associates, personal communication, March 20, 2018.

Orange County jobs centers have had fairly continuous office job growth and are projected to add demand for 15.4 million sq. ft. of office space over the next ten years.

In terms of the type of office jobs within the professional office/R&D category, Table 7 provides a more detailed breakdown of major business types. Aside from the concentration of motion picture and sound recording industries in the West LA region, the largest components of office demand are in professional, technical and scientific services and administration and support. The latter category is basic clerical support, but the former category includes a number of design and research functions as well as professional specialties such as legal and accounting. In addition, in the Long Beach and South LA County market there is more emphasis on insurance and real estate functions whereas in Orange County banking (credit intermediation) and corporate management play a stronger role.

Brokers in Long Beach anticipate demand for creative office space in buildings of 25,000 to 50,000 sq. ft. The market is interested in high floor heights of 12-14 ft. with exposed ceilings

Table 6: Job Change and Projections for Major Office Sectors by Sub-Region

SUB-REGIONS	JOB CHANGE			BLDG. SPACE DEMAND		
	2007 TO 2017	2017 TO 2022	2022 TO 2027	2017 TO 2022	2022 TO 2027	TEN-TEAR TOTAL
Long Beach						
Professional Office	(1,726)	2,254	1,785	967,623	766,319	1,733,941
Health Care/Education	13,680	5,267	3,271	2,364,941	1,468,718	3,833,659
91 Corridor: Compton, Carson						
Professional Office	(149)	636	471	273,111	202,039	475,150
Health Care/Education	1,631	594	369	266,526	165,757	432,283
North: Santa Fe Springs, Commerce, Vernon, South Gate, Paramount						
Professional Office	(410)	2,010	1,246	862,960	534,949	1,397,909
Health Care/Education	4,190	1,459	861	655,108	386,459	1,041,567
West: Torrance, Hawthorne, Redondo Beach, Gardena, El Segundo						
Professional Office	(620)	4,324	2,969	1,856,349	1,274,680	3,131,029
Health Care/Education	18,604	7,140	4,542	3,206,008	2,039,474	5,245,482
Total South LA County Market Area						
Professional Office	(2,906)	9,224	6,470	3,960,042	2,777,987	6,738,029
Health Care/Education	38,105	14,460	9,043	6,492,583	4,060,408	10,552,991
Orange County: Seal Beach, 55 Corridor, 405 Corridor, Golden Triangle, Newport Airport Area						
Professional Office	7,620	12,720	8,829	5,461,013	3,790,380	9,251,393
Health Care/Education	15,677	8,172	5,512	3,669,249	2,474,664	6,143,913
Downtown LA and West LA Office Market						
Professional Office	(8,619)	17,581	12,727	7,548,062	5,464,192	13,012,254
Health Care/Education	45,865	17,736	11,094	7,963,532	4,981,069	12,944,601

Source: ADE, based on EMSI data.

Table 7: Growing Professional Office Space/R&D Business Sectors

NAICS	BUSINESS TYPE	2017-2027 PROJECTED JOB GROWTH						
		LONG BEACH	OTHER SOUTH COUNTY	PERCENT	DT & WEST LA	PERCENT	ORANGE COUNTY	PERCENT
511	Publishing Industries (except Internet)	82	99	1.7%	680	2.6%	608	3.8%
512	Motion Picture and Sound Recording Industries	27	228	2.5%	9,885	38.3%	47	0.3%
515	Broadcasting (except Internet)		80	0.8%	748	2.9%	57	0.4%
517	Telecommunications	8	416	4.1%		0.0%		0.0%
518	Data Processing, Hosting, and Related Services	26	162	1.8%	464	1.8%	132	0.8%
519	Other Information Services	20	339	3.5%	1,342	5.2%	272	1.7%
522	Credit Intermediation and Related Activities			0.0%		0.0%	2,582	16.1%
523	Securities and Other Financial Investments	83	210	2.8%	1,298	5.0%	1,170	7.3%
524	Insurance Carriers and Related Activities	585	157	7.1%		0.0%		0.0%
531	Real Estate	373	649	9.9%	2,838	11.0%	493	3.1%
532	Rental and Leasing Services	16	103	1.1%		0.0%	229	1.4%
533	Lessors of Nonfinancial Intangible Assets			0.0%		0.0%	39	0.2%
541	Professional, Scientific, and Technical Services	276	2,422	26.0%	5,089	19.7%	6,634	41.4%
551	Management of Companies and Enterprises			0.0%		0.0%	742	4.6%
561	Administrative and Support Services	714	3,309	38.7%	3,432	13.3%	3,033	18.9%

Source: ADE, based on EMSI data.

While there are some medical related facilities in the SP area, particularly in the retail center at Cherry and Carson, we do not anticipate major new healthcare facilities would be located in this area. However, about 15 percent of projected healthcare industry jobs are in management, financial and administrative support functions that may well provide a component fo demand for office space in the business park area of the SP.

RETAIL

The retail market area for the specific plan includes not only the City of Long Beach but also the cities of Lakewood, Signal Hill, and Hawaiian Gardens (Figure 2). In addition, the sites along the 405 freeway on the north side of Spring St. represent a regional retail opportunity.

Figure 2: Long Beach Market Area (Long Beach, Signal Hill, Lakewood and Hawaiian Gardens)



In terms of the overall balance between purchasing power and gross retail sales, the market in this area is fairly saturated. In addition to the Ralph's/LA Fitness center on the corner of Carson and Cherry in the project area, Lakewood offers substantial community-level shopping along Carson, including a Wal-Mart. Signal Hill has the auto center as well as the Home Depot/Ross center on the corner of Spring and Atlantic Avenue. Table 8 indicates that total household retail spending in Long Beach is about \$3.5 billion and the larger market area with the adjacent cities has a purchasing power of nearly \$4.3 billion. Existing store sales in both these areas exceed these amounts, with nearly \$5 billion in sales in Long Beach and \$7.9 billion including the surrounding market area. However, the table indicates Long Beach itself is losing about \$311 million per year in auto sales, mainly to Signal

Hill and also about \$212 million per year in general merchandise sales, which broadly includes larger scale regional big box outlets as well as smaller drug and variety categories. The new retail center that the corner of Lakewood and Carson, which includes Nordstrom Rack among other stores, will fill some of this leakage for Long Beach.

