

## **LONG BEACH AIRPORT BUSINESS PARK PLANNED DEVELOPMENT DISTRICT (PD-9)**

Ordinance History: C-5672, 1981; C-6778, 1990.

This Planned Development Plan for the Long Beach Airport Business Park is intended to establish guidelines for the use and development of this City-owned parcel of land as an airport oriented commercial node. As such it is carrying out the land use policies recommended by the Long Beach Airport Citizen's Task Force. This development is desired to maximize the benefits to be derived by the citizens of Long Beach from the resource of the Municipal Airport. The anticipated benefits from this development are increased job opportunities within the City, increased municipal revenue from the lease of City land, increased municipal revenue through enhanced sale, business license and property tax base, and development of vacant land with high quality, visually attractive complex. The Airport Business Park shall consist of airport oriented and dependent uses mixed in such a way as to create a unique combination of facilities and services to draw the most select and beneficial businesses.

To this end, this Planned Development Plan shall consist of the attached Land Use Plan and Use and Development Standards. All development proposals shall be reviewed by the Planning and Building Department Site Plan Review Committee to assure consistency with this Planned Development Plan and to assure High Quality Design and Site Planning. No deviation from this plan shall be allowed unless it is consistent with the intent of this plan.

This Planned Development Plan shall also consist of the adopted conceptual site plan, details, sections and perspective as an illustrative guideline to the meaning of the Use and Development Standards.

### **I. DEVELOPMENT REVIEW PROCEDURES**

- A. Each property owner shall submit a Master Site Plan for Planning Commission approval prior to approval of the first phase or, for projects where the first phase of new development has already begun, prior to the approval of the building permit for the next building. This site has been approved with a Master Site Plan that identifies the location of each building to be built on the site, the area of the building and the use of each building. The Master Site Plan also indicates the overall design character of the site, including unifying architectural and landscape design themes.
- B. Each building shall be reviewed for Site Plan Review by the Site Plan Review Committee. No building permit shall be issued for any building on the site until a Site Plan Review has been approved, or conditionally approved and all conditions satisfied. Site Plan Review shall review each building project for consistency with the PD requirements and the Master

Site Plan, functionality of building layout, consistency with detailed zoning standards and architectural and landscape architectural quality.

- C. In addition to the required plot plan, floor plan, elevations and landscape plan, the application for Site Plan Review shall contain an estimate of the peak-hour trips to be generated by the proportion of the full development requested with the application and identification of the Transportation Demand Management (TDM) measures to be taken to reduce the peak-hour trips.
- D. In the submission of the individual buildings for Site Plan Review, it is recognized that the building sizes may be changed, building locations redistributed or the mix of uses adjusted to meet changing user demands. However, the architectural, landscaping and overall design character of the site shall be in substantial conformance to the original Master Site Plan and the intensity of development as measured in trips shall not be changed except by the procedure described later in this PD. Substantial conformance shall be determined by Site Plan Review.

## II. GENERAL USE AND DEVELOPMENT STANDARDS

### A. Uses.

- 1. The uses for the Airport Business Park shall be office, retail research and development, industrial park, hotels and airport service (fixed base operations). Further, new development of the site shall be limited to 2,038 vehicle trips to and from the development in the peak hour between 4:00 and 6:00 p.m. and implementation of a Transportation Demand Management Plan that reduces exiting work trip generation in the evening peak hour by twenty percent. The initial plan that satisfies this limitation is 1,118,000 square feet of office use spaces, 411 hotel rooms, and 500,000 square feet of restaurant use space.
- 2. As uses in this ordinance:
  - a. "Office use" means use of a building for administrative, professional, or clerical tasks.
  - b. "Business park use" means a mixed use of property containing not more than fifty percent of gross usable floor area as office "use" and the remainder being warehousing and/or light manufacturing. If the area devoted to office use exceeds fifty percent, then the office use portion shall be treated as all office use.

