PD-32:NORTH DEVELOPMENT STANDARDS



DOUGLAS PARK
LONG BEACH

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CITY OF LONG BEACH

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Standards - Division I

introduction

Development Standards

The Development Standards for Planned Development District 32 (PD-32) are intended to be consistent with the City of Long Beach Municipal Code (LBMC) except as otherwise noted. PD-32 is subdivided into two areas, one north and the other south of Cover Street. These development standards apply to PD-32: North. They are mandatory provisions that along with the Design Guidelines, EIR Mitigations Measures, Conditions of Approval and the Development Agreement (DA) between McDonald Douglas Corporation, a wholly-owned susidiary of the Boeing Company (Boeing) and the City will govern the development of the Plan Area within the City of Long Beach as defined in the Plan Boundary Map (see Figure 3 on page 13) unless a variance is obtained. They regulate areas such as land use, density, height, setbacks, streetwalls, view corridors, open space, parking/ loading, landscape, sustainable features and access.

The City of Long Beach may, at its discretion, grant variances to the Development Standards contained in this document where the enforcement would otherwise constitute an unreasonable limitation beyond the intent and purpose of the Development Standards, and where such a variance is consistent with the public health, safety and welfare.

Additional development standards and land uses not specified in this plan shall be in accordance with the Muncipal Code. Although every attempt has been made to make these development standards consistent with the LBMC, Long Beach Development Services shall resolve any conflicts between these two documents as part of the Design Review Process.

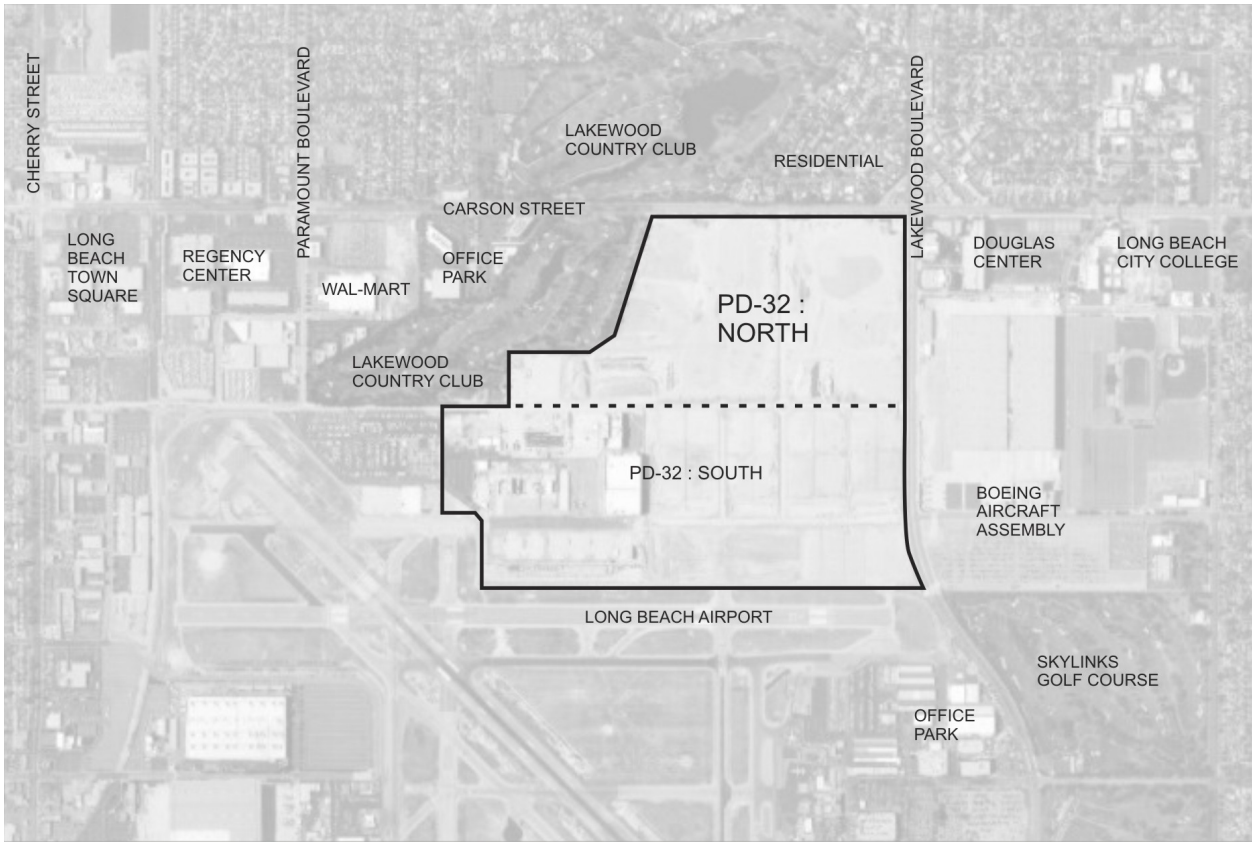


Figure 1 : Project Site and Vicinity Map

Intent

In reviewing development proposals and land use issues, the City Council, Planning Commission, and Site Plan Review Committee shall be directed by following goals and objectives:

General Urban Design Goals

- The Master Plan shall acknowledge and appropriately respond to the varying contexts and adjacencies of the site – arterial boulevards, airport and airplane manufacturing, golf course and commercial and residential uses.
- The Master Plan shall create an urban design framework that ensures the creation of a distinctive environment that creates long-term value and quality while being flexible enough to accommodate changes in the economy and real estate market. The urban design shall be based on a framework of proven historical patterns and precedents found in Long Beach's distinctive and historic neighborhoods.
- A sense of place shall be created with clearly defined street hierarchy and character. The majority of Long Beach streets are laid out in a rectilinear grid pattern, which is appropriate to creating compact, walkable districts and neighborhoods.
- The master plan shall establish pedestrian orientation and human scale by limiting block sizes to those based on historical patterns and precedent.

Streets

- Design streets as places of shared use. Design streets as public open space to promote pedestrian orientation, sociability and safety. Street rights-of-way should be consistent with the minimum standards set forth in the Long Beach Municipal Code (LBMC table 47-1).
- Streets should be scaled appropriately to accommodate pedestrian sidewalks and planted parkways. Major arterial streets with multiple traffic lanes should include landscaped features to maintain an appropriate human scale, and as a way to interface between different uses.
- In accordance with the Master Street Tree Plan (see Division IV), street trees shall be located to provide shade for pedestrians, reduce heat island effect and provide appropriate scale and rhythm to the street (regular spacing and consistent alignment).
- Street trees, parkway treatments, gateways and other landscape elements shall reflect the character of the community's most distinctive maturely landscaped streets (e.g., Ocean Boulevard in downtown Long Beach).

Community Open Space

- The Master Plan shall incorporate community open space amenities to mitigate congestion and provide relief and recreation.
- Locate community open spaces amenities as focal points in the master plan while creating a sense of invitation and comfort to a diversity of users.
- Design the community open spaces amenties to have a variety of passive and active uses while maintaining a serene character.
- Link together community open spaces amenities with public pedestrian connections.

Land Uses

- Development should emphasize pedestrian orientation and the creation of a distinctive, landscaped-yet-urban environment that mitigates conflicts between proposed commercial uses and existing uses, both on-site and adjacent.
- While carefully planning for the needs of vehicular circulation, emphasize a pedestrian-friendly character with buildings located at front setbacks. Locate parking (surface lots or structures) behind or beside buildings.
- Development should be appropriately scaled and based on compatibility with adjoining uses.
- Promote high-quality construction and amenities. Architecture should be appropriately articulated and visually compatible with neighboring development.

Sustainability

- Environmental sustainability is an important objective at Douglas Park, and steps to minimize development impacts are described in Division V.

Design Review Process

This section of the PD-32: North Development Standards establishes the procedures and requirements for review of development and use permits, and shall be consistent with the LBMC. PD-32: North will have two entities, the Boeing (or its successor) Design Review Committee (DRC) and Long Beach Development Services (City), which will play a role in reviewing and permitting development proposals. These procedures are established in order to coordinate the review by the two entities.

The role of the DRC is strictly advisory, and its decisions shall not constitute implied City approval of a proposal. The design review process with the City shall be governed by the site plan review process contained in Division V of LBMC Chapter 21.25. The development standards contained in this document along with the design guidelines for the project shall be used by the City throughout the site plan review process. Proposals not complying with these documents will be deemed unacceptable, and will be rejected.

While the City will strictly adhere to the requirements of the Site Plan Review process in the LBMC, the following provides a general guide to the applicant for the overall design review process, including special submittal requirements in addition to those in the LBMC.

Step 1 : Conceptual Site Plan Review

Applicant shall submit conceptual plans in accordance with the application filing requirements and instructions of the City of Long Beach Planning Permit Application to the DRC for an initial review of compliance with the PD-32: North Development Standards and Design Guidelines. The submittal package shall include a conceptual site plan indicating proposed locations for buildings, parking, landscaping, and utility equipment. Following such review, the DRC shall acknowledge conceptual approval of submittal in writing to the City prior to the applicant submitting plans to the City for conceptual site plan review in accordance with LBMC Section 21.25.502.B.

In order to maintain consistency with the maximum density thresholds stipulated in the Environmental Impact Report and the Development Agreement for the project, the initial written approval by the DRC shall include a summary of the commercial density (building area) approved and remaining to date. Both the written DRC approval and density summary shall be included as part of the initial submittal to the City for site plan review.

Step 2 : Site Plan Review

Upon approval of conceptual site plan by the City, the applicant shall submit a design package (in accordance with the application filing requirements and instructions of the City of Long Beach Planning Permit Application) to the DRC for review. Upon review and written acknowledgement of approval by the DRC to the City, the applicant shall submit the design package to the City for site plan review in accordance with LBMC Section 21.25.502A. The submittal package shall include a site plan indicating proposed utilities, parking, building placement; roof plan indicating proposed equipment placement and sizes; floor plan(s) indicating proposed entries and functional organization; landscape plan indicating proposed planting, screening and amenties; elevations indicating proposed building heights, architectural articulation and finish materials; and sections indicating proposed rooftop mechanical equipment profiles, screening, sight lines and sustainability features requirements.

Step 3 : Compliance Check

Applicant shall submit a final design development package (to include further progress on the documents and design issues listed in Step 2, and findings of the Technical Advisory Committee) to the DRC for compliance check. The main purpose of this step is to confirm that project development is consistent with prior approvals and conditions prior to submitting for plan check with the City (construction-ready documents). The City, at its discretion, may require submittal of this package for compliance with conditions of approval.

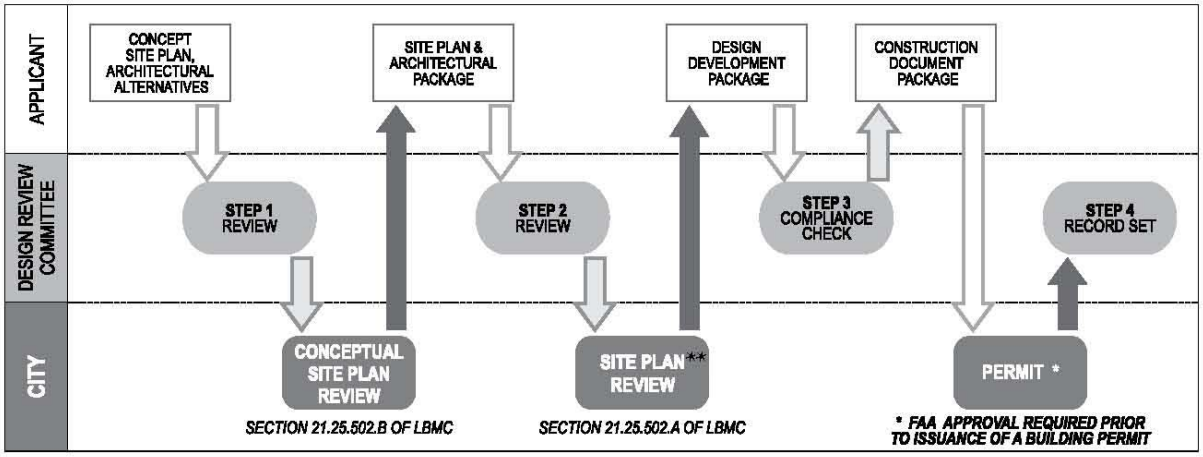


Figure 2 : Design Review Process

** LEED Registration required prior tp approval of site plan review (See Division V)

Step 4 : Record Set

Upon receipt of Building Permit, the applicant shall file a complete copy of the permitted plans bearing the City stamps of approval with DRC.