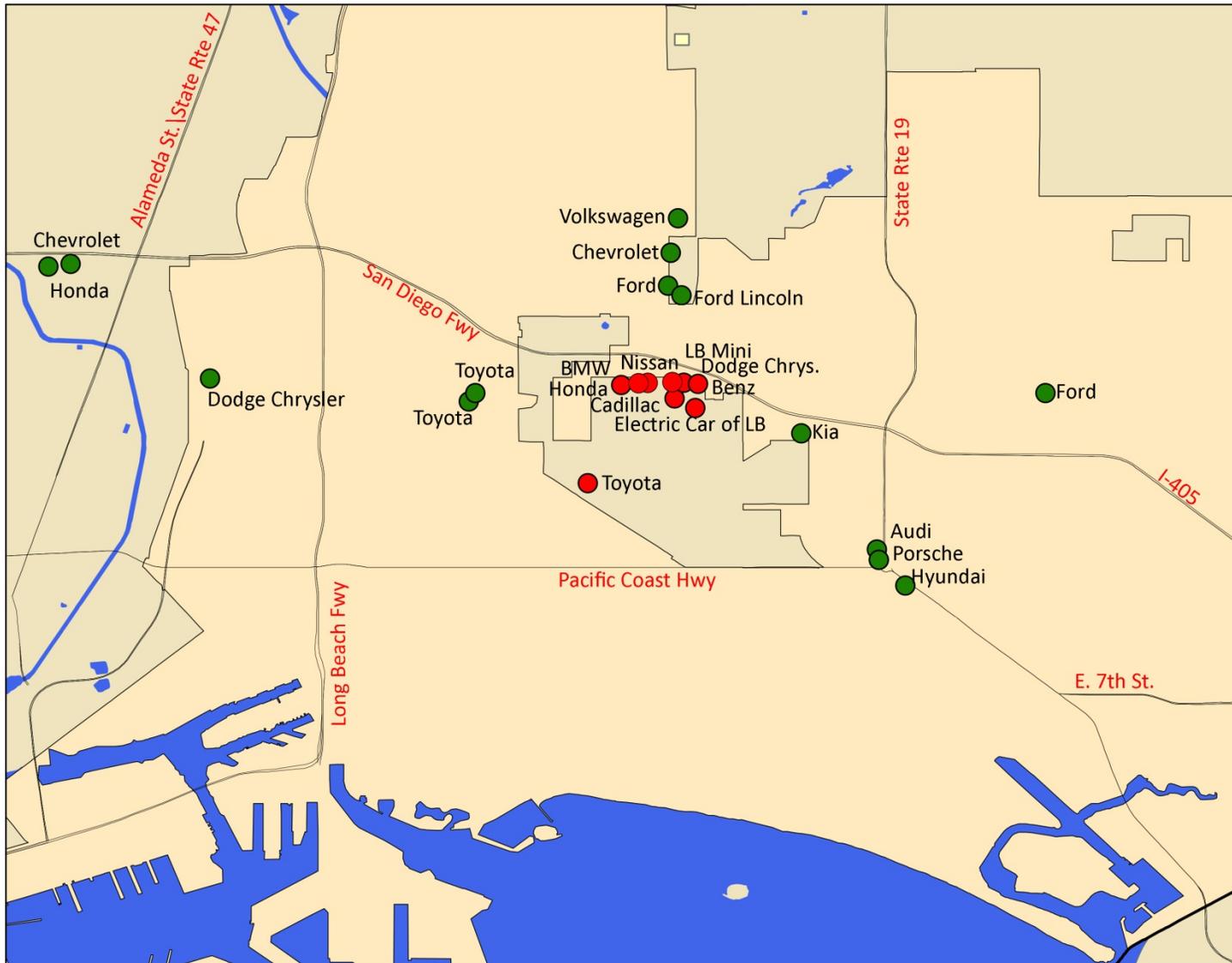
Table 8: City of Long Beach and Long Beach Market Area: Sales Leakage and Opportunities Analysis ('000)

STORE TYPE	HOUSEHOLD DEMAND	EXISTING STORE SALES	UNMET DEMAND	EXCESS SALES
Long Beach Only	\$3,511,707	\$4,950,251	\$523,194	\$1,961,738
Motor Vehicle and Parts Dealers	\$670,169	\$359,263	\$310,906	\$0
Home Furnishings and Appliance Stores	\$125,039	\$126,202	\$0	\$1,162
Building Material and Garden Supplies	\$106,731	\$890,117	\$0	\$783,387
Food and Beverage Stores	\$568,309	\$1,136,247	\$0	\$567,938
Gasoline Stations	\$431,397	\$507,792	\$0	\$76,395
Clothing and Clothing Accessories Stores	\$165,609	\$216,694	\$0	\$51,085
General Merchandise Stores	\$593,319	\$381,031	\$212,288	\$0
Food Services and Drinking Places	\$690,696	\$1,016,220	\$0	\$325,524
Other Retail Group	\$160,438	\$316,685	\$0	\$156,247
Long Beach Market Area	\$4,281,305	\$7,857,459	\$0	\$3,576,154
Motor Vehicle and Parts Dealers	\$816,658	\$830,537	\$0	\$13,879
Home Furnishings and Appliance Stores	\$153,020	\$228,347	\$0	\$75,327
Building Material and Garden Supplies	\$131,907	\$1,089,831	\$0	\$957,924
Food and Beverage Stores	\$694,768	\$1,451,321	\$0	\$756,552
Gasoline Stations	\$523,291	\$633,101	\$0	\$109,810
Clothing and Clothing Accessories Stores	\$202,835	\$380,328	\$0	\$177,492
General Merchandise Stores	\$726,484	\$917,130	\$0	\$190,647
Food Services and Drinking Places	\$835,829	\$1,298,095	\$0	\$462,266
Other Retail Group	\$196,514	\$1,028,771	\$0	\$832,257

Source: Applied Development Economics

The sites on the west end of Spring St. along the freeway in the Specific Plan area would be suitable locations for either of these types of retail. However, an analysis of auto sales in the region failed to identify any missing auto brands (see Figure 5). Two brands not shown in the map – Land Rover and Jaguar – are sold at the Cerritos Auto Center, which is a formidable competitor in this region, but not shown in Figure 3.

Figure 3: Auto Brands Sold in the Market Area



Further research has identified a few general merchandise retailers that are not currently located along the 1-405 corridor in Long Beach, such as Kohl’s, National Brands, Dollar Tree, Burlington, and Daiso. In addition, the sites on western Spring Street could support regional entertainment uses that could benefit from the freeway visibility at this location. In addition, local brokers report that the vacancy rate for retail space is down to three percent and demand is strong for additional restaurants, breweries, and similar retail entertainment establishments.³

The high end of the land use program projected for the Specific Plan Area assumes that about 24 acres along Spring Street would support regional retail uses (see Table 1 in the Summary). If that does not prove viable, then the retail potential in the specific plan area will be largely confined to establishments serving the growth in employees working in the area as the industrial and office uses build out. The development of office and industrial space employing 2,300 to 4,600 workers will create demand for 33,500 to 64,400 sq. ft. of ancillary restaurant and retail space (Table 9).

Table 9: Estimated Retail Spending by New Workers in the Globemaster Corridor Specific Plan

SELECTED SPENDING CATEGORIES	WEEKLY SPENDING PER WORKER	RANGE OF NEW ONSITE WORKERS	
		2,300	4,650
Restaurants	\$26.71	\$3,194,516	\$6,333,475
Drug Stores	6.87	\$821,652	\$1,629,014
Clothing Stores	3.8	\$454,480	\$901,056
Shoe Stores	2.82	\$337,272	\$668,678
Sporting Goods Stores	2.73	\$326,508	\$647,338
Electronics/Phone/Computer Stores	6.88	\$822,848	\$1,631,386
Jewelry	3.36	\$401,856	\$796,723
Office Supplies/Stationery/Novelty Gifts and Cards	6.9	\$825,240	\$1,636,128
Other Goods (Florist, Non-Food Vendors, Etc.)	3.61	\$431,756	\$856,003
Personal Care Shops	6.03	\$721,188	\$1,429,834
Personal Services	3.92	\$468,832	\$929,510
Other Services NEC	3.48	\$416,208	\$825,178
Entertainment	\$4.35	\$520,260	\$1,031,472
Total		\$9,742,616	\$19,315,795
Bldg. Space @\$300/sq. ft.		32,500	64,400

Source: ICSC, based on surveys conducted in 2011, dollars adjusted to 2017.

In addition, spending from residents in the neighborhood to the west of the project area would support new retail in the project area. Table 10 shows some of the retail store types that may be

³ Sean Lieppman, Senior Associate, Lee & Associates, personal communication, March 23, 2018.

appropriate for a smaller center along Cherry that would complement the existing center at the corner of Carson.

Table 10: Estimated Household Purchasing Power for the Specific Plan Neighborhood for Selected Store Types

STORE TYPE	ANNUAL SPENDING	SUPPORTABLE STORES
Family Clothing	\$5,000,303	1
Shoe Stores	\$1,888,063	2
Drug & Proprietary Stores	\$4,835,704	1
Specialty Retail Group (Includes sporting goods, office supplies, toys/hobbies, pet stores, cosmetics, etc.)	\$8,253,411	2
Specialty Food Stores (not major grocery)	\$3,000,135	1
Eating Places		17
Full-Service Restaurants	\$18,270,821	
Other Eating Places	\$13,855,429	
Drinking Places	\$1,360,728	
Household Appliances & Electronics	\$3,118,421	1

Source: ADE, Inc.

HOUSEHOLDS BY INCOME AND HOUSING TENURE

The retail market projections in this chapter are based on a sales leakage analysis that compares purchasing power in the market area to sales in existing retail stores to see to what extent household demand for retail is satisfied by the current supply of retailers. In so doing, we identify opportunities for more retail resulting from unmet demand, if any. In particular, we analyze market area household income and housing tenure, given how these attributes influence spending for retail. This section provides the data and methodology for the retail leakage analysis.