- c. “Research and development” means a mixed use of a building containing not more than twenty-five percent of gross usable floor area of office use and the remainder being laboratories or laboratories and light manufacturing. If the area devoted to office use exceeds twenty-five percent, then the portion of the building used for office use is treated as an office building.
  - d. “Warehouse” means a building used for storage of goods or commodities with not more than ten percent of the floor area used for office uses. If the area devoted to office use exceeds ten percent, then the office use portion is treated as an office building.
  - e. “Light industrial” means use of a property or building for activities necessary to convert natural resources into finished products, with limited environmental impacts. Such activities include manufacturing of precision and electrical products, assembling of products, and storage of non-hazardous materials. If administrative offices for light industrial use exceeds ten percent of the gross usable floor area, then the office use portion is treated as an office building.
  - f. “Hotel” means a building used for rental of rooms, suites or dwelling units for a period of thirty days or less. Includes as accessory uses, retail sales, meeting rooms, conference rooms and banquet rooms and up to fifteen percent of the rooms rented for periods of thirty-one days or more.
  - g. “Gross usable floor area” means gross floor area minus entry lobby, elevator shafts, stairwells, utility cores and shafts, equipment rooms and bathrooms.
3. The type and intensity of development indicated above is determined by a specified number of trips per hour in the evening peak period of 4:00 p.m. to 6:00 p.m. This number is calculated by multiplying the area in each use by the traffic generation rates as established in the Trip Generation Manual, Fourth Edition, of the Institute of Traffic Engineering. The number of trips generated by this calculation shall then be reduced by the Traffic Demand Management Plan’s trip reduction. The resulting figure is then compared to the permitted peak-hour trips.
4. Other combinations or amounts of the uses permitted in this PD, which generate an equal or lesser number of trips per hour in the peak hours, may be substituted for this use allocation, provided that

a revised Master Site Plan is approved by the Planning Commission. In calculating the number of trips utilized, all development within this PD after January 1, 1986, shall be included.

5. Changes in the number of trips allocated may be accomplished in the following ways:
  - a. Increased development intensity through transfer of trips. Trips may be transferred between the Airport Area Planned Development Plans (PD-19: Douglas Aircraft; PD-23: Douglas Center; PD-12: Long Beach Airport Terminal Area; PD-13: Atlantic Aviation; PD-18: Kilroy Airport Center; PD-9: Airport Business Park; PD-15: Redondo Avenue; PD-17: Alamitos Land Company; PD-7: Long Beach Business Park; PD-27: Willow Street Center; and PD-28: Pacific Theaters) provided that:
    - i. Not more than twenty percent of the originally authorized trips are added to the receiving PD;
    - ii. The Director of Public Works finds that the transfer will have no significant detrimental effect upon the level of service at any intersection;
    - iii. The transfer is implemented by approval by the Planning Commission of an amendment to both Master Site Plans to reallocate and document the revised number of trips;
    - iv. Notice of the hearing for the Amendment of Master Site Plan is sent to all owners and lessees, with an interest recorded on the Tax Assessor's rolls, in the Airport Area Planned Developments; and
    - v. All authorized transfer of trips shall not be effective until the change is recorded against the property with the Los Angeles County Recorder.
  - b. Increased development intensity through added trips. Additional trips beyond the original allocation may be approved provided that:
    - i. The increase will not exceed the original allocation by more than twenty percent;

- ii. The applicant shall pay a trip mitigation fee that is a pro-rata fair share of the costs of the original Traffic Mitigation Program for the additional trips;
  - iii. A new analysis if the traffic impacts on all intersections in the Airport Area, is undertaken at the expense of the applicant, and such analysis shows no significant detrimental effect upon the level of service at any intersection or the applicant agrees to pay an additional trip mitigation fee equal to all costs of all additional improvements at all intersections necessary to mitigate the degradation of the level of service caused by the additional trips. Degradation of the level of service is a reduction to level of service "E" or "F" unless that level of service was accepted in the original improvement program.
  - iv. An amendment to the Master Site Plan shall be required to authorize the additional trip allocation; and
  - v. Notice of the amendment of the Master Site Plan hearing is sent to all owners and lessees, with an interest recorded on the Tax Assessor's rolls, in the Airport Area Planned Developments;
6. The City will accept applications for modification of development intensity at any time after the Traffic Mitigation Program is adopted through the enactment of necessary ordinances and establishment of the first assessment district. However, an applicant does not receive first priority for utilizing available trips by merely filing an application. Available trips shall be reserved to an applicant only upon the payment of all necessary traffic mitigation fees for the proposed modification. Because the modification process can take many months to complete, the City may also set aside during the modification process the trips which will be utilized if the application is approved, providing that both the following conditions are met:
- a. The traffic analysis has been completed and the Director of Public Works has prepared an estimate of the necessary traffic mitigation fee; and
  - b. The applicant has made a good-faith deposit with the City of cash or letter of credit equal to ten percent of the estimated traffic mitigation fee, which deposit will be forfeited if the applicant does not proceed with the project or does not diligently pursue the applicant in accordance with a