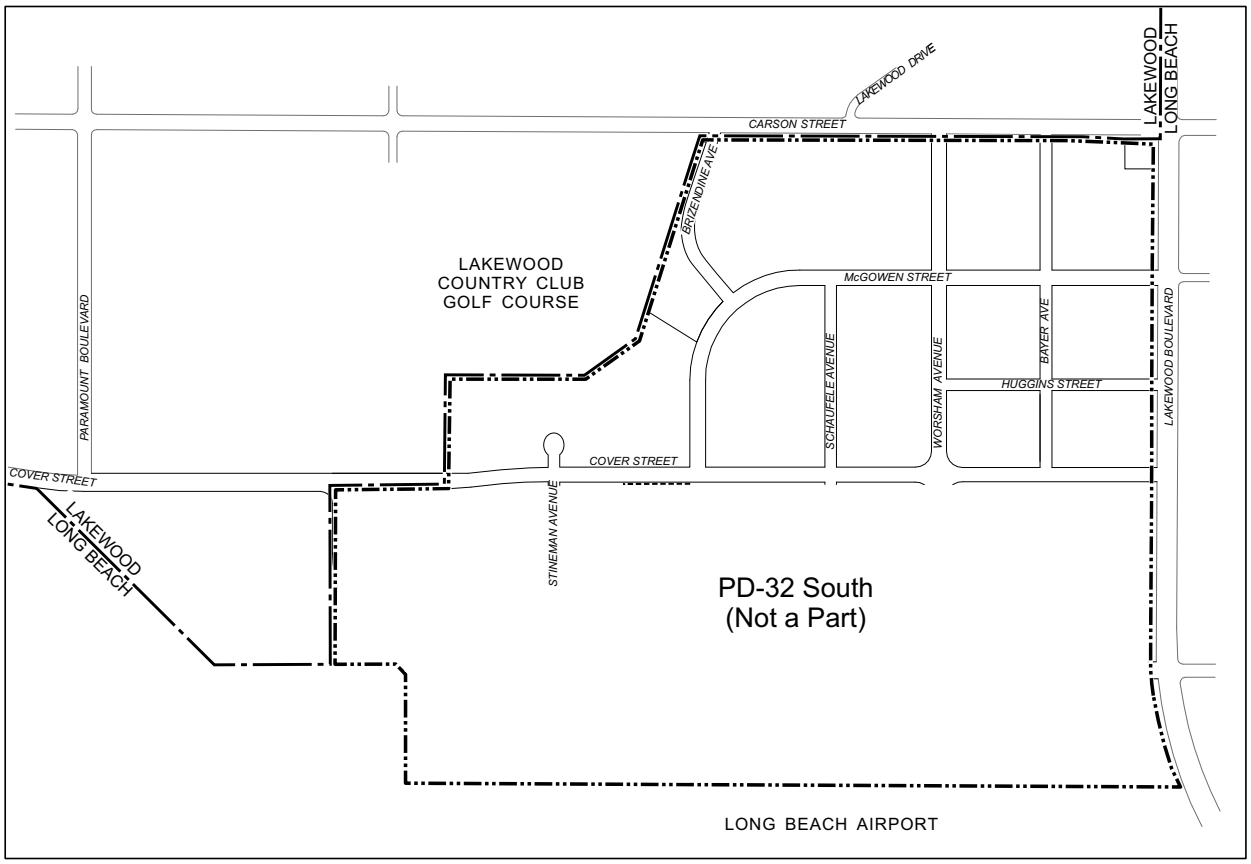
Federal Aviation Administration (FAA) Approval

During the Design Review process, the applicant must complete and submit all required forms (including Form 7460-1) to the FAA. A copy of all completed forms shall be submitted to the DRC at the beginning of Step 3. Prior to issuance of a building permit, a copy of all written findings from the FAA regarding compliance with Part 77, height limit regulations related to the Long Beach Airport, shall be provided to the DRC, as part of Step 4.

Standards - Division II

Establishing the Framework

SEPTEMBER, 2009



PD Boundary

City Boundary

Figure 3 : Plan Boundary, Development Blocks & Street Grid

Planning Sub Areas

The PD-32 planning area is divided into sub areas as illustrated in Figure 4. PD-32: North --the portion north of Cover Street-- is the subject of this document's Development Standards and Design Guidelines, and is constituted of Sub Areas 1, 2, and 3. The intent and general standards for each of these sub areas are as follows:

Sub Area 1

This sub area, located in the northeast corner of Douglas Park, is intended as a mixed-use commercial district of office, retail, entertainment, restaurant and hotel uses. Retail uses will be concentrated along McGowen Street, between Lakewood Boulevard and Worsham Avenue an area intended as a lively, walkable "main street"on which this district is focused. Donald Douglas Park, an open space amenity at the corner of Carson Street and Lakewood Boulevard will be connected to a larger network of other open space amenities via landscaped pedestrian connections and generous public sidewalks linking together this district with Sub Area 2. The placement of commercial buildings abutting the southerley and westerley sides of Douglas Plaza is encouraged. Commercial uses may include office, retail, hospitality and mixed-use. To the extent practical, ground floor uses within such buildings should orient to the plaza. Parcels located south of Huggins Street and north of Cover Street between Lakewood Boulevard and Worsham Avenue are allowed to serve as retail expansion zones in Sub area 1.

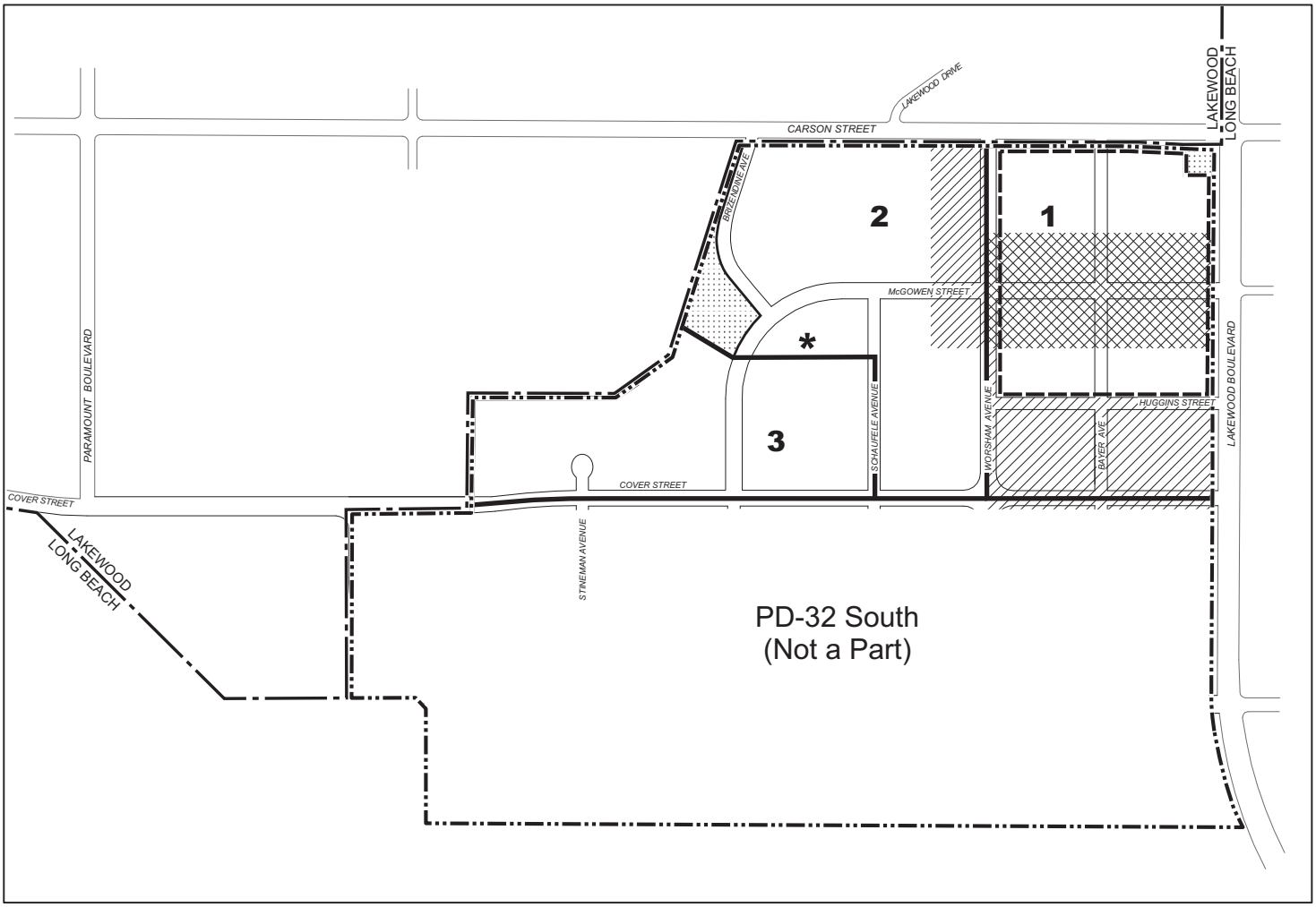
Table 1 : Sub Areas

Sub Area	General Use Classification
Sub Area 1	Mixed-Use: Office; Hotel; "Main Street" Commercial & Retail [a, b] ; Community Open Space
Sub Area 2	Office [b;]; Retail (expansion); Light Industrial; Community Open Space
Sub Area 3	Office; Research & Development; Light Industrial [c] ; Community Open Space

[a] *All of the allowable 225,000 sq. ft. of retail development in Sub Area 1 shall be located in the "primary retail zone."*

[b] *Additional sq. feet of retail development is allowed in the "retail expansion zone" directly south of the "primary retail district" in Sub Area 1, or directly west in Sub Area 2 along Worsham Avenue. A corresponding reduction of 1.5 sq. ft. of office development for every 1 sq. ft. of retail expansion is required. See Development Agreement for maximum allowable development areas by use.*

[c] ~~*Warehouse and distribution are prohibited as a principal use, but shall be permitted as an Accessory Use (per LBMC 21.15.060) provided it does not, at any time, exceed fi fty (50) percent of the total Floor Area located on the legal lot or parcel containing such Accessory Use within Sub Area 3.*~~



Main Street Overlay Zone
(See special development standards for sub area 1)

Primary Retail Zone

Retail Expansion Zone

Open Space Amenity : Community Open Space
(Fixed Location)

* Approximate Sub Area Boundary = 645 feet north of Cover Street
(Boundaries shown at locations other than at rights-of-way are general, and subject to Final Site Plan approval)

Figure 4 : Planning Sub Areas

Sub Area 2

This sub area is intended as a low-density, campus-style office, research and development, and light industrial district. It is anticipated that high-quality one- and two-story structures screening landscaped parking lots behind will characterize development. Parcels fronting the west side of Worsham Avenue between Carson Street and McGowen Street, including the southwest corner lot on McGowen Street and Worsham Avenue are allowed to serve as "retail expansion zone" for Sub area 1. As in the mixed-use district, Sub area 2 will also feature a network of open space amenities.

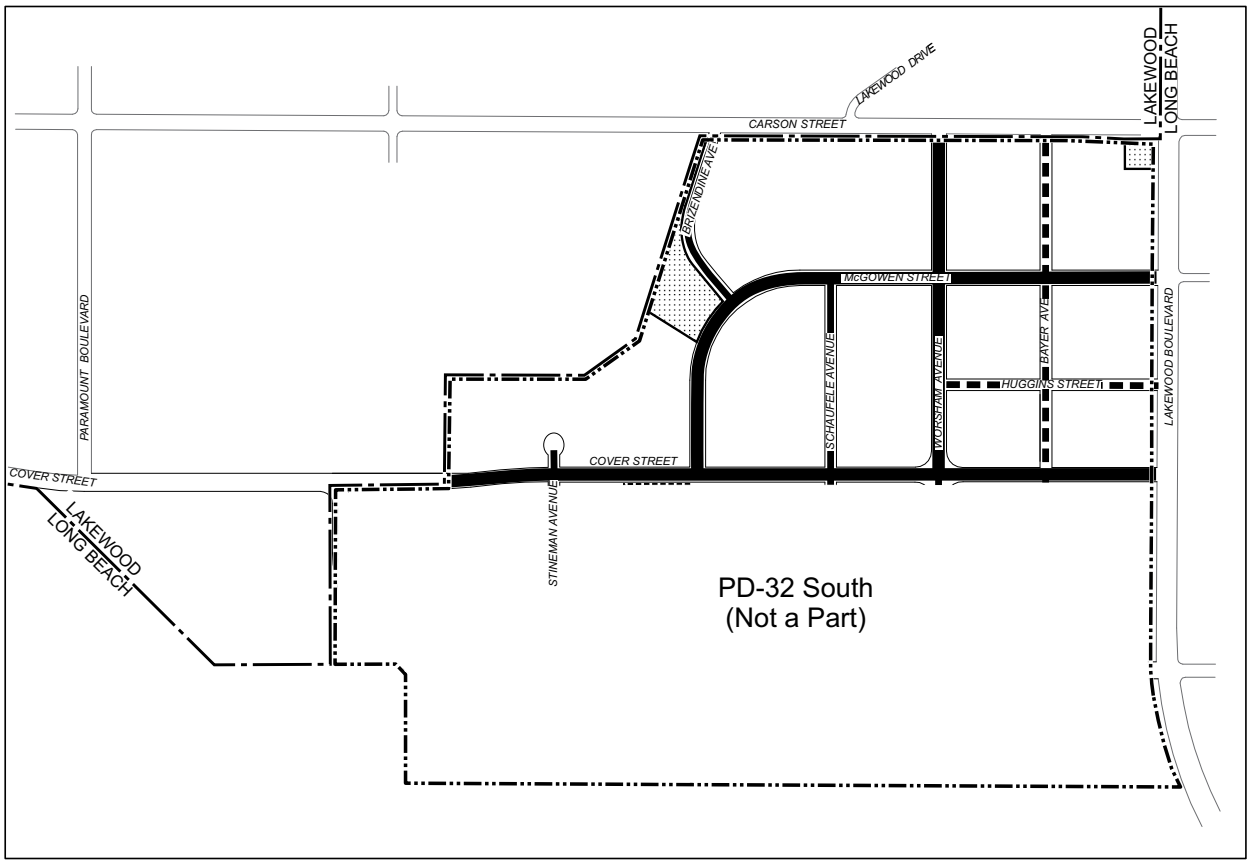
Sub Area 3

This sub area, fronting the north side of Cover Street west of Schaufele Avenue, is intended as an office, research & development, and light industrial district. Clean industry and high-tech uses are anticipated to occupy high-quality, low-rise buildings served by landscaped parking lots and/or structured parking.

Street Hierarchy

Public rights-of-way shall be reserved, dedicated and improved as provided for in LBMC Chapter 21.47 (Dedication, Reservation and Improvement of Public Rights-of-Way). Refer to Development Agreement (DA) between Boeing and the City for phasing and timing of improvements.

Required private streets shall be recorded as private rights-of-way, subject to public access, and designed and constructed to standards for public streets as required in LBMC Section 21.47. Figure 5 indicates preferred locations; actual location of alignments shall be determined at the time of Subdivision Map approval, and shall be a approved by the Director of Public Works and Development Services.



Collector

Local Street

Private Street - Required Right-of-Way
(General alignment location shown; actual location to be determined at the time of Final Site Plan approval)

Note: *All on-site infrastructure will be developed in accordance with the infrastructure phasing plan in the Development Agreement (DA).*

This map represents the street infrastructure at full build-out but does not include any additional private roads that might be necessary for access to individual buildings within any development parcels.