At 169,117 households out of a total of 204,272 households, the bulk of the Long Beach Regional Market Area (market area) consists of the City of Long Beach (Table 11). There are more renting households than home-owning households in the City of Long Beach and the larger market area. Of the 169,117 households in the City of Long Beach, 103,904 are renters (or 61.4 percent). Thus, Long Beach’s homeownership rate is almost 40 percent. In contrast to the other three cities in the market area, Lakewood exhibits a relatively high rate of homeownership, at approximately 70 percent: 18,600 households out of a total of 27,000 households in Lakewood own their homes.

Because the City of Long Beach is a large part of the overall four-city market area, demographic characteristics for the larger market area are driven by households in the City of Long Beach. Thus, overall median household income for Long Beach at \$55,151 is similar to the market area median of \$54,051 (Table 12). While the number of households in cities of Signal Hill and Lakewood amount to roughly 15 percent of the market area total (or 31,300 out of 204,272 households), it is worth noting

that overall median household incomes in Signal Hill (\$70,286) and Lakewood (\$82,175) are considerably higher than overall median income in Long Beach (\$55,151).

In addition to income differences between cities in the market area, there are stark differences in income by tenure within each city. While overall median household income in Long Beach is \$55,151 for all households regardless of tenure, homeowners' median income is estimated at \$82,745, which is more than twice that of renters (\$38,583). There are considerable differences in incomes based on tenure at the highest rungs of the income ladder as well. Homeowners in Long Beach at the 80th percentile level generate roughly \$142,900 in household income, which is \$51,000 more than the income of the 80th percentile renting household (i.e. \$91,800). Stark income differences by tenure persist as well at the longest rungs of the income ladder. The bottom 20 percent of renting households in the City of Long Beach have no more than \$16,700 in household income, with their home-owning counterparts with households incomes at \$42,000.

HOUSEHOLD SPENDING BY RETAIL STORE TYPES

The 204,270 households in the Long Beach Market Area are estimated to spend a total of \$4.28 billion on retail. Households in the City of Long Beach alone spend \$3.5 billion on retail, or 82 percent of the market total (Table 13). Of the total, homeowners spend \$2.4 billion (or 55 percent) and renters spend \$1.9 billion. While homeowners constitute 43 percent of the market area households, their spending amounts to 55 percent of market area household spending on retail. Conversely, while renters constitute 57 percent of market area households, they represent 45 percent of total market area retail spending.

The largest volume of household spending is at stores in the Food, Eating and Drinking Group, which, at \$1.5 billion, represents 36 percent of total retail spending. Of this amount, \$642 million is spent at grocery and convenience stores, while \$885 million is spending at eating establishments. Although households in the market area will spend another \$320,700,000 on groceries at stores other than supermarkets, including an estimated \$178,280,000 at warehouse clubs and discount superstores, the increasing demand for eating out is a major trend in the modern retail marketplace.

The next largest retail store category is the Automotive Group. Market area households spend an estimated \$1.34 billion in this retail group, slightly more than half of which is spent at new vehicle dealerships, or \$696,733,000 (Table 13). The General Merchandise Group is the third largest retail group, at \$726,482,000, which includes the \$178,280,000 spending on groceries referenced above.

Table 11. Distribution of Household by Income Category and by Housing Tenure: Long Beach Market Area

INCOME LEVEL	TOTAL LONG BEACH MARKET AREA			LONG BEACH			SIGNAL HILL			LAKEWOOD CITY			HAWAIIAN GARDENS		
	ALL	OWN	RENT	ALL	OWN	RENT	ALL	OWN	RENT	ALL	OWN	RENT	ALL	OWN	RENT
Total	204,272	87,085	117,187	169,117	65,213	103,904	4,298	1,831	2,467	27,014	18,605	8,409	3,843	1,436	2,407
Less than \$10,000	10,902	2,252	8,650	8,877	1,712	7,165	334	42	292	1,577	402	1,175	114	96	18
\$10,000 to \$14,999	12,035	2,170	9,865	10,724	1,688	9,036	151	19	132	872	406	466	288	57	231
\$15,000 to \$19,999	11,098	1,757	9,342	9,969	1,324	8,645	188	11	178	651	358	294	289	64	225
\$20,000 to \$24,999	10,188	2,795	7,393	8,994	2,211	6,783	139	42	97	650	392	258	405	150	255
\$25,000 to \$29,999	10,454	2,443	8,011	9,061	1,786	7,275	197	20	176	826	545	281	371	92	279
\$30,000 to \$34,999	8,985	2,463	6,522	7,668	1,793	5,875	138	52	86	920	529	391	259	88	170
\$35,000 to \$39,999	9,267	2,603	6,664	7,771	1,872	5,899	258	37	222	1,000	621	379	238	73	165
\$40,000 to \$44,999	8,368	2,959	5,409	6,941	2,291	4,650	178	16	162	1,035	588	447	214	64	150
\$45,000 to \$49,999	8,668	2,354	6,313	7,433	1,744	5,689	110	41	69	934	510	423	191	60	132
\$50,000 to \$59,999	10,978	5,977	5,001	9,122	4,792	4,329	244	63	181	1,362	995	368	250	128	122
\$60,000 to \$74,999	16,757	7,763	8,995	13,939	5,645	8,294	291	204	87	2,193	1,752	440	335	161	173
\$75,000 to \$99,999	24,800	13,754	11,046	19,990	10,221	9,769	614	332	282	3,808	3,032	776	389	169	220
\$100,000 to \$124,999	23,508	11,454	12,054	18,227	8,113	10,114	510	227	283	4,449	2,963	1,486	321	150	171
\$125,000 to \$149,999	13,366	7,588	5,777	10,291	5,259	5,032	298	214	85	2,671	2,082	590	105	34	71
\$150,000 to \$199,999	13,875	10,104	3,772	10,859	7,597	3,262	299	220	79	2,669	2,255	414	48	32	16
\$200,000 or more	11,022	8,650	2,371	9,252	7,165	2,086	347	292	54	1,396	1,175	221	27	18	10

Source: Applied Development Economics, based on US Census ACS Five-Year 2011-2015 and 2012-2016 Samples, Tables B19001 and B25095 (and includes B25120 [Aggregate Income By Tenure])

Table 12: Household Income Levels by Market Sub Area and Housing Tenure

MARKET SUB AREA	TENURE	95TH PERCENTILE	80TH PERCENTILE	60TH PERCENTILE	MEDIAN	40TH PERCENTILE	20TH PERCENTILE
Long Beach Market Area	All	\$201,586	\$111,131	\$68,066	\$54,051	\$42,006	\$21,693
	Own	\$215,509	\$139,806	\$96,688	\$81,339	\$69,104	\$40,369
	Rent	\$158,408	\$99,758	\$55,145	\$40,087	\$33,400	\$17,781
Long Beach city, California	All	\$208,259	\$112,300	\$70,291	\$55,151	\$42,718	\$21,848
	Own	\$221,167	\$142,878	\$97,953	\$82,745	\$71,560	\$41,969
	Rent	\$155,662	\$91,796	\$53,134	\$38,583	\$31,913	\$16,667
Signal Hill city, California	All	\$229,864	\$131,700	\$80,093	\$70,286	\$53,760	\$30,158
	Own	\$251,477	\$195,693	\$109,712	\$101,379	\$88,391	\$73,310
	Rent	\$167,577	\$103,194	\$46,181	\$40,533	\$38,053	\$19,893
Lakewood city, California	All	\$199,756	\$133,975	\$96,634	\$82,175	\$66,902	\$37,206
	Own	\$202,204	\$147,955	\$103,989	\$89,542	\$78,030	\$47,153
	Rent	\$194,545	\$117,712	\$72,544	\$49,821	\$41,155	\$16,626
Hawaiian Gardens city, California	All	\$115,375	\$69,440	\$45,168	\$36,026	\$28,497	\$17,426
	Own	\$116,779	\$84,991	\$55,031	\$44,388	\$33,298	\$20,730
	Rent	\$114,553	\$66,895	\$40,402	\$32,987	\$25,972	\$15,913

Source: Applied Development Economics, based on US Census ACS Five-Year 2011-2015 and 2012-2016 Samples, Tables B19001 and B25095 (and includes B25120 [Aggregate Income By Tenure.]