reasonable schedule set forth by the Director of Planning and Building. If this application is approved and the developer meets all traffic mitigation conditions of approval, the deposit will be refunded or credited toward the traffic mitigation fees, at the discretion of the applicant. If the application is denied, the deposit will be refunded to the applicant.

7. If additional trips have been authorized for one developer in the Airport Area, and that authorization required intersection improvements above those required by the Traffic Mitigation Program, subsequently another developer requests authorization for additional trips, and those additional trips are found by the Director of Public Works to not degrade any intersections due to the additional improvements paid for by the first developer, then the Director of Public Works shall require the second developer to reimburse the first developer for a pro-rata fair share of the additional improvement costs. Such fees shall be collected from the second developer according to the procedure established for developer fees in the Traffic Mitigation Program. The Director of Public Works shall then notify the first developer, or the successor-in-interest, of the receipt of the funds, and shall authorize disbursement of such funds to the first developer, or successor, upon receipt of documentation from the first developer, or successor, that they had actually expended their share of the funds.

**B. Prohibited Uses.**

Prohibited uses shall include, but not be limited to, the following:

1. Aircraft manufacture
2. Machine shops;
3. Aircraft assembly;
4. Paint shops;
5. Exterior storage (except aircraft and rental cars);
6. Drive-in restaurants;
7. Movie theatres;
8. Automotive sales and service (except to support rental cars uses);
9. Arcades;

10. Skating rinks;
11. Nursery, or botanical nursery;
12. Institutional uses as defined in the Zoning Regulations;
13. Parking service;
14. Electrical distribution stations;
15. Residential uses; and
16. Industrial uses (light or heavy) other than specifically listed permitted uses.

### III. GENERAL DEVELOPMENT STANDARDS

#### A. Building Heights.

A variety of building heights adds interest to a development, and can be used to buffer noise, but all heights should be integrated with the total design concept. Special attention shall be given to the building heights along Clark Avenue, because the opposite side of the street is developed with single-family residences. All buildings along the Clark Avenue perimeter of the site shall not exceed two stories in height and shall be designed as a noise buffer to the maximum extent practical. The Clark Avenue/Spring Street corner shall be exempted from the above height limitation. The corner site may be developed using greater height to allow for a landmark structure if additional setbacks and landscaping are provided to maintain visual consistency with the adjacent residential uses. All structures shall be subject to the conditions contained in the height limits mandated by the Federal Aviation Administration so that no building shall exceed the Federal Aviation Administration clear zone. In no case shall any building exceed 250 feet in height.

#### B. Building Setbacks.

The setback limitations apply only to structures facing Clark Avenue and Spring Street. The minimum setback is thirty feet from the Clark Avenue property line and ten feet on Spring Street.

#### C. Building Coverage.

There shall be no minimum or maximum building coverage. The percentage of lot coverage shall be determined by Site Plan Review. Lot coverage shall reflect a proportional development between building, parking and landscaping so that the site creates the impression of an

office park development in a garden or park setting without building congestion or excessive paved parking areas.

D. Accessory and Temporary Structures.

No portable buildings, trailers, or other similar structures shall be permitted without prior written approval of the Department of Planning and Building. Temporary structures as construction trailers and temporary offices may be approved by the Director of Planning and Building during construction only.

E. Billboards and Signs.

No billboards shall be constructed, installed or maintained. Any signs, banners or like displays which may be placed in or upon any building or structure so that they are visible from the outside, except those approved by the Department of Planning and Building according to the Zoning Regulations, shall be prohibited. Furthermore, no freestanding signs shall exceed eight feet in height.

F. Landscaping.

The landscaping guidelines are intended to establish a framework for the site development at the Long Beach Airport Business Park and provide the basis for an overall unified treatment, and a high degree of landscaping quality throughout the business park.