Figure 5 : Street Hierarchy

Open Space Amenities

At full buildout, PD-32: North will include a range of publicly accessible open space amenities, which include the following types:

- Donal Douglas Plaza
- Jansen Green
- Other significant plazas
- Community open spaces (fixed location or conceptual location)
- Mid-block pedestrian connections
- Street gateways
- Enhanced McGowen Parkway
- Bike paths
- Landscape buffers and View corridor easements

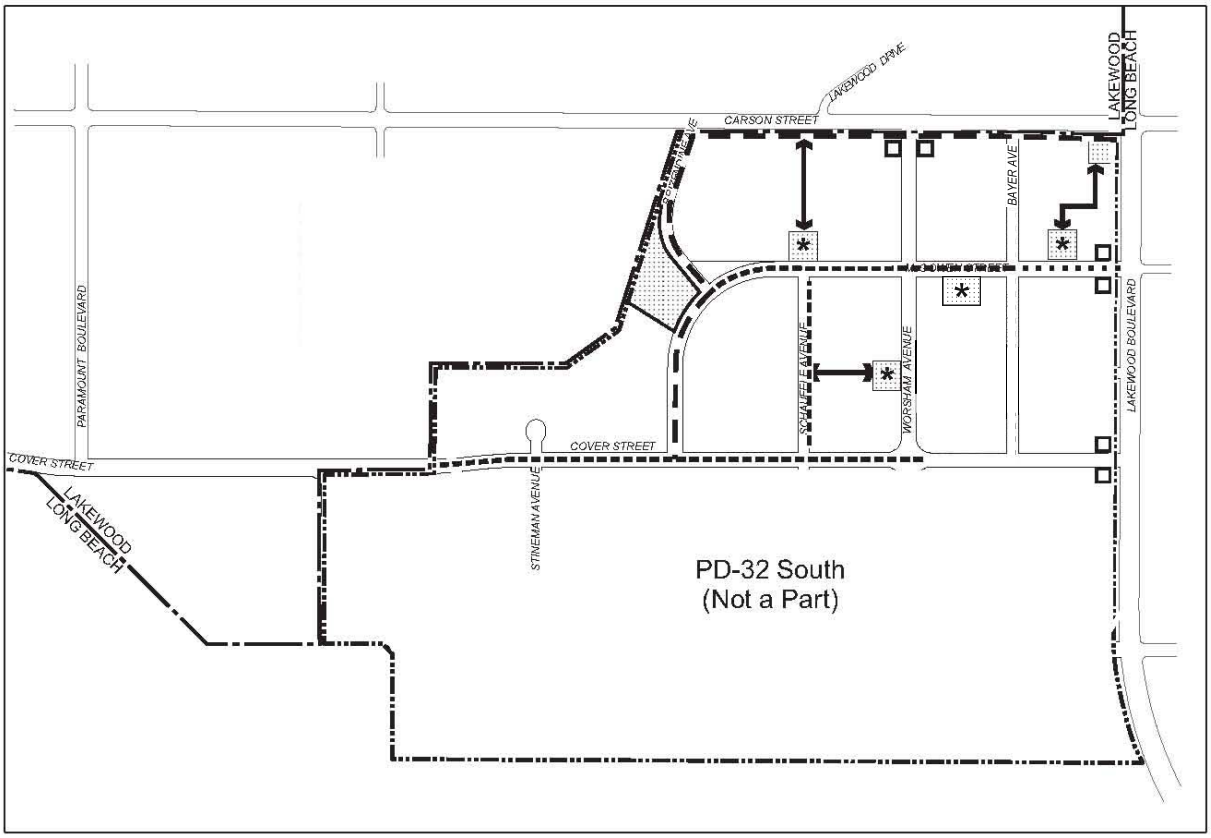
Community open spaces will be dedicated open-space easements or publicly owned, subject to public access, and designed for public use. For additional information, see Divisions III and IV.

Community Open Spaces

Community open spaces shall be provided to promote opportunities for rest, recreation, social interaction and congregation in attractive landscaped settings, and to furnish visual variety in PD-32: North. Figure 6 indicates two fixed locations (Douglas Plaza and Jansen Green) and four conceptual locations, whose placement is intended to maximize access and visibility. Actual locations for the four as-yet unfixed plazas may deviate from those shown, provided the original intent is maintained; will be determined by the developer; and are subject to Final Site Plan approval. The four spaces must total 1.5 acres minimum. (See Divisions III and IV for other requirements.)

Street Gateways

The area on each side of the three street gateways shall be at least 2,500 square feet in size with a combined minimum total of 5,000 square feet at each gateway (See Figure 6). Site design of all open spaces and installation of public art in open spaces are subject to Site Plan Review Approval.



Community Open Space (Fixed Location)

Community Open Space (Conceptual Location)

Mid-block Pedestrian Connection
(Required R.O.W., Conceptual Location)

Street Gateway

Class I Bike Path

Class II Bike Path

Class III Bike Path

Notes: *A minimum of four (4) Community Open Spaces are required, to be connected via pedestrian connections to other community open spaces and public streets and sidewalks. Locations indicated here are conceptual; final locations to be determined at the time of Final Site Plan approval.*

Pedestrian connections shall be located in coordination with Community Open Space locations set at the time of Final Site Plan approval.

Figure 6 : Selected Community Open Space Amenities

Mid-Block Pedestrian Connections

To promote walkablility at PD-32: North, a minimum of three mid-block pedestrian connections shall link community open spaces and multiple public rights-of-way, expanding the overall pedestrian network by subdividing large blocks with additional pathways for those on foot. (In general, alignments may be located anywhere at the block interior, not only at the center.) Locations indicated in Figure 6 are conceptual, and intended to maximize convenience and connectivity for pedestrians. Actual locations may deviate from the those shown, provided the original intent is maintained; will be determined by the developer; and are subject to Final Site Plan approval. (See Divisions III and IV for specific requirements.)

Landscape Buffers and View Corridors Easements

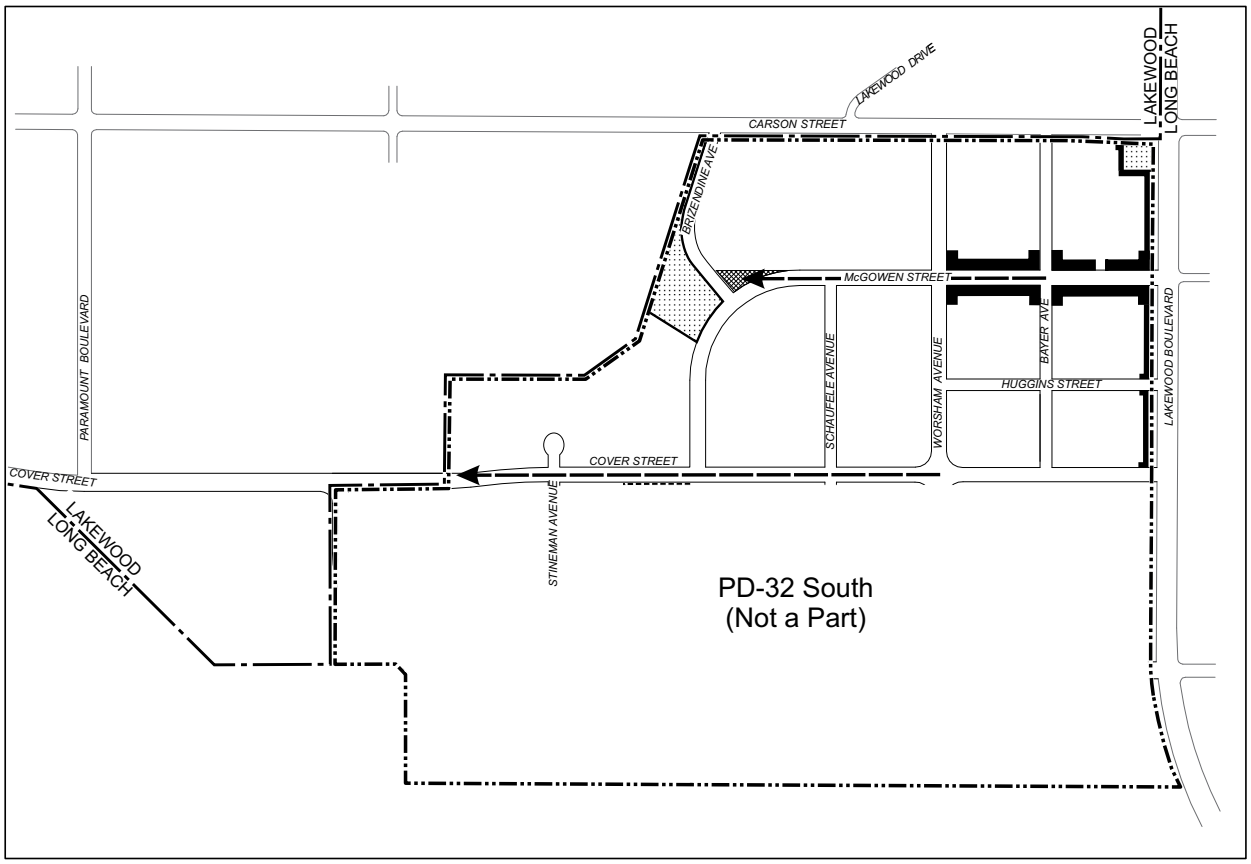
Landscape buffers and view corridor easements shall remain as green space planted with low lying plants to preserve orientation. A minimum of 10,0000 square feet of view corridor space shall follow the McGowen Street alignment near the corner of Brizendine Avenue. See Figure 7. No building or portion thereof, parking or landscaping shall block a view of a landscape buffer or view corridor easement.

Build-To Lines

Build-to lines are established in selected locations to create a consistent street edge defining a pedestrian-friendly cohesive space. A build-to line requires a portion of a building's frontage to be built along the setback line. At Primary build-to lines, a minimum of sixty (60) percent of building frontage must be built; at Secondary build-to lines, a minimum of forty (40) percent of building frontage must be built. Articulated walls at arcades, colonnades, porches, and courtyards along such line can be used to satisfy this requirement. Some setback areas are permitted, to encourage active sidewalk uses such as cafe zones. Backs of buildings shall not be located along Lakewood Boulevard and Carson Street. (See Division III for additional information.)

View Corridors

View corridors follow street alignments and are established to preserve orientation, provide a sense of place through visual linkages to the existing golf course, proposed open space and the Airport. No building or portion thereof shall block a view corridor.



View Corridors
(Alignments shown on map are general in nature)

View Corridor Easement
(See special development standards for Sub Area 2 for additional information)

Open Space Amenities (Fixed Location)

Primary Build-To Lines
(May set back to define community open space located along "Main Street": See special development standards for Sub Area 1 for additional information)

Secondary Build-To Lines
(See special development standards for Sub Area 1 for additional information)

Figure 7 : Build-To Lines & View Corridors

Generalized Maximum Height Zones

The height of all development in PD-32: North shall be limited as described in this section. PD-32: North contains three generalized maximum height zones, each determined by anticipated development type and set by conformance to the Long Beach Airport - Runway Approach Zones - Standard for determining obstruction in air navigation, as per Part 77 of federal aviation regulations map dated 6-21-1982 (or as updated). (FAA "determination of no hazard to air navigation" letters, dated 12-02-2008 and applying to the generalized maximum height zones, are included in Division VI: Appendix. The FAA determinations include information about the evaluation and required future filings with the FAA when individual buildings are being planned and developed.)

Figure 8 illustrates height-zone term definitions. 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 Federal Aviation Administration (FAA). A copy of completed FAA application forms shall be made part of the Design Review Process application package, Step Three. All documents describing building height (e.g., roof plans, sections, elevations) submitted during Design Review shall refer to proposed heights above mean sea level (AMSL).

See Figure 9 for specific boundaries of the generalized maximum height zones, which identify the maximum height permitted for buildings and all appurtenances, including (but not limited to) roofs, parapets, antennas, signs, penthouses, mechanical equipment, and screening devices. This inclusive definition supersedes the definition of building height set forth in LBMC Section 21.15.1330.

The height zone between Worsham Avenue and Lakewood Boulevard, running from Cover Street north to the lowest height zone along Carson Street, is uniform in its allowance of the tallest development in PD-32: North. However, a "tall building overlay zone" applies to lots fronting McGowen Street and Lakewood Boulevard; this frontage is the *preferred* location for buildings over two floors.

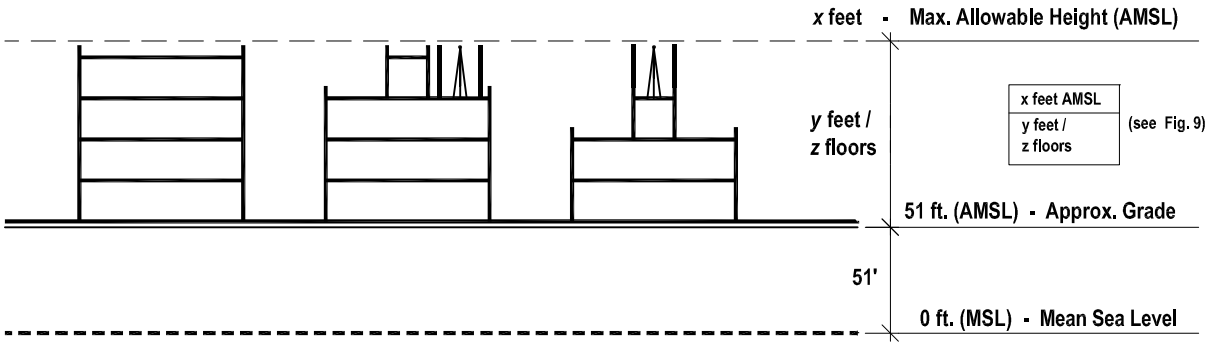
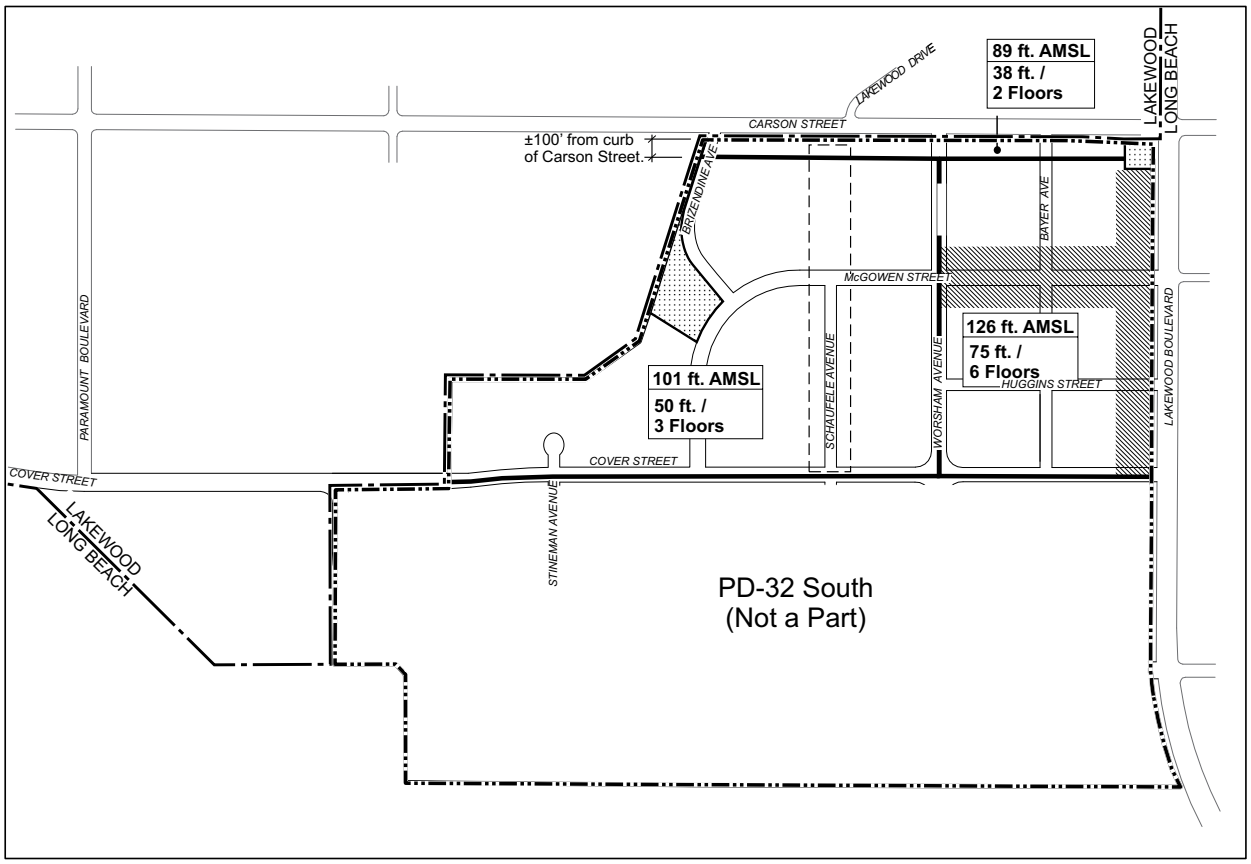