Table 13: Long Beach Market Area Household Spending By Tenure ('000)

STORE TYPE CATEGORY	LONG BEACH ONLY			LONG BEACH MARKET AREA		
	TOTAL	OWN	RENT	TOTAL	OWN	RENT
Total ('000)	\$3,511,707	\$1,819,921	\$1,691,786	\$4,281,305	\$2,368,421	\$1,912,884
Apparel Store Group	\$165,608	\$96,222	\$69,386	\$202,835	\$124,409	\$78,426
Women's Apparel	\$31,277	\$19,105	\$12,172	\$38,538	\$24,780	\$13,758
Men's Apparel	\$5,682	\$3,169	\$2,513	\$6,915	\$4,071	\$2,844
Family Clothing	\$93,551	\$53,873	\$39,678	\$114,488	\$69,661	\$44,827
Shoe Stores	\$35,098	\$20,075	\$15,023	\$42,894	\$25,897	\$16,997
General Merchandise Group	\$593,320	\$325,514	\$267,806	\$726,482	\$424,002	\$302,480
Department Stores/Others	\$125,464	\$72,070	\$53,394	\$153,840	\$93,523	\$60,317
Discount Stores	\$83,159	\$46,969	\$36,190	\$101,900	\$61,023	\$40,877
Department Stores	\$42,305	\$25,101	\$17,204	\$51,940	\$32,500	\$19,440
Other General Merchandise	\$374,006	\$201,497	\$172,509	\$457,623	\$262,769	\$194,854
Warehouse Clubs/Superstores	\$321,211	\$172,702	\$148,509	\$392,979	\$225,238	\$167,741
Misc. General Merchandise	\$52,795	\$28,795	\$24,000	\$64,644	\$37,531	\$27,113
Drug & Proprietary Stores	\$93,850	\$51,947	\$41,903	\$115,019	\$67,710	\$47,309
Specialty Retail Group	\$160,439	\$88,617	\$71,822	\$196,514	\$115,384	\$81,130
Gifts & Novelties	\$7,915	\$4,165	\$3,750	\$9,659	\$5,421	\$4,238
Sporting Goods	\$26,691	\$14,174	\$12,517	\$32,412	\$18,260	\$14,152
Florists	\$1,515	\$925	\$590	\$1,874	\$1,207	\$667
Records & Music	\$1,516	\$853	\$663	\$1,894	\$1,150	\$744
Books & Stationery	\$14,871	\$7,527	\$7,344	\$18,168	\$9,842	\$8,326
Office Supplies/Comp Equip.	\$6,651	\$3,244	\$3,407	\$8,086	\$4,237	\$3,849
Jewelry	\$7,319	\$4,016	\$3,303	\$8,970	\$5,260	\$3,710
Misc. Specialty Retail	\$93,961	\$53,713	\$40,248	\$115,451	\$70,007	\$45,444
Cosmetics/Beauty Supply	\$4,848	\$2,784	\$2,064	\$5,955	\$3,625	\$2,330
Optical Goods	\$11,845	\$6,292	\$5,553	\$14,481	\$8,252	\$6,229
Other Health/Personal Care	\$6,347	\$3,537	\$2,810	\$7,783	\$4,610	\$3,173
Toys & Hobbies	\$22,532	\$11,942	\$10,590	\$27,549	\$15,567	\$11,982
Pet Stores	\$33,580	\$21,571	\$12,009	\$41,592	\$28,032	\$13,560
Other Misc. Specialty Stores	\$14,809	\$7,587	\$7,222	\$18,091	\$9,922	\$8,169
Food, Eating and Drinking Group	\$1,259,005	\$617,208	\$641,797	\$1,530,597	\$805,376	\$725,221
Grocery Stores	\$525,459	\$275,945	\$249,514	\$642,402	\$360,522	\$281,880
Supermarkets	\$508,671	\$267,244	\$241,427	\$621,900	\$349,157	\$272,743
Convenience Stores	\$16,788	\$8,701	\$8,087	\$20,502	\$11,365	\$9,137
Specialty Food Stores	\$16,997	\$8,915	\$8,082	\$20,783	\$11,654	\$9,129
Meat & Fish Markets	\$7,669	\$4,016	\$3,653	\$9,376	\$5,250	\$4,126
Fruit & Vegetable Markets	\$3,430	\$1,800	\$1,630	\$4,194	\$2,353	\$1,841
Misc. Specialty Food	\$5,898	\$3,099	\$2,799	\$7,213	\$4,051	\$3,162
Liquor Stores	\$25,854	\$13,672	\$12,182	\$31,583	\$17,819	\$13,764
Eating Places	\$690,695	\$318,676	\$372,019	\$835,829	\$415,381	\$420,448

STORE TYPE CATEGORY	LONG BEACH ONLY			LONG BEACH MARKET AREA		
	TOTAL	OWN	RENT	TOTAL	OWN	RENT
Full-Service Restaurants	\$378,349	\$174,614	\$203,735	\$457,854	\$227,659	\$230,195
Other Eating Places	\$281,797	\$133,315	\$148,482	\$341,592	\$173,720	\$167,872
Drinking Places	\$30,549	\$10,747	\$19,802	\$36,383	\$14,002	\$22,381
Bldg. Mat./Homefrnshngs Group	\$231,769	\$133,409	\$98,360	\$284,926	\$173,874	\$111,052
Furniture & Home Furnishings	\$62,715	\$34,168	\$28,547	\$76,632	\$44,362	\$32,270
Furniture Stores	\$35,912	\$17,492	\$18,420	\$43,613	\$22,788	\$20,825
Other Home Furnishings	\$26,803	\$16,676	\$10,127	\$33,019	\$21,574	\$11,445
Appliances & Electronics	\$59,855	\$32,928	\$26,927	\$73,384	\$43,067	\$30,317
Used Merchandise	\$2,469	\$1,209	\$1,260	\$3,003	\$1,579	\$1,424
Nurseries & Garden Supply	\$18,102	\$10,722	\$7,380	\$22,322	\$13,983	\$8,339
Hardware, Lumber & Others	\$88,628	\$54,382	\$34,246	\$109,585	\$70,883	\$38,702
Automotive Group	\$1,101,567	\$558,953	\$542,614	\$1,339,948	\$725,375	\$614,573
New Cars & RVs	\$571,630	\$302,820	\$268,810	\$696,733	\$391,832	\$304,901
Used Car Dealers	\$62,474	\$32,879	\$29,595	\$76,103	\$42,532	\$33,571
Gasoline Service Stations	\$431,398	\$205,478	\$225,920	\$523,291	\$267,874	\$255,417
Mobile Homes & Trailers	\$256	\$130	\$126	\$311	\$169	\$142
Auto Parts & Accessories	\$21,696	\$10,340	\$11,356	\$26,327	\$13,496	\$12,831
Other Vehicles	\$14,113	\$7,306	\$6,807	\$17,183	\$9,472	\$7,711

Source: Applied Development Economics

MARKET AREA RETAIL SALES LEAKAGE AND OPPORTUNITIES ANALYSIS

According to the California Board of Equalization (BOE), retailers in the four cities in the Long Beach Market Area generated \$6,406,378,000 in taxable sales (Table 14). Taking into account non-taxable sales, market area retailers generated an estimated \$7,857,459,000 in total (taxable and non-taxable) retail sales.⁴ In Long Beach alone, retailers generated \$4,960,328,500 in total retail sales, which amounts to 63 percent of market area sales. Food and beverage stores in the market area generated the most sales, at \$1,451,321,000 out of the total of \$7,857,459,000 in retail sales. Food

⁴ ADE estimated non-taxable sales first by estimating what share of taxable retail sales was generated by specific store types within each State Board of Equalization (BOE) Store Type retail category. While the BOE tracks nine (9) retail categories (such as "Motor Vehicle and Parts Dealers", "Home Furnishing and Appliance Stores", etc.), it does not provide enough detail as to performance by specific types of stores within each BOE category. ADE estimated the share of specific store type sales within each BOE category using the ADE retail model, which tracks the relationship between ADE stores types to larger ADE retail categories that are comparable to BOE's retail categories. Thus, of the \$726,482,000 in market area household spending in the General Merchandise Group per the ADE retail model, 21 percent occur in department stores, 63 percent in other general merchandise stores (which includes warehouse clubs and superstores), and 16 percent in pharmacies. These rates are then applied against sales generated by the BOE "General Merchandise Stores" category. ADE then further applied the applicable non-taxable sales rate to each specific store type. For the General Merchandise Group, on average six percent of sales generated at discount stores, department stores, warehouse clubs and superstores are non-taxable, and almost 63 percent of pharmacy sales are non-taxable. In the case of supermarkets, almost 74 percent of sales are non-taxable.

services generated the next highest amount of sales at \$1,298,095,000, followed by retailers in the building materials category (\$1,089,831,000). Auto and auto-parts retailers generated \$830,537,000 in sales, making this the sixth highest category in terms of market area sales.