Conceptual landscaping plans shall be submitted with Site Plan Review requests. Detailed landscaping and irrigation plans, prepared by a registered landscaping architect shall be submitted to the Department of Planning and Building for approval prior to issuance of a building permit. Such plans shall be implemented prior to the issuance of a Certificate of Use and Occupancy.

Individual expression for landscape design of each site is encouraged and shall be based, in addition to the parameters set forth in the Landscaping Plan, on the following criteria:

1. Landscaping elements shall be the "long-lived" variety. "Short-lived" materials can be used, but only as a supplement to "long-lived" elements.
2. Landscaping elements within the front yard or area visible from the public rights-of-way shall be of similar character and compatible with a future suggested Plant Selection Guide to be submitted by the developer during the first Site Plan Review. Landscaping



materials are considered to be a strong unifying element, and therefore should reflect the physical, functional and aesthetic qualities of the site.

3. Simple palettes of materials in simple composition are recommended to achieve an overall unified design treatment.
4. Trees, both lines and masses, shall be used to enclose and subdivide exterior spaces for each individual site and provide physical protection from the sun and wind in paved expanses.
5. Thorough soil preparation is essential to plan survival. Specification shall indicate all soil treatment and preparation.
6. As water management is critical, conservation is a key design consideration for irrigation plans. Drip or subsurface systems with moisture sensing devices overriding controllers shall be considered wherever possible. These systems shall be coordinated with specific planting requirements. Automatic irrigation systems with manual override controls shall be used when moisture sensing devices are not used.
7. Street trees are considered a part of the front yards. Four trees per one hundred lineal feet of street frontage is the minimum amount required along the street frontage.
8. The front yard consists of the entire area between a public right-of-way and the face of any building. Front yard landscaping shall consist of the following:

**Parking Lot Treatments:**

Where parking occurs the right-of-way line and the face of the building, this area shall be landscaped with street trees and ground cover treatment and decorative pebble bark where applicable. The landscaping shall be designed to screen the parking area from the access street. In addition to street trees and shrubs, the screening may be accomplished by earth berming (natural in character).

**Building Setback Treatments:**

Where no parking occurs between the right-of-way line and the face of the building, this area is to be landscaped with street trees, shrubs and ground cover treatments.

9. All streets in the Long Beach Airport Business Park will have a common landscaped buffer maintained by the Long Beach Airport Business Park. This will consist of the area bounded by Spring Street, Clark Avenue to Lakewood Boulevard from the back of the curb to the right-of-way line and includes whatever amount of land is needed of the leased property to provide the required landscape buffer.
10. All parking lots shall have trees with box sizes not less than twenty inches, equal in number to one per each five parking stalls with adequate irrigation systems.
11. Side and rear yards shall have trees planted adjacent to all structures on-site where possible. Quantity is to be equal to one tree for each thirty lineal feet of the combined length of rear and side-wall dimensions. Minimum tree size shall be fifteen-gallon size.
12. All unpaved areas shall be landscaped with ground cover, shrubs, pebble bark and tree materials, and/or dry landscape materials (inorganic) as indicated in the suggested plant lists.
13. Shrubs and ground cover will also be required in all plantings. The minimum shrub size is to be five-gallon, spaced at sixty inches on center (if large areas are to be planted in shrubs, three one-gallon shrubs may be substituted for each five-gallon shrub).
14. All property or lease lines shall be landscaped. In lieu of property line screen planting, there may be a minimum six-foot high wall or solid fence around all storage yard areas, when such wall or fence provides a common property line between developments. (Solid fences are not necessary to separate aircraft tie-down areas from other uses.)
15. The following are minimum maintenance standards:
  - All planting areas shall be kept free of weed and debris.
  - Lawn and ground covers shall be trimmed or mowed regularly.
  - All planting shall be kept in a healthy and growing condition. Fertilizations, cultivation and tree pruning shall be carried out as part of regular maintenance.
  - Irrigation systems shall be kept in working condition. Adjustment and cleaning of systems should be a part of regular maintenance.

Stakes, guys and ties on trees should be checked regularly for correct functioning. Ties shall be adjusted to avoid creating abrasions or girdling to the stems.