Figure 8 : Height Zone Terminology



Story (St.) : *As defined in LBMC Chapter 21.15.2940*

Community Open Space (Fixed Location)
(Maximum Bldg. Height = 30 Ft.)

Building Restriction Zone

Preferred Tall Building Zone
(See special development standards for sub area 1)

NOTE : These heights shall be used in conjunction with Part 77 of the FAA Regulations Map dated 6-21-1982 (or as updated).

Figure 9 : Generalized Maximum Height Zones

Standards - Division III

Development Standards

SEPTEMBER, 2009

Standards

Unless otherwise noted in this document, all development is intended to be consistent with the commercial and industrial districts development standards in the LBMC.

Permitted Uses

The principal use in all sub areas shall be commercial and /or industrial as indicated in Table 2. Residential use is not permitted.

Table 2 indicates the classes of uses permitted (Y), not permitted (N), and permitted upon conditions set as part of discretionary review (D) during the Site Plan Review Process.

Primary uses in Subareas 2 and 3 shall have a minimum employment density (jobs factor) of at least 10 jobs per acre.

In recognition of the fact that industrial and manufacturing technologies change over time, the City has structured these regulations to address the operating characteristics and processes of industrial uses, rather than specific businesses. Thus, the determination of whether a use is permitted by right or requires discretionary review will necessarily require interpretation. For uses or activities not specifically identified in Table 2, the Zoning Administrator shall have the authority to interpret and assign the appropriate SIC code for that use or activity, with certain determinations be made via the Zoning Confirmation Letter Process (with fee included). The Zoning Administrator shall the authority to determine if a Zoning Confirmation Letter is required to make certain determinations. The decision of the Zoning Administrator can be appealed to the Planning Commission pursuant to Chapter 21.21, Division V (Appeals) of the Zoning Ordinance.

Commercial uses in Main Street Overlay Zone

Sites fronting on both sides of McGowen Street between Lakewood Boulevard and Worsham Avenue shall permit the commercial uses of the Neighborhood Commercial, Pedestrian oriented (CNP) zoning district of Chapter 21.32 of the LBMC.

Definitions

Floor Area

Floor Area means the total area of all floors of a building, as measured to the exterior surfaces of exterior walls. Floor Area includes halls and lobbies of a building, but does not include utility and elevator cores, stairwells, parking and restrooms. Also, exclude mechanical, electrical and sprinkler rooms.

Accessory Use

Accessory Use means a use that is customarily incidental and/or necessarily related to the principal use of the land, building, or structure. An accessory use is located on the same lot as the principal building or use and is dependent upon the principal use for the majority of its use or activity.

Warehouse

Warehouse means a building or portion thereof where goods or materials that are ready to be delivered to a retail outlet or sold to another business are kept for a period of time greater than seventy-two (72) hours prior to such delivery or sale.

Distribution

Distribution means a building or portion thereof where goods or materials that are ready to be delivered to a retail outlet or sold to another business are kept for a period of time less than seventy-two (72) hours prior to such delivery or sale.

Fulfillment Center

Fulfillment center is a use that can include warehousing and distribution components, but also includes order processing, returns, packaging, marketing, and other uses associated with orders shipped directly to customers or businesses. Typically, fulfillment centers include a larger office component than a traditional warehousing or distribution use, and generally utilize smaller delivery vehicles (delivery vans, box trucks, and the like).

Table 2 : Uses by Sub Area

Use	1 Zone	2 Zone	3 Zone	Notes
Alcoholic Beverage Sales				The concentration of existing ABC licenses and the area crime rate are factors considered in reviewing applications for alcohol sales
Off-premises sales w/in 500 ft. of district allowing residential uses	C*	N	N	
Off-premises sales more than 500 ft. from district allowing residential uses	C*	N	N	
On-premises sales w/in 500 ft. of district allowing residential uses	C*	N	~~N~~Y	Wholesale only (License Types 17, 18, and 25).
On-premises sales more than 500 ft. from district allowing residential uses	Y*	N	~~N~~Y	Wholesale only (License Types 17, 18, and 25).
Automobile (Vehicle) Uses				All outdoor display, storage, service and repair of vehicles is subject to special standards (see LBMC Chapter 21.45)
Auto detailing (with hand held machines only)	AP	AP	AP	Mobile businesses prohibited. Auto Detailing (with hand held machines only)
Car wash	N	N	N	
Diesel fuel sales	N	N	N	See LBMC Section 21.52.222
Gasoline sales	N	N	N	
General auto repair (body work, painting, etc.)	N	N	AP	Uses allowed indoors only. Outdoor storage of vehicles or equipment shall be prohibited.
Limousine service (does not include auto repair)	N	N	AP	Nonconforming parking rights do not apply (see LBMC Section 21.27.070).
Minor auto repair, tune up, and lube, smog test	N	N	N	
Motorcycle/jet ski sales and repair	N	N	N	
Parking service – principal use	AP	N	N	No permanent Parking Services shall be permitted. Valet only.
Recreational vehicle storage	N	N	N	
Rental agency (does not include repair)	Y	Y	N	
Automobile Sales (does not include auto repair)	N	N	N	
Towing	N	N	A	Accessory to general auto repair. Free-standing tow yards shall be prohibited.
Vehicle parts (with installation); tire store	N	C	N	
Vehicle parts (w/o installation)	Y	AP	N	

* Applies to Retail Expansion Areas in subareas 1 and 2.

Table 2 (continued) : Uses by Sub Area

Use	1 Zone	2 Zone	3 Zone	Notes
Billboards	N	N	N	All Billboards Prohibited
Business Office Support				
Copy, fax, mail box, or supplies	Y	Y	N	
Equipment sales, rental, or repair	Y	Y	N	
Off-set printing	Y	Y	N	
Entertainment				
Amusement machines (4 or fewer)	A	A	N	See Zoning Code Section 21.51.205 (special development standards).
Banquet room rental	A*	N	N	Accessory to restaurant only (see LBMC Section 21.51.215).
Dancing (accessory use)	Y*	N	N	Accessory to restaurant, tavern, club. City Council hearing is required for new and transferred business licenses.
Live or movie theater (w/100 seats or less)	AP*	N	N	For theaters w/more than 100 seats, see "Movie theater."
Mock boxing or wrestling	N	N	N	
Movie theater (or live theater w/100+ seats)	C	N	N	
Pool tables (up to 3 tables)	A*	N	N	Accessory to restaurant, tavern, club (see LBMC Section 21.51.260).
Private club, social club, night club, pool hall or hall rental within 500 ft. of district allowing residential uses	C	N	N	City Council hearing is required for new and transferred business licenses.
Restaurant with entertainment	Y*	N	N	City Council hearing is required for new and transferred business licenses. Restaurants proposing to locate within zone 2 shall be allowed only as an accessory use on the ground floor of Office building.
Other entertainment uses (arcade, bowling alley, miniature golf, tennis club, skating rink, etc.)	C*	N	N	
Financial Services				
ATM – Walk-up or freestanding machine on interior of building; walk-up machine on exterior of building	Y	Y	N	Requires 2 (5 minute) parking spaces for each ATM machine. Spaces shall be located within 100 ft. Such spaces may be existing required parking.
ATM – Freestanding machine, exterior	AP	AP	N	
ATM – Drive-thru machine	AP	AP	N	For drive-thru machine see standards for drive-thru lane in LBMC Section 21.45.130.
Bank, credit union, savings & loan	Y	Y	N	
Check cashing	N	N	N	
Escrow, stocks and bonds broker	Y	Y	N	
All other financial services not listed above	C	C	N	

* Applies to Retail Expansion Areas in subareas 1 and 2.

Table 2 (continued) : Uses by Sub Area

Use	1 Zone	2 Zone	3 Zone	Notes
Food Processing				
Food and kindred products (SIC Code 20)	N	N	Y/C	**Permitted in 3 Zoning District:** All uses included in SIC Code 20, except as noted below. SIC Code 2048 (includes slaughtering animals for animal feed) SIC Code 201 (includes meat packing plants, meat & poultry products) SIC Code 2091 (Canned & Cured Fish and Seafood) SIC Code 2092 (Prepared Fresh or Frozen Fish/ Seafoods) Any Permitted use proposing to locate within 300 feet of a Residentially Zoned property shall be subject to a Conditional Use Permit, subject to the requirements in LBMC Sections 21.25.201 thru 21.25.212.
Institutional				
Church or temple	N	N	N	
Convalescent hospital or home	N	N	N	
Crematorium	N	N	N	
Day care or preschool	N	Y	N	
Industrial arts trade technical/ training school	Y	Y	Y°	To be located on the second floor and above if located on McGowen.
Mortuary	N	N	N	
Parsonage	N	N	N	
Private elementary or secondary school	N	N	N	
Professional school/business school	Y	Y	Y°	To be located on the second floor and above if located on McGowen.
Social service office (with food distribution)	N	N	N	
Social service office (without food distribution)	N	AP	N	
Other institutional uses	C	C	N	
Manufacturing				The uses within these SIC Codes are limited to operations containing primarily manufacturing space with accessory display and storage uses. ~~Freestanding Distribution centers that are primarily Warehouses are prohibited.~~
Apparel and other finished products made from fabrics and similar materials (SIC Code 23)	N	Y	Y	
Printing, publishing and allied industries (SIC Code 27)	N	Y	Y	
Chemicals & Allied Products Mfgs (SIC Code 28)	N	N	N	
Leather and leather products (SIC Code 31)	N	N	~~N~~Y	
Electronic and other electrical equipment and components, except computer equipment (SIC Code 36)	N	Y	Y	

° Permitted in subarea 3 between McGowen and Schaufelle only.

Table 2 (continued) : Uses by Sub Area

Use	1 Zone	2 Zone	3 Zone	Notes
Measuring, analyzing, and controlling instruments; photographic, medical and optical goods; watches and clocks (SIC Code 38)	Y	Y	Y	
Miscellaneous manufacturing industries (SIC Code 39) - Including Jewelry Manufacturing; Toys Manufacturing; Sporting Goods Manufacturing; and Household Products.	N	Y	Y	**Permitted in 2 &3 Zoning District:** All uses included in SIC Code 39, so long as the specific operation of the use is non-nuisance in nature (e.g., noise, hazardous materials, odors, dust, light and glare) and are either confined completely within the property or result in limited secondary impacts in terms of traffic, air emissions, and hours of operation, consistent with LBMC Section 21.33.020.
Furniture and Fixtures (SIC Code 25)	N	N	~~A~~P~~Y~~	
Paper and allied products (SIC Code 26)	N	~~N~~C	Y~~/C~~	**Prohibited in 2 & 3 Zoning District:** SIC Code 261 (Pulp Mills) SIC Code 262 (Paper Mills) SIC Code 263 (Paperboard Mills)
Rubber and miscellaneous plastics products (SIC Code 30)	N	~~N~~C	Y/C	**Prohibited in 2 & 3 Zoning District:** SIC Code 3011 (Tires & Inner Tubes)
Textile mill products (SIC Code 22)	N	~~N~~Y/C	Y/C	
Lumber and wood products, except furniture (SIC Code 24) - Including: Hardwood Products; Wooden Cabinets Miscellaneous Wood Products	N	~~N~~Y/C	Y/C	**Prohibited in 2 & 3 Zoning District:** SIC Code 2411 (Logging) SIC Code 2421 (Sawmills & Planing Mills - General) **Permitted in 3 Zoning District:** All other uses included in SIC Code 24, so long as the specific operation of the use is non-nuisance in nature (e.g., noise, hazardous materials, odors, dust, light and glare) and are either confined completely within the property or result in limited secondary impacts in terms of traffic, air emissions, and hours of operation, consistent with Zoning Code Section 21.33.020.
Stone, clay, glass, and concrete products (SIC Code 32)	N	~~N~~Y/C	Y/C	**Prohibited in 2 & 3 Zoning District:** SIC Code 324 (Hydraulic Cement) SIC Code 325 (Structural Clay Products) SIC Code 327 (Concrete, Gypsum, and Plaster Products)
Fabricated metal products, except machinery and transportation equipment (SIC Code 34)	N	~~N~~C	Y/C	**Prohibited in 3 Zoning District:** SIC Code 348 (Ordinance and Accessories)
Industrial and commercial machinery and computer equipment (SIC Code 35)	N	~~N~~C	Y	
Transportation equipment (SIC Code 37)	Y	Y	Y	