Table 14. Taxable and Non-Taxable Sales: Long Beach Market Area ('000)

STORE TYPES BOE ALL 4Qs 2016	LONG BEACH MARKET AREA		CITY OF LONG BEACH ONLY	
	TAXABLE SALES	TOTAL SALES	TAXABLE SALES	TOTAL SALES
Total	\$6,406,378	\$7,857,459	\$3,898,817	\$4,950,251
Motor Vehicle and Parts Dealers	\$830,537	\$830,537	\$359,263	\$359,263
Home Furnishings and Appliance Stores	\$228,118	\$228,347	\$126,075	\$126,202
Building Material and Garden Supplies	\$1,088,556	\$1,089,831	\$889,076	\$890,117
Food and Beverage Stores	\$410,039	\$1,451,321	\$321,022	\$1,136,247
Gasoline Stations	\$584,985	\$633,101	\$469,200	\$507,792
Clothing and Clothing Accessories Stores	\$380,328	\$380,328	\$216,694	\$216,694
General Merchandise Stores	\$694,965	\$917,130	\$288,730	\$381,031
Food Services and Drinking Places	\$1,168,286	\$1,298,095	\$914,598	\$1,016,220
Other Retail Group	\$1,020,564	\$1,028,771	\$314,159	\$316,685

Source: Applied Development Economics, based on California Board of Equalization and InfoUSA (only Hawaiian Gardens)

Table 8 at the beginning of this chapter provides the comparison of purchasing power demand to existing retail sales. The City of Long Beach is experiencing “leakage” (or unmet demand) in two retail categories, auto sales and general merchandise.

Long Beach households spend on average \$670,169,000 at motor vehicle and auto parts dealers. In comparison, retailers in this category based in Long Beach generate \$359,263,000 in sales, resulting in an unmet demand of \$310,906,000. The ability of the City to fill this gap depends on whether the existing auto dealers see location advantages to the sites along Spring St. were they available and provided suitable zoning through the specific plan process.

Another store type category in which leakage exists is General Merchandise Stores. The \$212,288,000 in unmet demand is more than enough to attract any number of new general merchandise stores. By way of example, the warehouse club retailer, Costco, generates on average \$140 million in sales, and a standard size Target generates \$80 million in sales. Since these stores already exist in either in Signal Hill or Long Beach, other stores such as Dollar Tree, Kohl’s, or National Stores as identified at the outset of this chapter, would need to evaluate the sites to determine their suitability.

LODGING AND VISTOR SERVICES

Long Beach serves a large visitor market that includes a comprehensive array of convention and meeting facilities, mostly concentrated in the downtown area around the Convention Center complex. Altogether, the Long Beach market has a total of 58 hotels and motels with 6,221 rooms (Table15). Over half of the room inventory in Long Beach is classified as “Upper Upscale” or “Upscale.”

Table 15: Hotel Room Inventory in Long Beach and the Airport Vicinity

HOTEL CLASS	LONG BEACH	PERCENT OF TOTAL	AIRPORT VICINITY	PERCENT OF TOTAL
Economy Class	1,446	23.2%	149	11.2%
Midscale Class	407	6.5%	74	5.5%
Upper Midscale Class	663	10.7%	329	24.7%
Upper Upscale Class	2,217	35.6%	309	23.2%
Upscale Class	1,488	23.9%	473	35.5%
Total Rooms	6,221	99.9%	1,334	100.1%

Source: ADE, Inc.; data from Smith Travel Research

Notes: Hotel classifications come from STR. The airport vicinity includes ZIP codes 90755, 90807, 90808, and 90815.

In the vicinity of Long Beach Airport, there are nine total hotels and motels with an inventory of 1,334 rooms. Seven out of these nine facilities are classified by Smith Travel Research as “Midscale” class or above. The remaining two facilities are considered “Economy” class hotels. Over half of the room inventory in the airport vicinity is also classified as “Upper Upscale” or “Upscale.”

The Hampton Inn and Homewood Suites both opened in November 2017, with a combined 241 rooms, These were the first hotels added to the inventory in this area since early 2013. Interestingly, in the two months since they began operations, occupancy rates for the group of hotels has continued to increase, suggesting that there was sufficient pent up demand for the additional lodging.

Since 2012, lodging demand in the project area has increased at an annual rate of 3.9 percent while supply increased 3.1 percent per year (Table 16). As a result, occupancy rates have increased from 70.9 percent in 2013 to 81.0 percent in 2017. Revenue per Available Room (RevPAR) and Average Daily Rates (ADR) have increased 5.3 percent and 6.0 present per year, respectively.

Based on these factors, we estimate that a hotel of at least 150 rooms would be supportable in the Specific Plan Area within a five year period and as much as 400 rooms over ten years.

MEETING AND CONFERENCE FACILITIES

Most of the spaces for meetings and conferences in Long Beach are located in the downtown area. Options include the 400,000 SF Long Beach Convention Center complex; at least four hotels with more than 20,000 SF of meeting and conference space; and other unique event spaces such as the Aquarium of the Pacific, Queen Mary, Museum of Latin American Art, and the Scottish Rite Event Center.

Table 16: Long Beach Airport Lodging Trends

	2012	2013	2014	2015	2016	2017	2012-2017
Occupancy	75.6%	70.9%	76.0%	78.1%	78.5%	81.0%	5.4%
ADR	\$110.69	\$114.86	\$121.11	\$132.86	\$142.97	\$145.98	\$35.29
RevPar	\$83.69	\$81.40	\$92.07	\$103.79	\$112.23	\$118.28	\$34.59
Supply	346,750	395,039	404,420	404,420	404,420	408,657	61,907
Demand	262,154	279,949	307,433	315,920	317,469	331,097	68,943
Annual Percent Change							CAGR
Occupancy		-6.2%	7.2%	2.8%	0.5%	3.2%	0.8%
ADR		3.8%	5.4%	9.7%	7.6%	2.1%	5.3%
RevPar		-2.7%	13.1%	12.7%	8.1%	5.4%	6.0%
Supply		13.9%	2.4%	0.0%	0.0%	1.0%	3.1%
Demand		6.8%	9.8%	2.8%	0.5%	4.3%	3.9%

Source: ADE, based on data obtained from Smith Travel Research.

Notes: Room trend data is based on a sample of 1,319 out of the 1,334 hotel rooms that comprise the airport vicinity.

ADR = Average daily room rate

RevPar = Revenue per available room

Supply = Annual room nights from available room inventory

Demand = Room nights occupied.

The available meeting spaces in the airport vicinity are considerably smaller in both size and number (Table 17). The Long Beach Convention and Visitors Bureau identifies five hotels with meeting rooms. The Marriott and Holiday Inn each provide more than 10,000 SF of meeting space. The Marriott facilities can support up to 16 meeting spaces, with a maximum capacity of under 1,200 people. The Holiday Inn spaces can be split into a maximum of eight meeting rooms with a simultaneous capacity of under 800 people. The other hotel spaces are considerably smaller, with the Hampton Inn/Homewood and Residence Inn only providing one meeting room.

Another potential event facility near the airport is Kirby Studios, which normally serves as a soundstage for media production. But, the facility can be also support special events with a total of 30,000 SF.