Damage to plantings from whatever cause shall be corrected within thirty days.

16. Plant Selection.

All street trees shall be deciduous and shall be approved by the Bureau of Parks. All shrubs shall be low growing so they do not provide areas of concealment. Specimen trees shall be provided to accent each development.

G. Screening:

Areas used for parking, storage, trash or loading shall be screened modulated or interrupted form view from access street(s) or adjacent properties to the satisfaction of the Director of Planning and Building. This may be accomplished by employing one or all of the following techniques:

1. Lineal Masses of Shrubs.

This method requires use of shrubs of a minimum size of five gallons at forty-eight inches-on-center spacing.

2. Lineal or Group Masses of Major Trees.

This method requires uses of trees that shall ultimately provide foliage that will adequately screen parking, storage, trash and loading areas from elevated areas within the site or from adjacent buildings.

3. Wall or Fence.

This method is optional in lieu of screen planting for storage, trash and loading areas. Such screening shall not be used between a building and a street.

4. Clark Avenue Barrier.

A berm or visual barrier shall be designed along the whole length of Clark Avenue between Spring Street and Willow Avenue. The berming system shall include heavy landscaping between 28<sup>th</sup> and Willow Streets and shall be of sufficient height to create a satisfactory visual barrier. Northerly of 28<sup>th</sup> Street, the landscaped berm shall be undulating and not less than three feet n height

except where necessary for safe vehicular ingress and egress. This berm shall be part of the total landscaping plan to be reviewed and approved by the Department of Planning and Building.

All screening and berming areas shall be designed and maintained in such a way to allow security surveillance, where appropriate. On other than site-entry driveways, streetside loading shall be allowed except from public rights-of-way, provided the loading dock is set back a minimum of seventy feet from the street centerline. All loading areas must be screened in a manner as set forth above. No storage shall be permitted between a frontage street and the building line.

H. Sidewalks.

Sidewalks shall be provided along Lakewood Boulevard, Spring Street, and Clark Avenue south to Willow Street. An interior walkway system shall be provided throughout the development to encourage access from public transportation and to provide access to employee service uses such as restaurants and the like. Sidewalks shall generally meander throughout the parkway and setback areas consistent with the landscaping plan, with any necessary easements recorded to assure public access. Sidewalks shall be a minimum of five feet in width except adjoining the curb where they shall be a minimum of six feet in width.

I. Nuisances.

No portion of any site within the Long Beach Airport Business Park shall be used in such a manner to create a nuisance to an adjacent site, such as, but not limited to, vibration, sound, electromechanical disturbance, radiation, air or water pollution, dust and emission of odorous, toxic or noxious matter.

J. Parking.

All parking shall conform to the standards of the Long Beach Municipal Code. Pool parking shall be encouraged where multiple buildings use a common parking facility. In such cases all buildings using such pool parking shall be considered as single facility when calculating parking requirements according to the following standards:

Four spaces per one thousand square feet of gross floor area for the first twenty thousand square feet of floor area plus;

Two spaces per one thousand square feet of all gross floor area above twenty thousand square feet of floor area; and

Parking facilities designated for joint use should not be located further than six hundred feet from any structure or use served (except for car rental storage).

**K. Air Pollution Guideline.**

All uses shall comply with applicable air pollution regulations including regulations for control of airborne dust during construction.

**L. Architectural Standards.**

The Long Beach Airport Business Park will contain buildings expected to house commercial and office uses. The design of these multiple-use buildings must be sufficiently adaptable so that a unit formerly used for one purpose can economically be converted to another use, and the architectural style must be such that the general public can identify it as the type expected to house a permitted business.

The architecture will be designed to be aesthetically pleasing, while at the same time the design and materials used will be oriented to energy conservation.

The developer shall develop an overall architectural style for the Clark Avenue and Spring Street perimeter frontages. An emphasis on fenestration and material consistent with a residential environment is recommended in order to create compatible and visually stimulating facades.

Buildings designed with reflective glass shall submit reflection studies showing sun and reflective glare patterns and their effort on ground and air transportation. Such studies shall be submitted with each proposed structure to be processed for Site Plan Review. Mirrored reflective glass shall not be used as a major façade element in the two-story structures along Clark Avenue and Spring Street.