Table 2 (continued) : Uses by Sub Area

Use	1 Zone	2 Zone	3 Zone	Notes
Tobacco products (SIC Code 21)	N	N	~~N~~Y/C	
Petroleum refining and related industries (SIC Code 29)	N	N	N	
Primary metal industries (SIC Code 33)	N	N	N	
Electric Gas & Sanitary Services (SIC Code 49)	N	N	N	
Personal Services				
Basic personal services (barber/beauty shop, catering, party counseling (w/o trucks), diet center, dog/cat grooming, dry cleaner, fitness center/health club, dance/karate studio, locksmith, mailbox rental, nail/manicure shop, repair shop for small appliances or electronic repair equipment, bicycles, tailoring, shoe repair, tanning salon, travel agent, or veterinary clinic w/o boarding).	Y	AP	N	
House cleaning service	N	AP	N	
Laundromat	N	N	N	
Laundry, cleaning and garment services (SIC Code 721)	N	N	Y	
Massage therapy	A*	N	N	See special conditions in LBMC Section 21.51.243. Special adult entertainment standards for massage parlor (see LBMC Section 21.45.110).
Recycling center	N	N	N	
Recycling collection center for cans and bottles (staff attended)	N	N	N	
Recycling containers for cans and bottles	A	N	N	Accessory to a grocery store only (see LBMC Section 21.51.265).
Repair shop (stove, refrigerator, upholstery, lawn mowers, etc.) - (SIC Code 76)	N	N	Y	For small appliance repair, see “Basic Personal Services.” Repair service limited to inside enclosed structure.
Repair services with outdoor operations (SIC Code 76)	N	N	N	
Self-storage (indoor only)	N	N	N	
Shoe-shine stand (indoor/outdoor)	A	A	N	Accessory to barber, car wash, grocery, hotel, office, or restaurant use.
Tattoo parlor	N	N	N	
Termite and pest control	N	N	N	See “Misc. – Storage of Hazardous Materials.”
Veterinary Services for Animal Specialties (SIC Code 0742) Animal Specialty Services, Boarding, Kennels, Shelters (SIC Code 0752)	N	N	C	Also see “Basic Personal Services.”
All personal services not listed	AP	AP	N	

* Applies to Retail Expansion Areas in subareas 1 and 2.

Table 2 (continued) : Uses by Sub Area

Use	1 Zone	2 Zone	3 Zone	Notes
Professional Services				
Accounting, advertising, architecture, artist studio, bookkeeping, business headquarters, chiropractic, computer programming, consulting, contracting, dentistry, engineering, insurance, law, marketing, medicine, photography, psychiatry, psychology, real estate, or tax preparation (Including SIC Codes 60, 61, 62, 63, 64, 65, 67, 73 [except 7353 and 7359], 861, 862, 863, 864, and 87)	Y	Y	Y°	**Prohibited in 2 Zoning District:** SIC Code 9223 (Correctional Institutions) SIC Code 8744 (Jails, privately operated-correctional facilities, adult privately operated) **Permitted in 1 & 2 Zoning Districts:** The uses within these SIC Codes are limited to operations containing primarily office space with accessory display and storage uses. ~~Freestanding Distribution centers that are primarily Warehouses are prohibited.~~
All professional offices not listed	AP	AP	AP°	
Aviation-Related Uses				
Aviation-related uses including, maintenance and storage, pilot/ passenger amenities (restrooms, food services, classrooms and office spaces), charter operations and aircraft rentals (SIC Code 45)	N	N	~~N~~C	
Aircraft Manufacturing	N	N	~~N~~C	
Aircraft Storage	N	N	~~N~~C	
Aircraft Services for On-site Aircraft (For on-site aircraft only (not for commercial purposes)	N	N	~~N~~C	
Commercial Aviation Services (Provided by those holding valid agreements to conduct business on Long Beach Airport)	N	N	~~N~~C	
Special Events	N	N	~~N~~C	
Residential Uses	N	N	N	No Residential Uses shall be permitted.
Restaurant And Ready-To-Eat Foods				
Outdoor dining	A	A	N	
Restaurants and ready-to-eat foods with drive-thru lanes	C	N	N	Special standards apply (See LBMC Section 21.45.130).
Restaurants and ready-to-eat foods without drive-thru lanes	Y*	A	N	Ready to eat foods proposing to locate within 2 shall be allowed only as an accessory use on the ground floor of Office building. Restaurants prohibited in Zone 2.
Vending carts	AP	AP	N	Special standards apply (See LBMC Section 21.45.170).

* Applies to Retail Expansion Areas in subareas 1 and 2.

° Permitted in subarea 3 between McGowen and Schaufelle only.

Table 2 (continued) : Uses by Sub Area

Use	1 Zone	2 Zone	3 Zone	Notes
Retail Sales				
Basic retail sales (SIC Codes 54, 5735, 5942, 7841) (except uses listed below)	Y	A*	N	Used clothing, antiques, art, books (new and used), coins, collectibles, food stores, jewelry, and trading cards are included in "Basic Retail Sales." Basic retail sales uses proposing to locate within 2 zone shall be allowed only as an accessory use on the ground floor of an Office building.
Building supply or hardware store with lumber, drywall, or masonry (including SIC Code 52, 57)	Y	N	N	For hardware store without lumber, drywall, or masonry, see "Basic Retail Sales." If located along McGowen, main entrances shall face McGowen.
Gun Store and Gun Repair	AP	N	N	Allowed only as an accessory use to primary Sporting Goods establishment
Major household appliances (refrigerator, stove, etc.)	Y	Y	N	
Manufacture of products sold on-site	A	A	N	See LBMC Section 21.51.240.
Merchandise mall, indoor swap meet	N	N	N	
Outdoor sales events (flea markets, swap meets, etc.)	N	N	N	
Outdoor vending – Flower, plant, fruit, or vegetables in conjunction with sale of related products from a retail store	A	N	N	See LBMC Section 21.51.255.
Outdoor vending – Food carts	AP	AP	N	See LBMC Section 21.45.170.
Outdoor vending – Flower cart or news cart	Y	Y	N	See LBMC Section 21.45.135.
Pawn shop	N	N	N	
Thrift store, used merchandise	N	N	N	Also see note under "Basic Retail Sales."
Vending machines	A	A	N	Accessory to existing retail sales. See LBMC Section 21.51.295.
Temporary Lodging				
Hotel/Motel	Y	Y	N	
Shelters	N	N	N	
Temporary Uses				
Carnival, event, fair, trade show, etc.	T	T	N	
Construction trailer	T	T	T	
Outdoor Vending – Mobile food truck at construction sites	T	T	T	See LBMC Section 21.53.106.
Transportation & Communication Facilities				
Communications Facilities – Freestanding monopole cellular and personal communication services	N	N	C	See LBMC Section 21.52.210.
Communication Facilities – Attached/ roof mounted cellular and personal communication services	C	C	C	See LBMC Section 21.45.115.
Communications (SIC 48)	N	N	~~N~~Y/C	SIC Code 483 (Radio and television broadcasting stations) and Microwave transmission or relay towers are permitted only with approval of a Conditional Use Permit

* Applies to Retail Expansion Areas in subareas 1 and 2.

Table 2 (continued) : Uses by Sub Area

Use	1 Zone	2 Zone	3 Zone	Notes
Communication Facilities – Electrical distribution station	N	~~N~~Y	Y	
Local and suburban transit and interurban highway passenger transportation (SIC Code 41)	N	N	N	
Local Trucking Without Storage (SIC Code 4212)	N	N	N	
Courier Service Except by Air (SIC Code 4215)	N	C	C	Includes parcel delivery companies such as Fed-Ex, UPS, and similar uses
Transportation Services (SIC Code 47) - Including: Tour Operators; Transportation Consulting;	N	C	C	
Transportation-Related Uses with no outdoor container storage	N	N	N	
Transportation-Related Uses with outdoor container storage associated with shipping/ trucking/rail	N	N	N	
Helipads	N	N	N	Aviation-related uses shall be allowed only in the geographic area south of “G” Street.
Wholesale Trade				
Wholesale Trade - durable goods (SIC Code 50) - and nondurable goods (SIC Code 51)	Y	Y	Y	~~The uses within SIC Code 50 and 51 are limited to operations containing primarily offi ce space with accessory display and storage uses. Freestanding Distribution centers that are primarily Warehouses are prohibited.~~ Fulfillment centers are considered Wholesale Trade uses for the purposes of this title. Third party logistics facilities classified as SIC Code 4212.
Miscellaneous				
Research and development, Bio-science, Life-science and Medical devices laboratories.	AP	Y	Y	

* Applies to Retail Expansion Areas in subareas 1 and 2.

Abbreviations:

Y = Yes (permitted use).

N = Not permitted (prohibited use).

C = Conditional Use Permit required. For special conditions, see LBMC Chapter 21.52

A = Accessory Use. For special development standards, see LBMC Chapter 21.51

AP = Administrative Use Permit required. For special conditions, see LBMC Chapter 21.52

T = Temporary Use. Subject to provisions contained in LBMC Chapter 21.53

IP = Interim Park Use permit required. For special conditions, see LBMC Chapter 21.52

Y/C = Either permitted by right or subject to Conditional Use Permit review, depending upon locational criteria contained under “Permitted Uses”.

Footnote:

(1) The following alcoholic beverage sales may be exempted from the Conditional Use Permit requirement.

a. Restaurants with alcoholic beverage service only with meals. This generally means any use with a fixed bar is not exempt. A service bar is not considered a fixed bar. A sushi bar, where alcoholic beverages are served at the same bar where meals are served, is considered serving alcoholic beverages only with meal service. A cocktail lounge without a bar, but with primarily service of only hors d’oeuvres and alcoholic beverages is not exempt. Any restaurant with more than 30 percent of gross sales consisting of alcoholic beverages shall lose its exemption and be required to obtain a Conditional Use Permit to continue to sell alcohol.

b. Use located more than 500 ft. from zoning districts allowing residential use.

c. Department store or florist with accessory sale of alcoholic beverages.

d. Grocery stores of 20,000 sq. ft. or greater with accessory sale of alcoholic beverages.

e. Existing legal, nonconforming uses. (Ord. C-7663 § 42, 1999).

Minimum Lot Area

Table 3 establishes the minimum lot area in each sub area.

Table 3 : Permitted Lot Area

Sub Area	Minimum Lot Area *
Sub Area 1	10,000 sq. ft.
Sub Area 2	20,000 sq.ft.
Sub Area 3	20,000 sq. ft.

** Stated lot area minimums indicate the scale of development intended for PD-32: North. Applicant may propose lots to a minimum size of 5000 SF in subarea 1 with proposed cross-lot drainage, ingress/egress and reciprocal parking easements during Step 1 of the Design Review Process as part of a Conceptual Site Plan Review , which the City will consider for approval based on use proposed.*

Setbacks

Setbacks from both public and private streets shall be provided for the purpose of providing light, air, pedestrian and vehicular circulation, emergency access and general aesthetic improvements.

The required setbacks indicated in Table 4 shall be clear of all structures from the ground to the sky (except as otherwise permitted) and shall be landscaped and maintained in a neat and healthy condition according to the landscaping provisions of this document.

Building Frontage

Buildings should be located at the front setback, with entrances facing the street wherever possible.

Corner Cut-off

At corners of properties at street intersections, intersections of streets and alleys and at intersections of driveways and property lines, new construction shall not be permitted in such a manner that it significantly impedes visibility between heights of 3 feet and 7 feet above the ground in a corner cut-off of at least 6 feet by 6 feet (measured from the intersection of the property lines or the intersection of a driveway and a property line). One vertical support element such as a column is permitted in the corner area, if the cross-section of the element fits within a circle with a diameter of 18 inches. This requirement may be waived through the Site Plan Review process if the Director of Public Works finds that the cut-off is not necessary.

Table 4 : Required Yard Setbacks between Buildings and Property Lines

Sub Area	Minimum Front Yard Setbacks for Building (ft.)		Minimum Setback from Interior Property Line (ft.)
	From Collector Road	From Local or Private Street	
Sub Area 1	0 ft. (Worsham) * 16 ft. (McGowen) * 18 ft. (Cover) *	11 ft. *	0 ft. *
Sub Area 2	18 ft. ***	18 ft. ***	5 ft. **
Sub Area 3	18 ft.	18 ft. ****	5 ft. **

* *Refer to Special Development Standards for additional setback requirements*

** *Subject to Site Plan Review process*

*** *Buildings containing ground-floor retail uses shall maintain a 0 ft. minimum front setback.*

**** *A 10 ft. setback is required at the proposed electrical substation.*

Permitted Structures

No structures, including above-ground utility equipment, are permitted in required setbacks (yards), except:

- Signs, as specified in the chapter relating to on-premises signs (LBMC Chapter 21.44)
- Outdoor dining (subject to approval from Site Plan Review Committee)
- Vehicle parking (surface lots). Table 5 of this document establishes the minimum landscaped setback required between the parking lot and the street property line
- Awnings, canopies and trellises as allowed by the LBMC
- Projections are permitted into the required setbacks in accordance with those permitted in the Commercial Zoning Districts of the LBMC (see LBMC Section 21.32.220 C)
- Above-ground utility equipment may be allowed in front setback areas only if it is demonstrated during Site Plan Review that the site's configuration, in conjunction with applicable regulations and stated requirements for access by utility providers and/or fire department, will not permit any other location. Above-ground utility equipment is allowed in setback areas at interior (side or rear) property lines. Screening shall be provided in all cases.

Required Landscaping

Except for frontage along pedestrian-oriented streets in Sub Area 1, all required setbacks shall contain an area not less than six (6) feet in width planted with trees,

Table 5 : Required Yard Setbacks between Parking Lots and Property Lines

Sub Area	Minimum Front Yard Setbacks for Parking Lot (ft.)		Minimum Setback from Interior Property Line (ft.)
	From Collector Road	From Local Street	
Sub Area 1	6 ft. *	6 ft.	6 ft. **
Sub Area 2	6 ft. *	6 ft.	6 ft. **
Sub Area 3	6 ft. *	6 ft.	6 ft. **

** Along Cover Street, surface parking lots shall be set back 18 ft. minimum from property line. Along Lakewood Boulevard in Sub Area 1, surface parking lots shall be set back 26 ft. minimum from property line.*

*** This standard can be waived for property lines between joint-use parking lots through Site Plan Review process*

shrubs and/or ground cover. Along Cover Street, the entire eighteen (18) foot setback shall be landscaped. Except for access driveways, parking shall be prohibited within the required landscaped setbacks of Cover Street. See Special Development Standards for additional requirements, as well as Division IV: Landscape Standards.