In addition to this substantial inventory of meeting spaces in Long Beach and the Airport Area, other meeting and convention facilities continue to expand in the nearby market area. For example the Anaheim Convention Center recently finished their expansion adding an additional 200,000 sq. ft. of space onto their existing convention center. In addition, large mega hotels (with 1,000 rooms or greater) have created an oversupply of meeting facilities in this market area.⁵ Given this competitive landscape, it does not appear that additional conference center facilities are warranted in the SP area. However, the new hotels in the project area may include some small scale ancillary meeting spaces.

⁵ Gregg Haniford, Senior Vice President of Sales and Service, Long Beach, personal communication. March 27, 2018.

Table 17: Meeting Rooms in the Airport Vicinity

FACILITY	MEETING ROOM SPACE (SF)	MEETING ROOMS (MAX)	CAPACITY (MAX)
Kirby Studios	30,000	3	n/a
Long Beach Marriott	13,825	16	1,193
Holiday Inn Long Beach Airport	10,027	8	785
Courtyard by Marriott	2,064	4	170
Hampton Inn/Homewood by Hilton	n/a	1	50
Residence Inn by Marriott	800	1	40
Quality Inn Long Beach	0	0	0
Extended Stay America	0	0	0

Source: Compiled by ADE, Inc.



MEMO

TO: Ruta Thomas
Shannon Wages

FROM: Doug Svensson, AICP

DATE: April 20, 2020

SUBJECT: Revised Job Projections for Globemaster Specific Plan

At the request of the City of Long Beach, I have prepared an analysis of potential job creation and absorption for the Globemaster Specific Plan based on the assumption that warehouse and distribution uses would occupy up to 50 percent of the major land use designations. This scenario is consistent with the market analysis completed in 2018 in which distribution uses were identified as the highest demand industrial sector over at least the next ten years.

This analysis required three basic steps: 1) recalculation of the building development based on lower land use intensities for warehousing compared to office and manufacturing uses; 2) recalculation of the job potential based on differing employee densities for the revised development projections; and 3) projection of job growth out to 2040, consistent with the current horizon for SCAG job projections. For reference, the prior specific plan buildout estimates are shown in Table 1.

Table 1: Prior Building Estimates for Globemaster Specific Plan

Land Uses	Land Use Designations					Grand Total
	Business Park Zone	Community Commercial	General Industrial Zone	Industrial Commercial	Neighborhood Commercial	
Office	3,755,154			260,031		4,015,185
Medical Office	132,535			9,178		141,713
R&D	530,139			36,710		566,849
Manufacturing	2,126,533		1,149,601	142,297		3,418,431
Light Industrial/ Warehousing	526,633	266,962	868,047	47,011		1,708,653
Retail		253,277	368,577	145,444	9,939	777,237
Restaurant	15,000	25,506	39,500	11,366	18,206	109,578
Hotel		178,621				178,621
Total	7,085,994	724,366	2,425,725	652,037	28,145	10,916,267

For purposes of this analysis, we assume that new warehousing would develop primarily in the Airport District/Business Park, General Industrial and Commercial Industrial zones. The Light Industrial/Warehousing in the Community Commercial zone is existing development that is projected to remain. In addition, it is unlikely that warehouse uses would supplant projected growth in retail, restaurant or hotel uses, as these are generally projected to occur on smaller sites. The primary focus of the analysis, then, is the partial replacement of office and manufacturing uses with warehousing and distribution in the three main employment generating zones listed above.

The calculation of new building space with warehousing at about 50 percent of the three major zones is shown in Table 2 (see methodology attached). In reviewing the methodology, it should be noted that due to the large number of small parcels in the specific plan area, which would be unlikely to see future warehousing, the percentage of warehousing assigned to larger parcels is well above 50 percent in most cases in order to average the target of about 50 percent warehousing throughout the specific plan area. The total development estimate is about 2.0 million sq. ft. lower than the previous estimate. Manufacturing declines by about 2.3 million sq. ft. and office uses decrease 2.5 million sq. ft. while light industrial/warehousing increases by 2.7 million sq. ft. It should be noted that the demand for medical office space is quite strong and is not assumed to change between the two scenarios.

Table 2: Revised Specific Plan Buildout

Land Uses	Land Use Designations				Grand Total
	Airport District/ Business Park	Community Commercial	General Industrial	Industrial Commercial	
Office	1,690,419	60,106	122,077		1,872,602
Medical Office	122,199	14,823	5,793	3,280	146,095
R&D	224,031		10,620		234,651
Manufacturing	490,083	622,417	18,639		1,131,139
Light Industrial/ Warehousing	2,451,377	1,202,765	175,786	625,964	4,455,892
Retail	167,625	157,374	103,387	367,071	795,457
Restaurant	5,183	24,823	39,223	38,394	107,623
Hotel	105,769	57,175			162,944
Total	5,256,686	2,139,483	475,525	1,034,709	8,906,403

About 1.9 million sq. ft. of development in both estimates is existing occupied buildings in the specific plan area that are anticipated to remain in place. In calculating new job growth, it is necessary to remove that building space from the total, as shown in Table 3. The job calculations result in a buildout total of 11,170 new jobs. These would be new jobs in the specific plan area, but may not be new jobs in Long Beach if existing businesses move to the site to expand or to obtain more suitable space in the new development.

Table 3: Revised Build Out Excluding Remaining Existing Uses

Land Uses	Total	Sq. Ft. Per Job*	New Jobs
Office	1,770,554	429	4,127
Medical Office	127,992	429	298
R&D	234,651	532	441
Manufacturing	1,046,951	631	1,659
Light Industrial/ Warehousing	3,120,751	1,000	3,121
Retail	453,077	550	824
Restaurant	89,351	160	558
Hotel	162,944	1,150	142
Total	7,006,271		11,170

**Source: ADE Inc., based on: IFMA, Space and Project Management Benchmarks, 2010; SCAG/The Natelson Company, 2001.*

In order to provide the City with specific plan job estimates that are consistent with the new SCAG projections, we have projected the development out to 2040 (Table 4). The projections for the first ten years are essentially consistent with the 2018 market study (mid-point between high and low projections), accounting for minor land use changes in the final specific plan. Those projections were based on detailed estimates obtained from EMSI, a source used by most workforce development agencies throughout the state. In order to obtain longer term projections which are not provided by EMSI, ADE has reviewed the Los Angeles County projections series provided by Woods & Poole Economics (W&P), a well-respected national economic forecasting firm. Over the longer term, W&P projects gradually declining growth rates for several of the key business sectors included in the specific plan. Consequently, by 2040, a little over half of the job growth potential in the specific plan remains undeveloped. For comparison, SCAG projects the City of Long Beach as a whole to add 15,900 jobs during this period (2016 RTP). Accounting for the loss of some existing jobs as discussed below, the Globemaster Specific Plan area would account for about one third of total citywide net job growth.

As of 2020, there are an estimated 3,700 existing jobs in the specific plan area.¹ Ultimately, more than 1,200 of these jobs are planned to be replaced by new development and new jobs. During the 2020-2040 period, we project that more than 700 of these would be replaced, leaving about 3,000 existing jobs onsite in 2040. Combined with the growth in Table 4 below, the total job count in the specific plan area in 2040 is estimated to be 7,880.

¹ Our understanding is that most heavy industry jobs, including Boeing jobs, have left the site by 2020.

Table 4: Job Growth Projections, 2018-2045 and Beyond

Land Uses	Total New Jobs	Job Absorption					
		2020-2025	2025-2030	2030-2035	2035-2040	2020-2040	Beyond 2040
Office	4,127	512	512	437	353	1,814	2,313
Medical Office	298	69	69	59	47	243	55
R&D	441	51	51	43	35	180	261
Manufacturing	1,659	66	66	66	66	264	1,395
Light Industrial/ Warehousing	3,121	640	640	191	28	1,499	1,622
Retail	824	81	81	69	222	453	371
Restaurant	558	55	55	47	150	307	251
Hotel	142	62	62			124	18
Total	11,170	1,536	1,536	912	901	4,884	6,286

Source: ADE, Inc.

APPENDIX B: Globemaster Corridor Specific Plan Fiscal Analysis



MEMO

TO: Shannon Wages, Dudek, Inc.
Ruta Thomas, Dudek, Inc.