**M. Grading and Drainage Guidelines.**

The grading scheme is basically one of graded building pads above the streets and flood plane levels. A project grading plan will be engineered to provide a total project site grading and drainage plan.

All individual sites or lots must drain into the major overall site drainage systems. No cross-lot drainage shall be allowed.

N. Site Improvements.

The developer shall provide any on- and off-site improvements necessary to service the development. The developer shall replace any public improvement damaged as a result of development of the site.

The Los Angeles County Flood Control Channel shall be decked over as necessary to provide reasonable automobile and pedestrian access across the channel between the proposed uses. The channel should be properly screened by landscaping wherever it is not covered.

A site access and circulation plan shall be provided to the satisfaction of the Director of Planning and Building and the Director of Public Works. Such plan shall may be modified with later Site Plan Review submittals as leasing and development plans are developed for later phases of the developments so long as the revised access plan does not adversely affect the overall access and circulation of the development.

O. Maximum Building Area

No individual building shall exceed 500,000 square feet of gross usable floor area. For purposes of this standard open parking structures shall be considered floor area. Total site building area shall not exceed a floor area ratio to site size of 6.0:1.0.

P. Road Improvements

1. Based upon detailed traffic studies and analyses of existing and projected future growth in the Long Beach Airport Area, the City has determined that existing development as of 1986 was adequately served by the existing road system in the area, generally at level of service "D" or better. The City has further determined that development since 1986, and projected to full build-out of the area (hereinafter referred to as "new development"), will generate traffic which cannot be accommodated on the existing road system while maintaining level of service "D". Consequently, the City has developed a list of recommended road improvements (see Exhibit "A" attached hereto and incorporated herein by reference) which are necessary to generally maintain level of service "D" on all major roads in the area given the projected improvements necessary to serve new development. As these roadway improvements will specifically benefit new development, site plan approval for all new development, site plan approval for all new development in the area shall be conditioned upon payment of a fair, pro-rata share of the costs of the needed road improvements through a road impact fee, a benefit assessment district, other

appropriate financing mechanisms, or combinations thereof. The pro-rata share of improvement costs shall be based on the number of vehicle trips generated per hour in the P.M. peak hours of 4:00 to 6:00 p.m., and their impact on specific intersections scheduled for improvement.

2. A periodic re-evaluation of the traffic situation will be undertaken to ensure all improvements continue to be necessary in the later phases of development.
3. As the number of trips utilized in the analysis assumes a twenty percent reduction in the standard number of trips per square foot of use, it is mandatory that an effective trip demand reduction program be incorporated in all development. This, each new development is conditioned upon membership in the Long Beach Airport Area Traffic Reduction Association or similar organization, and submittal and implementation of a Traffic Demand Management (TDM) program which is designed to reduce exiting work vehicular traffic generation during the evening peak hour by at least twenty percent. The TDM program must contain provisions that mandate the implementation of the TDM program by all subsequent owners and tenants of the improvements.
4. The program must include specific measure which, in the judgment of the Director of Public Works, are likely to meet the goals, and a monitoring program with an annual report on the success of the program which will be filed with the City by the developer or any successor-in-interest.
5. As further consideration of the Site Plan Review approval, for each building, prior to issuance of a building permit, each development shall be required to provide for all on- and off-site improvements necessary to access and serve that development, including repairing or replacing damaged, deteriorated or missing curbs, gutters, sidewalks, street trees, street lights and roadways, and providing all other improvements necessary, as required through Site Plan Review, to provide access to the site.

#### IV. SPECIFIC DEVELOPMENT AND USE STANDARDS

The following Development and Use Standards shall apply to the geographic areas within the Airport Business Park as designated on the Land Use Plan attached hereto. This Land Use Plan is general in nature and the boundaries and acreages shall not be considered permanent. The Director of Planning and Building shall have the authority to approve minor modifications as proposed by the developer.