General Screening Requirements

The following required screening shall apply in all sub areas:

Open Storage

Open storage shall be prohibited. Merchandise is not permitted to be displayed outdoors, unless specifically granted through Site Plan Review.

On-Grade Parking Garages

Architectural Treatment

The building facade of any parking structure shall be designed to be compatible in color, material, and architectural treatment and detail with the building(s) it serves. In addition, landscape screening shall be provided.

Screening

Ramps, cars, and sources of artificial lighting in parking structures should not be visible from public streets and sidewalks at ground level. Ramp openings at parking entrances are not required to be screened.

Surface Parking Lots

All surface parking lots, including parking area screening and landscaping, shall be designed in accordance with the development standards in LBMC Chapter 21.41.

Mechanical Equipment on Rooftops

All rooftop mechanical equipment (except solar collectors, downspouts and rain gutters) shall be screened on all sides to a height not less than that of the tallest item screened. All such screening shall be be to the reasonable satisfaction of the Site Plan Review Committee, and be approved by Long Beach Development Services.

Security

All rooftop mechanical equipment shall be secured from unauthorized entry to the satisfaction of Long Beach Development Services. Outdoor rooftop access is prohibited.

Materials

All rooftop mechanical equipment screening devices shall be of a material requiring a low degree of maintenance. Wood shall not be utilized. All screening devices shall be well integrated into the design of the building through such items as parapet walls continuous with the walls of the structure, architectural roof features, or equipment rooms. Louvered designs are acceptable if consistent with the building design style.

Substitutions

Well-planned, compact, architecturally integrated rooftop equipment may be substituted for screening, with the approval of the Site Plan Review Committee and Long Beach Development Services.

General Requirements for the Design of Buildings

All commercial buildings shall comply with the following design criteria:

Architectural Themes

Architectural themes, modules and materials present on the main facade of the building shall be used on all other facades.

Change of Material

Each building facade must contain a primary and an accent material, and the accent material(s) must cover not less than ten (10) percent of the facade. Exceptions may be granted as part of Site Plan Review.

Building Finished Floor

All commercial buildings shall have the first habitable floor level not more than four (4) feet above grade within the front thirty (30) feet of the building. All buildings with retail or other pedestrian-oriented uses fronting the sidewalk shall have the first habitable floor located approximately at grade.

Accessory Structures

Use Restrictions

The use of accessory buildings and structures shall conform to the requirements of LBMC Chapter 21.51 (Accessory Uses).

Locations Permitted

Accessory structures and buildings may be placed anywhere on a lot (subject to Site Plan Review) except within the required setbacks.

Trash Collection/Container Areas

Adequate trash receptacles shall be provided to accommodate all refuse generated on a site. Recycling material containers must also be accommodated. All trash areas shall have a roof or canopy, be screened from public view on three sides, and shall conform to the development standards contained in LBMC Sections 18.95 and 21.45 (Special Development Standards).

Utility Cabinets & Meters Screening

All utility cabinets and meters shall be located in an area least visible from the public right-of-way. Additional landscape planting shall provide further screening where permitted by utility company access requirements and available space.

Undergrounding of Utilities

All projects requiring site plan review shall underground all overhead utility service to the site. The utility company's design of the electric system, including locations and aesthetic treatment, shall be in accordance with the regulations of the Public Utilities Commission of the State of California.

Off-street Parking and Loading Requirements

Parking and loading areas shall be provided as required in LBMC Chapter 21.41 (Off-Street Parking and Loading Requirements). See Division V: Sustainability on requirements for a Transportation Demand Management Plan as well as for sustainability measures for shared parking and parking areas and landscape requirements.

Landscaping Requirements

Landscaping shall be provided as required by LBMC Chapter 21.42 (Landscaping Standards) unless otherwise noted. See Landscape Standards in Division IV and V.

Fences and Garden Walls

Fences and garden walls are not permitted within required front street setbacks unless granted through the Site Plan Review process. Otherwise, fences and garden walls are permitted accessory structures subject to the development standards contained in LBMC Chapter 21.43 (Fences and Garden Walls). Landscape screening shall be provided. Chain link fence and razor blade and similar materials are prohibited. See also Landscape Standards in Division IV.

Signs and Signage

A signage master plan shall be prepared for each of Sub areas 1, 2, and 3 in conjunction with each sub area's first phase of development. Master plan shall include all types of signage located in both the public right-of-way and in areas of private development parcels visible from the right-of-way; signage for open space amenities located within each sub area will also be addressed. Though it is anticipated that the signage aesthetic or motif in the mixed-use district may differ from that in the office and light industrial districts, newer signage master plans should take visual cues from existing sign designs already in place. (This includes the first signage master plan undertaken in PD-32: North, which should take into consideration existing signage in PD-32: South.) This is so that the different sign systems in Douglas Park do not appear visually uncoordinated or random.

Billboards, pole signs, roof signs, rotating or moving signs, flashing signs, and electronic message board signs are prohibited. See Guidelines for additional information. On-premises signs are permitted in all districts subject to the requirements of the approved Douglas Park sign programs.

Right-of-way Dedications and Improvements

Public rights-of-way shall be reserved, dedicated and improved as provided for in LBMC Chapter 21.47 (Dedication, Reservation and Improvement of Public Rights-of-Way).

Required private streets shall be recorded as private rights-of-way, subject to public access, and designed and constructed to standards of public streets as required in LBMC Section 21.47. Alignments shall be generally located per Figure 5 in Division II; precise locations shall be determined at the time of Subdivision Map approval, and shall be approved by the Director of Public Works.

Special Development Standards

Open Space Amenities

A variety of open space amenities shall be provided in PD-32: North. Community open spaces and mid-block pedestrian connections will be dedicated open space easements, subject to public access, and designed for public use. Refer to Divisions II and IV for additional information.

Community Open Spaces

A minimum of four (4) community open spaces shall be provided, totaling 1.5 acres minimum, in addition to Douglas Plaza and Jansen Green. Two such spaces shall be located in Sub Area 1: one north and one south of McGowen Street. Another two such spaces shall be located in Sub Area 2: one north and one south of McGowen Street. Conceptual locations are indicated in Figure 6, but actual locations may be different, provided the intent established here and in Division II is maintained. Locations will be set at the time of Final Site Plan approval.

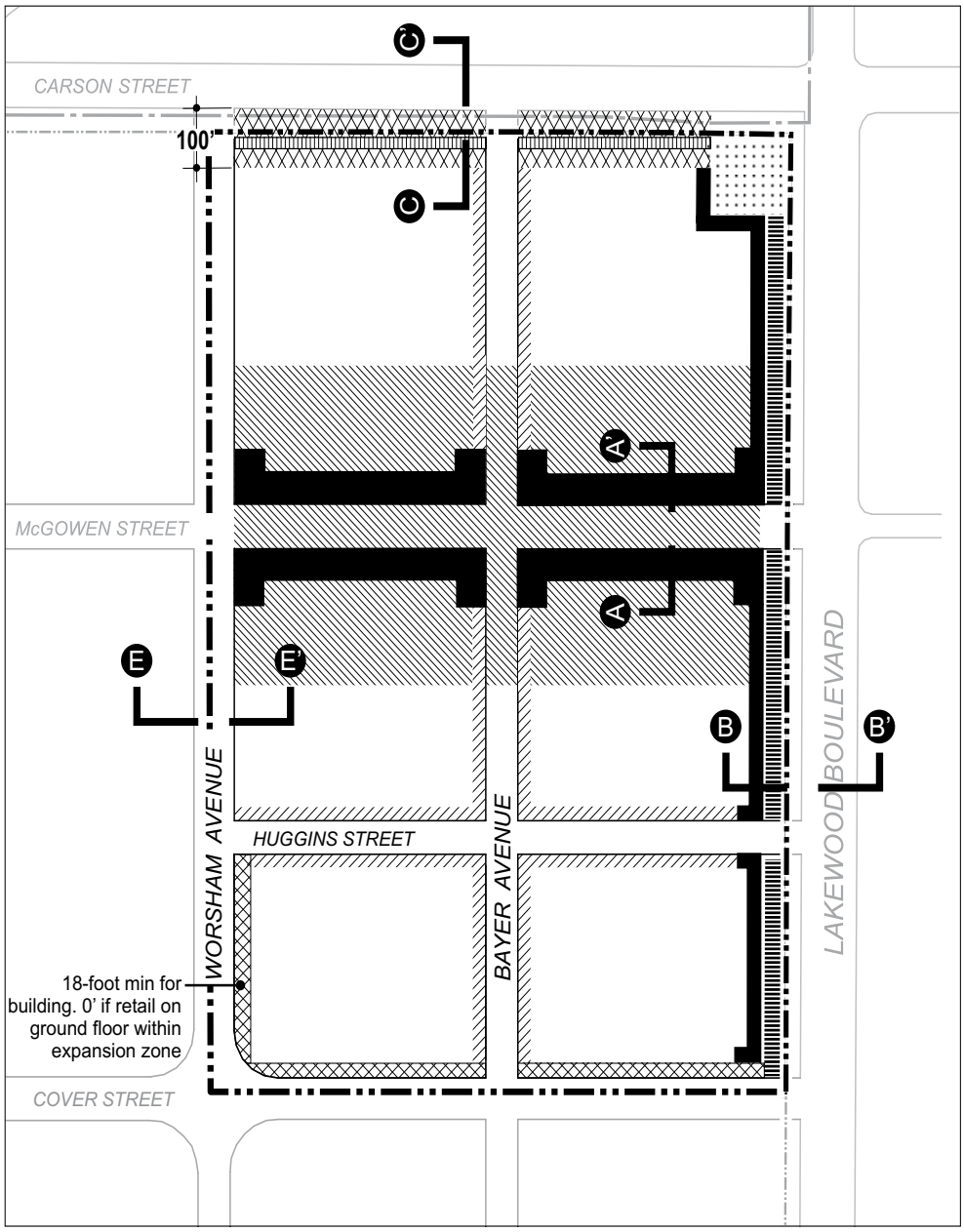
One community open space in Sub Area 1 shall be at least one-half (0.5) acre in size; all remaining spaces shall be at least one-third (0.33) acre; minimum dimension shall be sixty (60) feet. Area shall be measured as net acreage, exclusive of public rights-of-way, private streets, development sites, setbacks, and privately functioning use areas (e.g., cafe zones). Each community open space shall be bounded on at least two sides by streets and/or pedestrian connection; at least one boundary shall be a public or private street. Appropriate outdoor uses shall be identified and designed for; see Division IV: Landscape Standards for additional information.

Street Gateways

A minimum of three (3) street gateway features shall be provided on site. Each gateway shall have at least 2,500 square feet of open space on each side of the street, with a minimum combined total of 5,000 square feet at each location. These gateways shall be located at intersections of Carson Street and Worsham Avenue, McGowen Street and Lakewood Boulevard, and Cover Street and Lakewood Boulevard. Site design, size and proposed art work are subject to Site Plan Review approval

Mid-Block Pedestrian Connections

A minimum of three (3) mid-block pedestrian connections will be provided to subdivide large blocks into more easily walkable areas connected to streets (public and private) and community open spaces. Every attempt should be made to locate other plazas and courtyards serving individual projects along these connections.



26-foot Minimum Building Setback and surface parking lot from property line along Lakewood Boulevard

18-foot Minimum Building Setback and surface parking lot from property line along Cover Street

11-foot Minimum Building Setback along private streets

10-foot Minimum Building Setback along Carson Street

0-foot Minimum Building Setback (6-foot Parking Setback)

38-foot height limitation
This height zone runs from the curb at Carson Street to a line 100 ft. south of the curb.

Sub Area Boundary

Main Street Overlay Zone

Primary 'Build-To' Line

Secondary 'Build-To' Line

Community Open Space (Fixed Location)

Figure 10 : Sub Area 1

Conceptual locations are indicated in Figure 6, but actual locations may be different, provided the intent established here and in Division II is maintained. Locations will be set at the time of Final Site Plan approval.

Each connection easement shall be twenty (20) feet wide minimum (eight-foot paved path flanked by six-foot planted area along each side). Alignment shall link at least two (2) public streets in no more than three (3) lengths total, not contorted into multiple sections. (In general, alignment may be located anywhere at the block interior, not only at the center.) Lighting, signage, and visibility shall be considered to maintain a safe pedestrian environment. See Division IV: Landscape Standards.

Sub Area 1: Mixed-Use District

This sub area is intended to be a mixed-use commercial district of office, retail, entertainment, restaurant and hotel uses; no residential uses are permitted.

All of the 225,000 square feet of retail development allowed in Sub Area 1 shall be located in the "primary retail zone" bounded by Carson Street, Worsham Avenue, Lakewood Boulevard, and Huggins Street. Additional retail development is allowed in the "retail expansion zone" directly south of the "primary retail zone" and extending to Cover Street (part of the "retail expansion zone" is located in Sub area 2, on the west side of Worsham Avenue). A corresponding reduction of 1.5 square feet of office and/or industrial development for every square foot of retail expansion is required.

McGowen Street, between Lakewood Boulevard and Worsham Avenue, is intended as a lively, walkable "main street"on which this district is focused. A "main street overlay zone" (described below) will apply to development along this frontage.

Required private streets in this district shall be recorded as private rights-of-way, subject to public access, and designed and constructed to standards for public streets as required in LBMC Section 21.47. On-street parking is required on all internal streets, public and private, within and bounding Sub area 1. Off-street parking shall be provided in lots and/or structures set back and screened from rights-of-way fronted with pedestrian-oriented uses.

Douglas Plaza, an open space at the corner of Carson Street and Lakewood Blvd is adjacent to this district. A network of public sidewalks and dedicated pedestrian connections shall link together this and other open space amenties in Sub areas 1 and 2.