FROM: Doug Svensson, AICP

DATE: October 31, 2018

SUBJECT: Globemaster Corridor Specific Plan Fiscal Analysis

INTRODUCTION

This memo presents our findings with regards to fiscal impacts stemming from the net growth in development for the Globemaster Specific Plan. The analysis addresses two levels of development intensity: 1) base FARs allowed by the Plan (Scenario T1) and increased development intensity allowed if the development projects contribute community benefits to the City (Scenario T2). The analysis has been done for the buildout condition for both scenarios. ADE has also prepared a separate market analysis for the specific plan, which indicates that the land uses in Scenario T1 would develop within 10 to 20 years. Most of the land uses in Scenario T2 could also develop within that time frame, except for the office space, which would take longer to fully build out. The discussion begins with a description of the economic characteristics of the project scenarios that are relevant to the calculation of City costs and revenues. The memo then describes the methodology used in the fiscal analysis and concludes with a presentation of the findings relative to each scenario.

PROJECT DESCRIPTION

Table 1 below shows the specific assumptions used in the fiscal analysis for each of the project scenarios, in terms of building sq. ft. by land use, direct on-site jobs and estimated assessed value for the development. The building space figures reflect net incremental net development in the specific plan area, not including existing uses that are projected to remain. The jobs are estimated using per sq. ft. employee density factors, obtained from surveys conducted by the Southern California Association of Governments (SCAG), among other sources, and are consistent with the factors presented in the market analysis.¹ For purposes of the fiscal analysis, these job estimates do not include any off-site indirect or induced multiplier jobs. The estimates of assessed value for the new development are based on analysis of non-residential development projects constructed within the last

¹ The Natelson Company and Terry A. Hayes Associates, Employee Density Summary Report. 2001. SCAG. And IFMA, Space and Project Management Benchmarks, 2010.

seven years in Los Angeles County, accessed through the CoreLogic property database, updated to 2018 dollars using the real estate data present in the market analysis.

Table 1: Incremental Growth in Project Alternatives

LAND USE	BLDG. SQ. FT.	ON-SITE JOBS	ASSESSED VALUE
Scenario T1			
Retail	371,764	676	\$117,105,660
Restaurants	17,000	106	\$5,355,000
Office	1,400,384	3,264	\$378,495,788
R&D Office	212,066	399	\$49,199,312
Manufacturing	2,397,683	3,800	\$592,165,361
Light Industry/Wholesale	600,670	601	\$83,493,130
Hotel	91,000	79	\$28,938,000
Total	5,090,567	8,925	\$1,254,752,251
Scenario T2			
Restaurants	425,329	773	\$133,978,635
Office	72,000	450	\$22,680,000
R&D Office	4,002,133	9,329	\$1,081,696,507
Manufacturing	566,849	1,066	\$131,508,968
Light Industry/Wholesale	3,418,431	5,417	\$844,263,578
Restaurants	849,607	850	118,095,373
Hotel	178,621	155	\$56,801,478
Total	9,512,970	18,040	\$2,389,024,539

Source: ADE, Inc., based on building data provided by Dudek, Inc.

Table 2: Job and Assessed Value Calculation Factors

LAND USE	BLDG. SQ. FT. PER JOB	ASSESSED VALUE PER BUILDING SQ. Ft.
Retail	550	\$315.00
Restaurants	160	
Office	429	232.00
R&D Office	532	
Manufacturing	631	209.00
Light Industry/Wholesale	1,000	
Hotel	1,150	\$318.00

Source: ADE, Inc.

METHODOLOGY

In terms of our methodology, we employ an “average cost” approach to the fiscal impact analysis. To this end, we reviewed Long Beach’s General Fund budget (Table 3) and identified the various city services that may be affected by the project alternatives. Through our fiscal model, we estimate that in Long Beach, non-residential development consumes about 17% of City operations and maintenance services, and residential the balance at 83%. This is based on a standard industry assumption that non-residential land uses, as represented by the number of jobs they support, require half the level of municipal services as do full time residents.

Table 3: Long Beach General Fund Budget, FY 2018-2019

BUDGET CATEGORY	ANNUAL BUDGET
Revenues	
Taxes	
Property Tax	\$119,229,463
Property Tax in lieu of VLF	\$50,595,036
Utility Users Tax	\$36,369,458
Sales Tax: General	\$62,586,028
Sales Tax: Measure A	\$54,500,897
Transient Occupancy Tax	\$21,629,212
Franchise Fees	\$20,772,551
Business License Tax	\$17,478,007
Real Property Transfer Tax	\$2,211,665
Intergovernmental	\$17,744,301
Charges for Service	\$2,520,498
Asset Management	\$58,944,163
Miscellaneous Revenues	\$14,202,245
Transfers in	\$4,534,756
Other	\$23,409,556
TOTAL REVENUES	\$526,659,262
Expenditures	
General Government	\$92,211,741
Police Dept.	\$238,823,834
Fire Services	\$109,099,256
Public Works	\$38,595,247
Parks/Rec/Marine	\$37,715,902
Economic Development	\$1,949,889
Development Services	\$5,263,493
Library	\$13,926,318
TOTAL EXPENDITURES	\$537,585,680
TOTAL NET	(\$10,926,418)

Source: Long Beach Proposed Budget FY 2018-19

The average cost approach yields a more conservative analysis because it includes all City expenditures in the cost basis and does not assume existing City services would be able to serve the project without expansion. In reality, the City was providing municipal services to the Boeing operation, so it is likely new uses with similar service demands would not require increases in City service expenditures. However, the specific plan represents a more intensive use of many of the sites and would likely require a higher level of City services. The average cost factors per employee for City services are shown in Table 4 below.

Table 4: City Service Per Capita Cost Factors

DEPARTMENT	PER JOB ANNUAL COST	
Police Dept.	\$207.77	- \$311.65
Fire Services	\$80.68	(Medical response)
Public Works	\$33.58	
Parks/Rec/Marine	\$0.00	
Economic Development	\$10.14	
Development Services	\$4.58	
Library	\$7.24	

Source: ADE, Inc.

The higher police cost factor is for retail uses, which typically have higher potential for crime incidents than other types of businesses. Fire services are split between emergency medical response and fire response. The latter service is assumed to represent 15 percent of fire department operations and is calculated as a function of building valuation rather than per employee.

In addition to these direct service charges, the City management and administrative departments provide support to the direct service departments. Based on the budget figures in Table 3 above, these General Government functions represent about 20.7 percent of direct service department costs and this has been added as a cost component in the analysis.

In terms of General Fund revenues to help offset the service costs, the project would generate property tax for the City and some of the land uses, particularly retail, would generate sales tax. In addition, the City has various other taxes and also charges fees for direct services that help fund municipal services, as shown in the upper part of Table 3.

Property Tax. For every dollar that property owners pay in property taxes, the City of Long Beach receives an average of \$0.22. The other property tax revenues are shared by the County of Los Angeles, the school districts and a variety of other taxing agencies with jurisdiction over the project site. However, the City also receives an additional amount of property tax in lieu of vehicle license fees under a statewide program in effect since 2004. This secondary property tax source amounts to 42 percent of the base property tax the City receives.

Sales Tax. The retail uses in the project would generate sales tax and to some extent additional sales taxes may be generated by the office space or even the manufacturing uses, depending on the businesses that occupy that space. Statewide, about 30 percent of all sales taxes are generated by non-retail businesses. The City receives one percent of the taxable sales value for purchases within its jurisdiction. In addition, Long Beach adopted Measure A that doubles the City base sales tax revenues in the first six years and then reduced to half the base rate for the last four years.

Transient Occupancy Tax (TOT). The City collects a tax of 12 percent on room revenues for lodging within its jurisdiction. With a little more than 6,000 hotel rooms in the City, each room generates about \$3,500 per year in TOT revenues for the City.

Other Revenues, including the utility users tax, business license tax, franchise fees and direct charges for service have been estimated in the analysis on a per capita basis depending on the number of jobs in each project scenario.