Subarea 1

A. Principal Uses.

The Principal Uses of Subarea 1 shall be limited to fixed base operations. Uses permitted as fixed base operations shall, but not limited to, the following aeronautical and support uses:

1. Aircraft tie-down facilities for based or transient aircraft;
2. Sale, rental, and lease of new and used aircraft (both retail and wholesale);
3. Sale of aircraft parts and accessories and related equipment (both retail and wholesale);
4. Storage, sale and dispensing of petroleum products;
5. Sale of pilot supplies and accessories;
6. Sale of aircraft insurance;
7. Financing of aircraft;
8. Operation of air cargo and air freight activities;
9. Flight operations, including ground school, flight training/proficiency, demonstration of aircraft for sale, charter and air taxi services;
10. Maintenance, repair, overhaul and modification of aircraft, aircraft engines, airframes, flight systems, instruments, avionics, electronics equipment, propellers and related aircraft components;
11. Rental of aircraft storage hangars and open tie-down facilities;
12. Operations of a UNICOM radio transmitter and receiver;
13. Parachute, fire extinguisher and oxygen services;
14. Line services for the purpose of meeting the needs of transient aircraft;
15. Rent-a-car service;
16. Maintenance and servicing of automotive ramp equipment; and



17. Such other aviation related uses as may be approved in writing by the Airport Manager and the Director of Planning and Building.

B. Minimum Use Area.

In combination, Subareas 1 and 2, shall provide for a full service fixed base operator and for a minimum of one hundred fifty single engine aircraft tie-downs or their equivalent in larger aircraft or hanger space.

Subarea 2

A. Principal Uses.

The Principal Uses of Subarea 2 shall be limited to those fixed base operations uses permitted in Subarea 1.

B. Minimum Use Area.

The aggregate of use areas for Subareas 1 and 2 shall be the same as Subarea 1.

Subarea 3

A. Principal Uses.

The Principal Uses of Subarea 3 shall be limited to hotel, restaurant and retail commercial uses and uses customarily associated with them. Uses permitted as hotel, restaurant and retail commercial uses shall be such as, but not limited to:

1. Hotel;
2. Lunchrooms, cafeterias, cafes, restaurants;
3. Taverns\*;
4. Barber shops and beauty salons\*;
5. Book and stationery stores\*;
6. Blueprinting, photostatic and printing shops;
7. Liquor stores\*;
8. Artist supplies and good;
9. Gift shops;

10. Travel agency/car rental\*; and
11. Financial institutions.

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\*Service of this type, if located in the complex, will be located within a building devoted to other primary uses, such as an office or hotel.

**B. Minimum Use Areas.**

1. Not less than two hundred hotel rooms; and
2. In Subareas 3 and 4, not less than thirty-eight thousand three hundred thirty-three square feet of restaurant and retail commercial uses.

**Subarea 4**

**A. Principal Uses.**

The Principal Uses of Subarea 4 shall be business and professional office uses. Uses permitted as business and professional office shall be such as but not limited to:

1. Advertising agencies;
2. Banks and other financial offices;
3. Employment agencies;
4. Escrow and real estate companies;
5. Insurance companies;
6. Laboratories;
7. Corporate headquarters;
8. Photographers, artists, etc.;
9. Travel agencies;
10. Accountants;
11. Attorneys;
12. Doctors, dentists, etc.;

13. Engineers, architects, planners, etc.;
14. Lunch and dinner restaurants, retail commercial uses permitted in Subarea 3; and
15. Other similar and compatible uses approved by the Director of Planning and Building.

**B. Minimum Use Area.**

In Subareas 4 and 5, not less than one hundred ninety-seven thousand four hundred ninety-eight aggregate square feet of garden office use shall not provided.

**C. Special Use Restrictions.**

The uses along the Clark Avenue frontage shall be limited to garden office uses.

**Subarea 5**

**A. Principal Uses.**

The Principal Uses in Subarea 5 shall be airport-oriented offices, research and development uses and multiple use space which could be used by any office or research and development firm. The airport oriented office, research and development and multiple purpose uses shall be such as, but not limited to:

1. Corporate office for airport dependent or airport associated firms;
2. Research and testing laboratories such as biochemical, chemical, film and photography, medical and dental, metallurgy, pharmaceutical and x-ray;
3. Research, assembly, testing and repair of components, devices, equipment and systems such as but not limited to electronic equipment; coils, tubes and semi-conductors; communications, navigation, guidance and control equipment; glass edging and silvering equipment; graphic and art equipment; metering equipment; radio and television equipment; photographic equipment; radar, infrared and ultraviolet equipment; optical devices and equipment; and filing and labeling machines;
4. Business and professional offices permitted in Subarea 4.