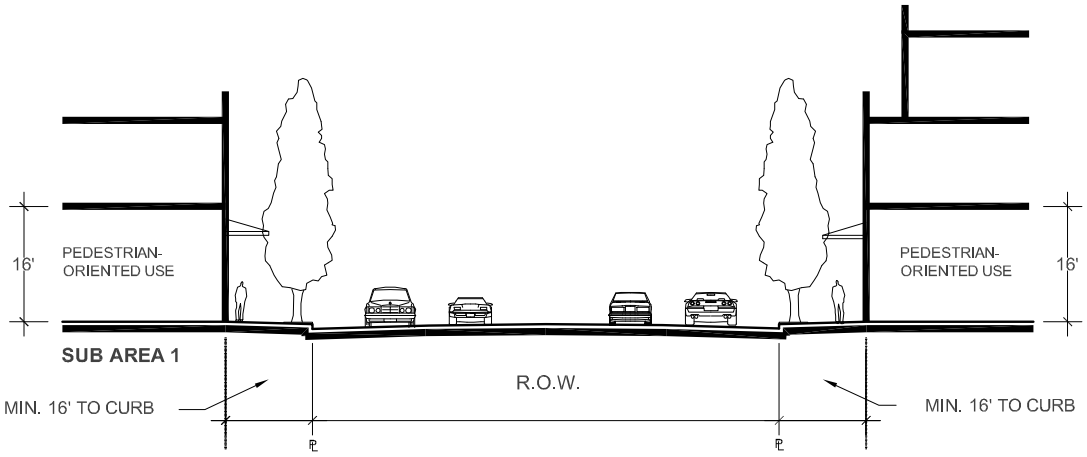


Figure 11 : Section at A-A

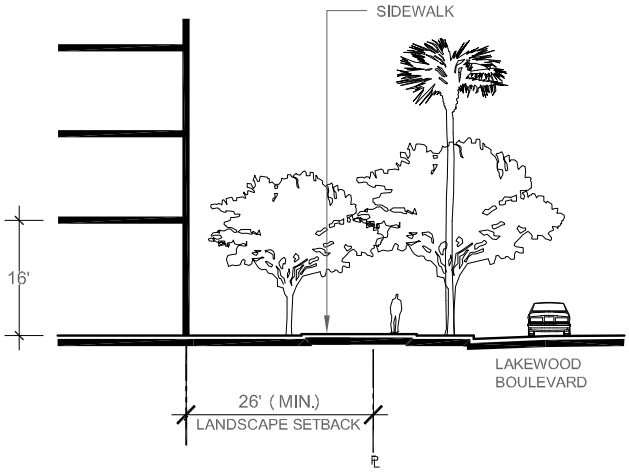


Figure 12 : Section at B-B

With the intent of further establishing a "gateway" element for Long Beach to complement the existing War Memorial to the east, the placement of commercial buildings abutting the southerly and westerly sides of Douglas Plaza is encouraged. Commercial uses may include office, retail, hospitality and mixed-use. To the extent practical, ground floor uses within such buildings should orient to the Plaza.

Maximum Building Footprint

One building footprint of up to a maximum of 50,000 square feet shall be allowed to house a single anchor-tenant in the Main Street Overlay Zone of Subarea 1. All other building footprints shall be limited to a maximum of 25,000 square feet for single-tenant occupancy. Multi-tenant building footprints, or buildings located outside the Main Street Overlay Zone of Sub-Area 1, are exempt from the square feet maximum provided the critical mass and variety of the retail space within the Main Street Overlay Zone remain viable per the approval of the Director of Development Services.

Stated single-tenant building footprint maximums indicate the scale of development intended for PD-32: North. Applicant may propose larger building footprints for single-tenant occupancy in Subarea 1 or the Expansion Zone during the Conceptual Site Plan Review process, which the City will consider for approval based on the proposed use and location.

Additional single-tenant occupancy of 50,000 sf or greater above the permitted 50,000 square feet shall count against the approved additional retail space provided there is a reduction in either office or industrial space at a rate of 1.5 sf of office or industrial space per 1.0 sf of retail space proposed.

Build-To Lines

A build-to line requires a portion of a building's frontage to be built along the setback line. At Primary build-to lines, a minimum of sixty (60) percent of building frontage must be built, to a minimum height of sixteen (16) feet. At Secondary build-to lines, a minimum of forty (40) percent of building frontage must be built, to a minimum height of sixteen (16) feet. Articulated walls at arcades, colonnades, porches, and courtyards along such line can be used to satisfy this requirement.

If the remaininder of the frontage is set back, such portions shall not be more than ninety (90) feet in length, or set back more than fifteen (15) feet from the build-to-line, in order to maintain the continuity of the street edge. At any community open space located along the "main street" portion of McGowen Street, the setback may be deeper and extend longer, but the same street-wall architectural treatment at the build-to line shall also "wrap" the sides of the space.

Tall-Building Overlay Zone

Frontage along McGowen Street and Lakewood Boulevard in Sub area 1 is intended for the district's tallest buildings --those over two stories in height. Step-backs above the second floor are allowed along McGowen Street.

Facade Articulation

Along rights-of-way, no continuous building wall shall extend more than sixty (60) feet in width without a facade articulation element at least twelve (12) inches in depth.

Blank walls are not allowed along McGowen Street. Elsewhere, the maximum width of a blank wall without articulation or relief of at least twelve (12) inches in depth shall be sixty (60) feet. Facade articulation shall consist of elements such as expressed structural bays but may also include non-structural features (e.g., pilasters, moldings, recessed or projecting wall planes, or display features) to create visual interest.

"Main Street" Overlay Zone

One of a few gateways into PD-32, McGowen Street between Lakewood Boulevard and Worsham Avenue is conceived of as the heart of Douglas Park's mixed-use district, where wide sidewalks will link together ground-floor retail storefronts, building lobbies, plazas, and other pedestrian-oriented uses, with office uses located on upper floors overlooking the busy street scene. Convenient on-street parking will also be provided, to further encourage activity and convenience for visitors.

Ground-floor frontages along this portion of McGowen Street shall provide pedestrian-oriented uses, which are defined to include the following:

- Restaurants & ready-to-eat foods
- Retail sales & art gallieries
- Personal service uses (e.g., barber/beauty shop, dry cleaner, mailbox rental, locksmith, manicure shop, tanning salon, travel agent, children activity center)
- Lobbies of: hotels, office buildings, movie/live theaters, or of any other approved entertainment or fitness center uses
- Public plazas and outdoor dining areas.

Pedestrian-oriented uses shall occupy at least sixty (60) percent of the ground-floor building frontage on streets where active pedestrian uses are required. "Shadow" art galleries, historical displays, artist studios, back-office uses or sales offices may be allowed only as temporary, transitional uses.

Minimum Depth of Ground-Floor Space

Within the main street overlay zone, ground-floor storefront spaces which "line" or "wrap" a parking structure shall have a minimum interior depth of twenty (20) feet.

Display/Clear Window Requirement

Clear, non-reflective display windows/doors shall comprise at least sixty (60) percent of the ground-floor street facade at pedestrian-oriented uses. Such glass should be clear with an exterior daylight reflectance of not more than eight (8) percent. The maximum height of the bottom sill of required display windows shall not exceed thirty (30) inches above the adjacent sidewalk. Ground-floor wall areas without windows shall be not more than five (5) feet in width.

First Floor Elevation

In order to promote easy pedestrian access, the first level of buildings which require ground-floor pedestrian oriented uses shall have a floor elevation which approximates the elevation of the adjacent sidewalk.

Setbacks

Required setback areas along streets with pedestrian-serving uses shall be hardscaped, and considered an extension of the sidewalk. No turf landscaping of such setback is allowed; however, landscape planters, vine pockets and plantings in decorative pots shall be allowed. Also, in order to promote active sidewalk use as well as passive rest areas, the inclusion of dining patios, landscaping, raised planters, seat walls, benches, bike racks and other amenities are encouraged. None of these features shall reduce the clear pedestrian path of travel below ten (10) feet in width. See Division IV: Landscape Standards for additional information.

Awnings and Canopies

Storefront awnings and canopies are strongly encouraged. The minimum vertical clearance between ground/ sidewalk level and the bottom of the awning/ canopy should be ten (10) feet. Awnings/ canopies should be placed below the ground-floor cornice (or below the sills of the second story windows if no cornice exists). Awnings/canopies should be divided into sections to reflect the major vertical facade divisions. The awning/canopy may encroach over the public sidewalk if at least four (4) feet of clearance is maintained from the street curb line. For awnings and canopies, the materials, shape, rigidity, reflectance, color, lighting, and associated signage should strongly relate to the architectural design of the building.

Entrances Facing the Street

Building and storefront main entrances should open onto the public right-of-way or onto required private street. Entrance doors should be setback at least three (3) feet from the property line in order to avoid encroachment onto the right-of-way.

Exterior Design

Exterior elevations shall be designed with some articulation to create visual interest and enhance pedestrian experience and activity. Three-dimensional elements (both structural and non-structural) such as cornices, pilasters, wall offsets and structural bays shall be used to modulate facade planes.

Vehicular Driveway Access

Vehicular driveway access is prohibited along frontages which require pedestrian-oriented uses. All vehicular access shall be taken via secondary/ local streets that will not disrupt pedestrian circulation. Future access streets and driveways are encouraged to reinforce the grid imposed by the street hierarchy of the Plan Area. This requirement may be modified through the Site Plan Review process if necessary.

Private driveways and/or parking aisles are allowed to cross mid-block pedestrian connections at a maximum of two points between public rights-of-way.

Waste Management Plan

A waste management plan shall be prepared and submitted to the City for approval in conjunction with the first phase of development in Sub Area 1, taking into account the possibility of a concentration of restaurants and food-serving establishments, particularly along McGowen Street. The waste management plan shall meet all applicable requirements set forth in the LBMC, and will accommodate the demand for storing and sorting recyclables. Affected trash enclosures may, upon determination of Long Beach Development Services, require provision of one or more of the following: roof; fire sprinklers; hose bibs with hot and cold water supply; drain to sewer; sealed trash compactor; air-conditioning or refrigeration; and/or grease collection system. See Division V: Sustainability Standards for additional requirements.

Sub Area 2: Office District

This sub area shall develop as an attractive, pedestrian-friendly office campus. High quality, low-density buildings will be located at front setbacks, and engage the street and sidewalk with building entries, articulated facades, and inviting landscape design. Parking areas will be placed behind and/or beside buildings to the greatest extent possible. Careful site planning will place service features and utility elements away from building entrances and other high-visibility areas, and such items will be substantially screened from public view.

Lots fronting along the west side of Worsham Avenue (extending from Carson Street south to the lot at the southwest corner of Worsham Avenue and McGowen Street) comprise the western part of PD-32: North's "retail expansion zone." Additional retail development (over and above the amount allowed in the "primary retail zone" in Sub Area 1) is allowed in the "retail expansion zone" in this part of Sub area 2 and the southern part of Sub area 1. (A corresponding reduction of 1.5 square feet of office and/or industrial development for every square foot of retail expansion is required.)

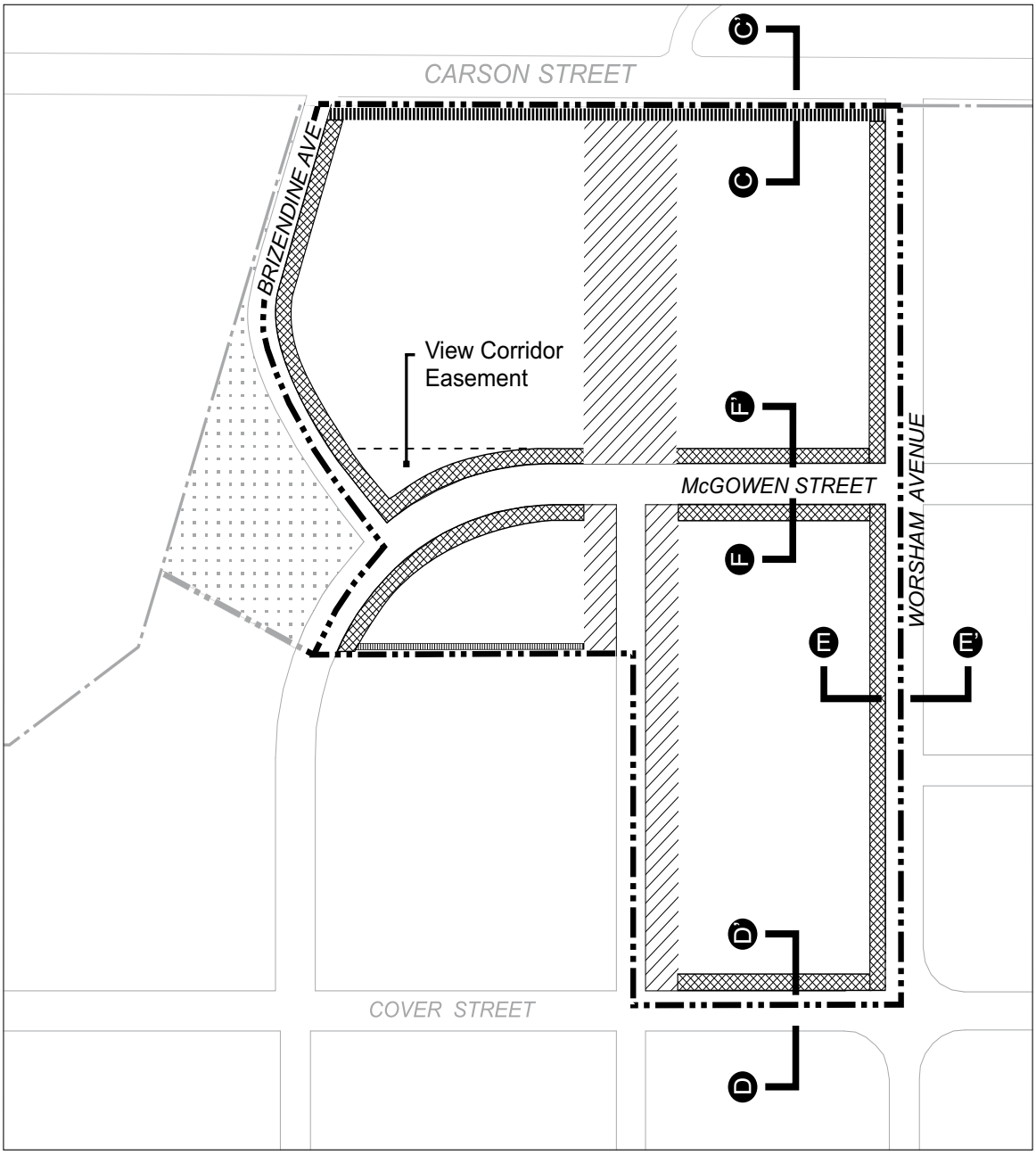
Buildings in the "retail expansion zone" with retail uses shall have a zero (0) foot front setback, and shall be located at the front setback line, with retail spaces located on the ground floor and oriented with entries and storefronts toward the sidewalk (rather than set back, or behind parking).