FINDINGS OF THE ANALYSIS

Using the cost and revenue factors described above, we have estimated the potential fiscal impact to the City of Long Beach for each Project Scenario. The results of the analysis are summarized in Table 4, with more detailed figures provided in Tables 5 and 6. The cost estimates relate to annual operating and maintenance costs for City services and do not address capital improvements that may be needed to support implementation of the project alternatives. Table 7 below estimates the capital improvement fees that each alternative would generate to help pay for citywide capital improvements. Additional, more localized impact fees or developer payments may be necessary to fund some of the improvements within the specific plan area. As indicated in Table 4, the annual costs range from about \$3.4 million for Scenario T1 to \$6.8 million for Scenario T2. However, both scenarios are projected to generate sufficient revenue for the City General Fund to more than pay for the City service expenditures.

Table 4: Summary of Fiscal Impact by Project Scenario

BUDGET CATEGORY	SCENARIO T-1	SCENARIO T-2
Costs	\$3,422,222	\$6,838,325
Revenues	\$10,623,209	\$19,986,780
Net Fiscal Surplus/(Cost)	\$7,200,988	\$13,148,454

Source: ADE, Inc.

Comparing the scenario characteristics in Table 1 above with the detailed fiscal calculations in Tables 5 and 6, the T2 scenario with the higher job counts creates higher levels of service demands for the City and higher costs. However, this scenario also has larger building footprints and therefore creates higher levels of property taxes. Scenarios T2 also has more retail space, which generates the most sales taxes. Across all the scenarios, property taxes, sales taxes and hotel taxes comprise more than 80 percent of the total estimated revenues.

Table 5: Detailed Estimates of City Costs and Revenues by Land Use for Scenario T1

BUDGET CATEGORY	TOTAL	LAND USE			
		RETAIL	OFFICE	INDUSTRIAL	HOTEL
Revenues					
Taxes					
Property Tax	\$2,717,831	\$265,253	\$926,400	\$1,463,497	\$62,681
Property Tax in lieu of VLF	\$1,153,312	\$112,560	\$393,118	\$621,035	\$26,599
Utility Users Tax	\$282,382	\$24,749	\$115,896	\$139,233	\$2,504
Sales Tax: General	\$2,923,340	\$1,174,792	\$863,271	\$872,865	\$12,412
Sales Tax: Measure A	\$1,461,670	\$587,396	\$431,635	\$436,433	\$6,206
Transient Occupancy Tax	\$545,920	\$0	\$0	\$0	\$545,920
Franchise Fees	\$161,283	\$14,135	\$66,195	\$79,523	\$1,430
Business License Tax	\$810,988	\$71,077	\$332,849	\$399,872	\$7,191
Fines and Forfeitures	\$137,771	\$12,075	\$56,545	\$67,930	\$1,222
Charges for Service	\$428,713	\$37,573	\$175,954	\$211,384	\$3,801
TOTAL REVENUES	\$10,623,209	\$2,299,611	\$3,361,863	\$4,291,772	\$669,963
Expenditures					
General Government	\$587,012	\$76,770	\$229,749	\$275,538	\$4,955
Police Dept.	\$1,599,093	\$243,772	\$610,738	\$731,431	\$13,153
Fire Services/Emer. Prep.	\$740,492	\$83,583	\$295,511	\$355,015	\$6,384
Public Works	\$299,663	\$26,263	\$122,989	\$147,754	\$2,657
Parks/Rec/Marine	\$0	\$0	\$0	\$0	\$0
Economic Dev	\$90,476	\$7,930	\$37,133	\$44,611	\$802
Development Services	\$40,867	\$3,582	\$16,773	\$20,150	\$362
Library	\$64,619	\$5,663	\$26,521	\$31,861	\$573
TOTAL EXPENDITURES	\$3,422,222	\$447,562	\$1,339,414	\$1,606,359	\$28,886
Total Budget Net (Deficit)/Surplus	\$7,200,988	\$1,852,048	\$2,022,449	\$2,685,413	\$641,077

Source: ADE Inc.

Table 6: Detailed Estimates of City Costs and Revenues by Land Use for Scenario T2

BUDGET CATEGORY	TOTAL	LAND USE			
		RETAIL	OFFICE	INDUSTRIAL	HOTEL
Revenues					
Taxes					
Property Tax	\$5,174,699	\$339,327	\$2,627,839	\$2,084,498	\$123,034
Property Tax in lieu of VLF	\$2,195,884	\$143,994	\$1,115,124	\$884,557	\$52,209
Utility Users Tax	\$570,800	\$38,706	\$328,886	\$198,293	\$4,914
Sales Tax: General	\$5,242,282	\$1,527,987	\$2,447,219	\$1,242,714	\$24,362
Sales Tax: Measure A	\$2,621,141	\$763,994	\$1,223,610	\$621,357	\$12,181
Transient Occupancy Tax	\$1,071,568	\$0	\$0	\$0	\$1,071,568
Franchise Fees	\$326,014	\$22,107	\$187,844	\$113,256	\$2,807
Business License Tax	\$1,639,313	\$111,163	\$944,546	\$569,490	\$14,114
Fines and Forfeitures	\$278,488	\$18,885	\$160,460	\$96,745	\$2,398
Charges for Service	\$866,591	\$58,764	\$499,316	\$301,050	\$7,461
TOTAL REVENUES	\$19,986,780	\$3,024,928	\$9,534,844	\$6,111,959	\$1,315,049
Expenditures					
General Government	\$1,172,974	\$118,860	\$651,972	\$392,416	\$9,726
Police Dept.	\$3,181,891	\$381,255	\$1,733,129	\$1,041,690	\$25,817
Fire Services/Emer. Prep.	\$1,481,616	\$124,891	\$838,588	\$505,605	\$12,531
Public Works	\$605,732	\$41,075	\$349,013	\$210,429	\$5,215
Parks/Rec/Marine	\$0	\$0	\$0	\$0	\$0
Economic Dev	\$182,886	\$12,402	\$105,376	\$63,534	\$1,575
Development Services	\$82,608	\$5,602	\$47,597	\$28,698	\$711
Library	\$130,619	\$8,857	\$75,261	\$45,376	\$1,125
TOTAL EXPENDITURES	\$6,838,325	\$692,943	\$3,800,936	\$2,287,747	\$56,699
Total Budget Net (Deficit)/Surplus	\$13,148,454	\$2,331,985	\$5,733,908	\$3,824,212	\$1,258,350

Source: ADE Inc.

As mentioned above, in addition to annually recurring costs, off-site capital improvements may be needed to expand streets, intersections, water and sewer mains and other public facilities to support the implementation of the project alternatives. In Table 7 below, we present one-time revenues generated via development impact fees, which are intended to cover off-site improvements in the City's fee program. It is not clear at this time whether any of those citywide improvements are located in the specific plan area.

Table 7: Estimated Development Impact Fees by Project Scenario

FEE CATEGORY	FEE	SCENARIO T1	SCENARIO T2
Fire Facilities			
Commercial	\$0.267	\$103,800	\$132,787
Office	\$0.325	\$524,046	\$1,484,919
Industrial	\$0.132	\$395,783	\$563,381
Police Facilities			
Commercial	\$0.442	\$171,834	\$219,819
Office	\$0.538	\$867,498	\$2,458,112
Industrial	\$0.218	\$653,641	\$930,432
Schools			
Commercial	\$0.61	\$3,105,246	\$5,802,912
Transportation Improvements			
Commercial	\$3.00	\$1,166,292	\$1,491,987
Office	\$2.00	\$3,224,900	\$9,137,964
Industrial	\$1.10	\$3,298,188	\$4,694,842
Hotel	\$750.00	\$150,000	\$300,000
Off-site Runoff	\$3.02	\$15,373,512	\$28,729,169
Total		\$29,034,740	\$55,946,325

Source: ADE, Inc.

Notes: Hotel transportation fee is per room. Off-site drainage fee applies only if the project impact is not otherwise mitigated.

CONCLUSION

Both of the project scenarios in the Globemaster Corridor Specific Plan would create a positive net fiscal impact for the City of Long Beach, in addition to creating jobs to replace those lost from the Boeing plant closure. The more intensively the site is reused, the higher the likely fiscal benefit from the standpoint of annual ongoing services and related General Fund tax and fee revenues. However, it may be expected that more intensive site development would also increase the need for capital improvements to expand infrastructure in the vicinity of the project site, which may affect the financial feasibility of redeveloping the site.