B. Minimum Use Areas.

1. Eighty-nine thousand nine hundred fifty-one square feet of airport oriented uses;
2. Two hundred eleven thousand thirty-nine square feet of multi-use research and development or office uses.

C. Special Use Restrictions.

The uses along the Clark Avenue frontage shall be limited to garden office uses.

Subarea 6

A. Principal Use.

The Principal Use shall be heavily landscaped, bermed buffer zone. Other inactive uses such as parking may be permitted on the airport side of a buffer area if that use is totally screened and inconspicuous to the residential uses across Clark Avenue, and if the more limited width buffer area adequately provides a visual and psychological buffer between the airport and the residential uses to the satisfaction of the Director of Planning and Building. If a use is established behind the buffer, the buffer shall be designed in such a way as to secure that use.

The Planning Bureau provides this information for reference and the convenience to the public. The adopted ordinance, together with any amendment thereto, is in the possession of the City Clerk and should be reviewed and considered prior to making any land use decision. Information contained herein is subject to change without notice as a result of updates, corrections or amendments.

## EXHIBIT A

City of Long Beach  
Proposed Intersection Improvement Projects  
Construction and Engineering Cost Estimate

PROJECT NO.	DESCRIPTION	TOTAL AMOUNT	PHASE I AMOUNT	PHASE II AMOUNT
1	CHERRY AVE & CARSON ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	742,000	742,000	
2	CHERRY AVE & 36 ST Adding thru lane and modifying traffic signals.	134,000	134,000	
3	CHERRY AVE & WARDLOW RD Widening intersection, adding thru and turn lanes and modifying traffic signals.	2,579,000	2,579,000	
4	CHERRY AVE & SPRING ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	731,000	731,000	
5	TEMPLE ST & SPRING ST Adding thru and turn lanes and modifying traffic signals.	105,000	105,000	
6	REDONDO ST & SPRING ST Adding thru lanes and modifying traffic signals.	219,000	219,000	
7	REDONDO ST & WILLOW ST Widening intersection, adding thru and turn lanes, and modifying traffic signals.	413,000	413,000	
8	LAKEWOOD BLVD. & CARSON ST Widening intersection, adding thru and turn lanes, and modifying traffic signals.	2,233,000	2,233,000	
9	LAKEWOOD BLVD & CONANT ST Widening intersection, adding turn lanes and modifying signals.	1,810,000	420,000	1,390,000 <sup>(1)</sup>
10	LAKEWOOD BLVD & WARDLOW RD Widening intersection, adding thru and turn lanes and modifying traffic signals.	1,290,000	770,000	520,000 <sup>(2)</sup>

11	LAKWOOD BLVD & SPRING ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	8,700,000	1,200,000 <sup>(3)</sup>	7,500,000 <sup>(4)</sup>
12	LAKWOOD BLVD & WILLOW ST Widening intersection, adding turn lanes and modifying traffic signals.	626,000		626,000
13	CLARK AVE & CARSON ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	1,314,000	1,314,000	
14	CLARK AVE & CONANT ST Adding thru and turn lanes and modifying traffic signals.	46,000		46,000
15	CLARK AVE & WARDLOW RD Adding thru and turn lanes and modifying traffic signals.	301,000		301,000
16	CLARK AVE & SPRING ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	1,039,000	1,039,000	
17	CLARK AVE & WILLOW ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	369,000		369,000
18	CARSON ST & PARAMOUNT BLVD Adding turn lane and modifying traffic signals	513,000		513,000
19	CHERRY AVE & BIXBY RD Adding thru and turn lanes and modifying traffic signals.	105,000	105,000	
<b>TOTAL CONSTRUCTION &amp; ENGINEERING</b>		<b>23,269,000</b>	<b>12,004,000</b>	<b>11,265,000</b>

<sup>(1)</sup> Lakewood Blvd widening from Wardlow Rd to Conant Ave

<sup>(2)</sup> Lakewood Blvd widening from Spring St to Wardlow Rd

<sup>(3)</sup> Interim At-Grade improvement

<sup>(4)</sup> Grade Separation