Continuous Building Edge/ Facade Articulation

Along all streets, no continuous building wall shall extend more than one hundred (100) feet in width without a facade articulation element. Blank walls are discouraged, and the maximum width of a blank wall without articulation or relief of at least twelve (12) inches in depth shall be sixty (60) feet. Facade articulation shall consist of elements such as expressed structural bays but may also include non-structural features (e.g., pilasters, moldings, recessed or projecting wall planes, or display features) to create visual interest.

Vehicular Driveway Access

Future access streets and driveways are encouraged to reinforce the grid imposed by the street hierarchy of the Plan Area. This requirement may be waived through the Site Plan Review process if necessary. Private driveways and/or parking aisles are allowed to cross mid-block pedestrian connections at a maximum of two points between public rights-of-way.



5-foot Minimum Building Setback from Interior Property Line

10-foot Minimum Building Setback along Carson Street

18-foot Minimum Building Setback and surface parking along Cover Street. (0-foot minimum for buildings containing ground floor retail within the Retail Expansion Zone)

Building Restriction Zone

Sub Area Boundary

View Corridor Easement (No buildings and parking allowed; low landscaping are allowed)

Figure 13 : Sub Area 2

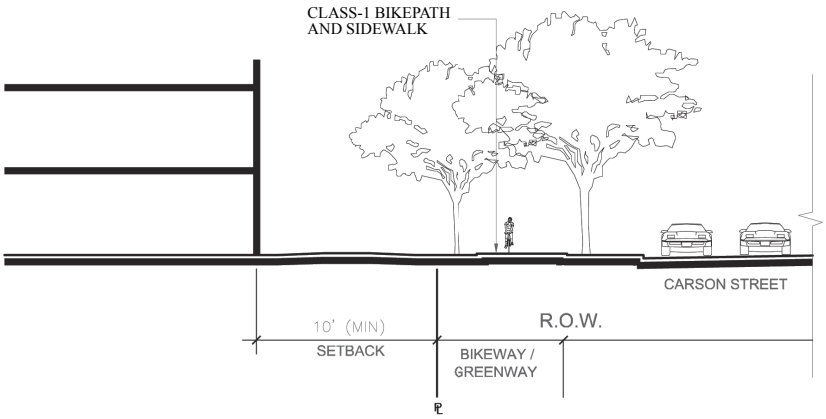


Figure 14 : Section at C-C

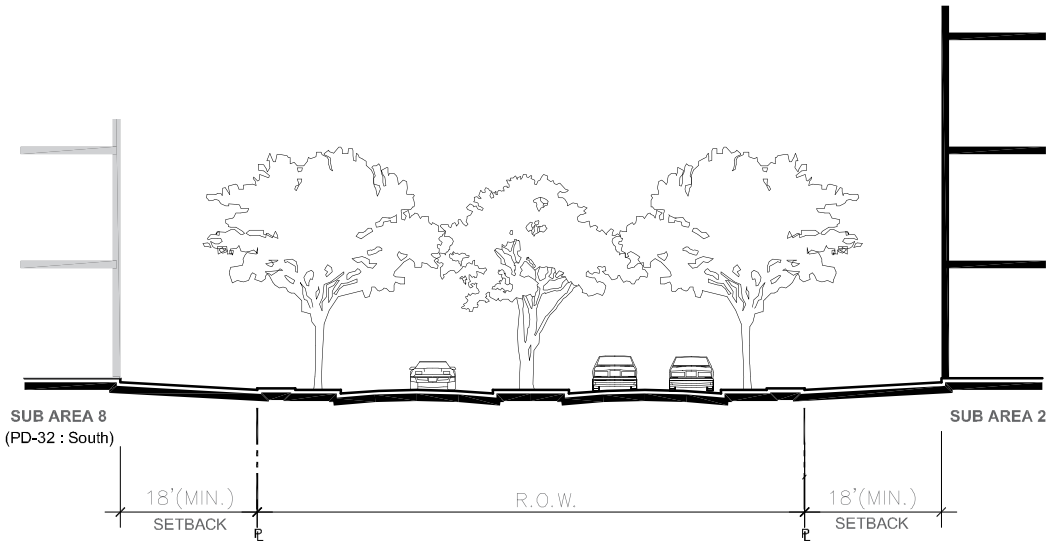


Figure 15 : Section at D-D

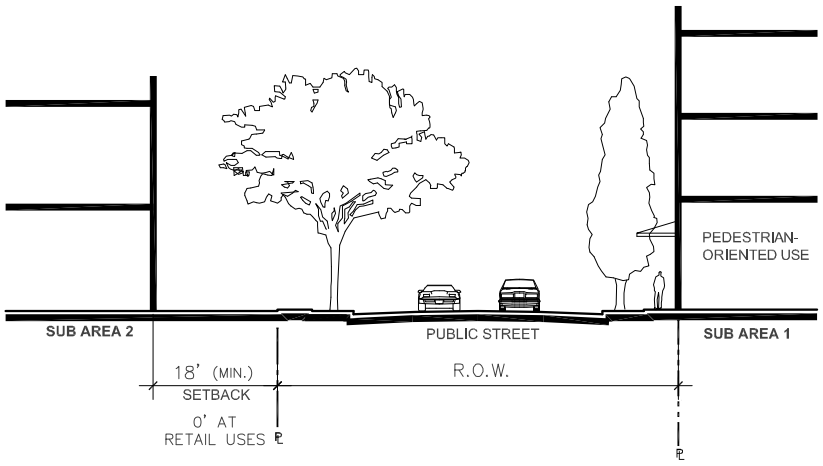


Figure 16 : Section at E-E

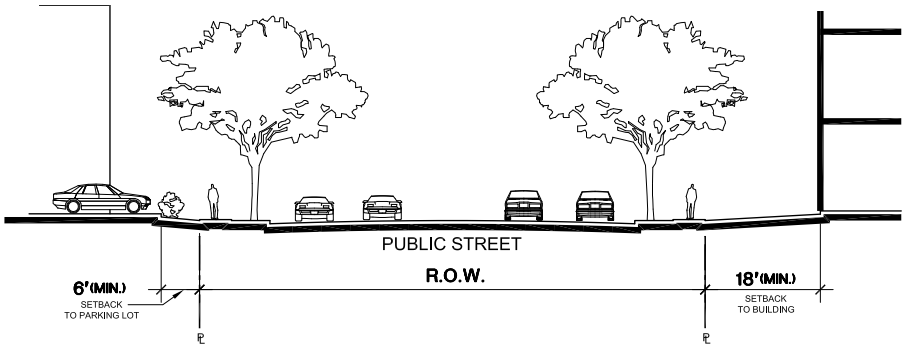


Figure 17 : Section F-F

Sub Area 3: Office / Research & Development / Light Industrial District

This sub area shall be primarily for office and light-industrial uses, including research and development, manufacturing, and warehouse/distribution (as an accessory use).

Similar to Sub area 2, this district shall develop as a pedestrian-friendly campus setting. Low-density buildings will be located at front setbacks, and engage the street and sidewalk with building entries, articulated facades, and inviting landscape design. Parking areas will be placed behind and/or beside buildings to the greatest extent possible. Careful site planning will place service features and utility elements away from building entrances and other high-visibility areas, and such items will be substantially screened from public view.

Continuous Building Edge/ Facade Articulation

Along all streets, no continuous building wall shall extend more than one hundred 100 feet in width without a facade articulation element. Blank walls are discouraged, and the maximum width of a blank wall without articulation or relief of at least twelve (12) inches in depth shall be sixty (60) feet. Facade articulation shall consist of elements such as expressed structural bays, pilasters, moldings, recessed wall panels, or display features to create visual interest.

Vehicular Driveway Access

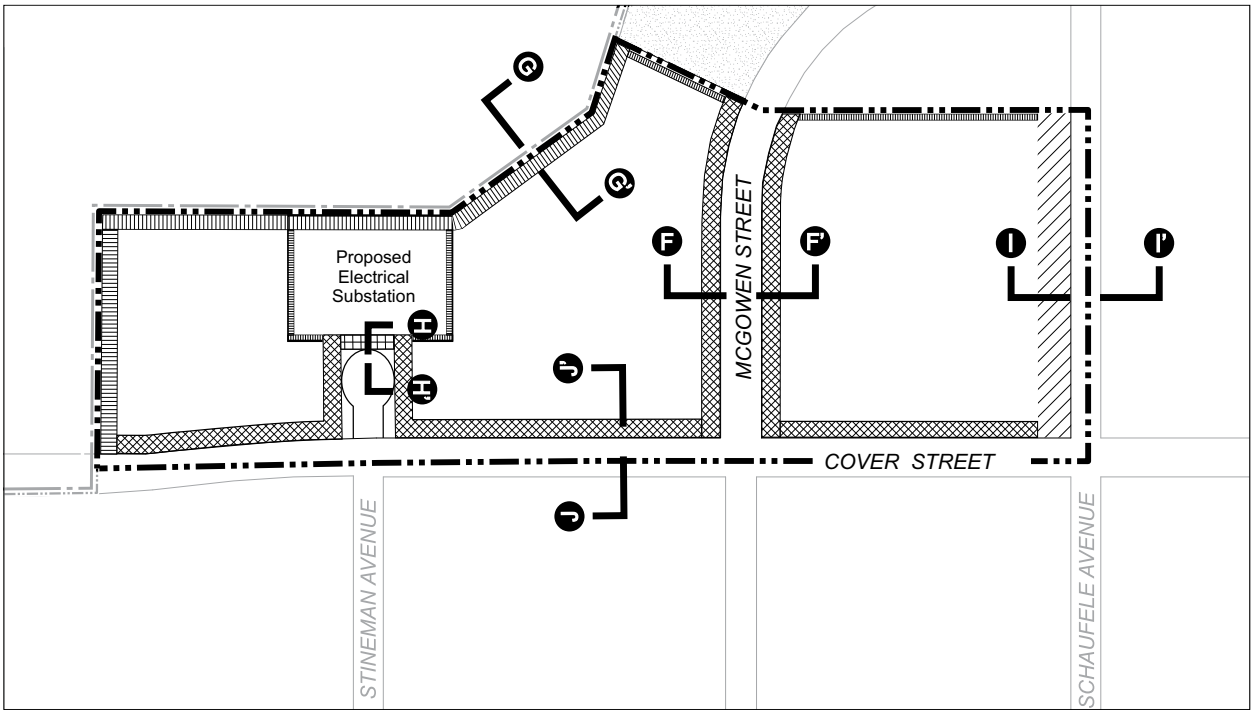
Future access streets and driveways are encouraged to reinforce the grid imposed by the street hierarchy of the Plan Area. This requirement may be waived through the Site Plan Review process if necessary.

Electrical Substation

An electrical substation may be developed in this sub area. Southern California Edison has provided general information on the size of the facility. The substation shall have a maximum footprint of approximately 250-feet by 260-feet, and power lines connecting to the substation shall be routed through new underground substructures.

The substation shall have a low-profile structure (equipment will be approximately 20 feet in height) and underground feed lines, with an 8-foot perimeter masonry screen wall located at the building setback line, and associated perimeter landscaping between the right-of-way and the wall consisting of trees, shrubs, and ground cover.

These standards shall apply to this and any other electrical substation developed within PD-32.



5-foot Minimum Building Setback from Interior Property Line

10-foot Minimum Building Setback at Substation

18-foot Minimum Building Setback from Golf Course Boundary

18-foot Minimum Building Setback along Cover & McGowen Streets (minimum 18-foot surface parking setback along Cover street)

Building Restriction Zone

Sub Area Boundary

Figure 18 : Sub Area 3

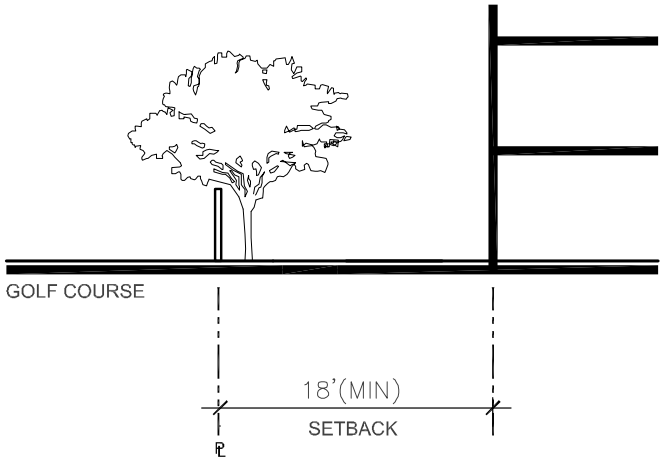


Figure 19 : Section at G-G

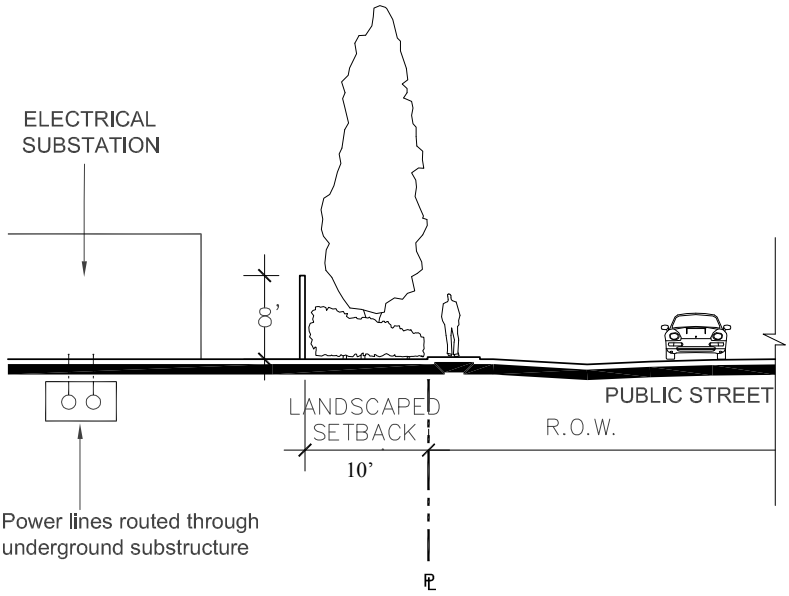


Figure 20 : Section H-H

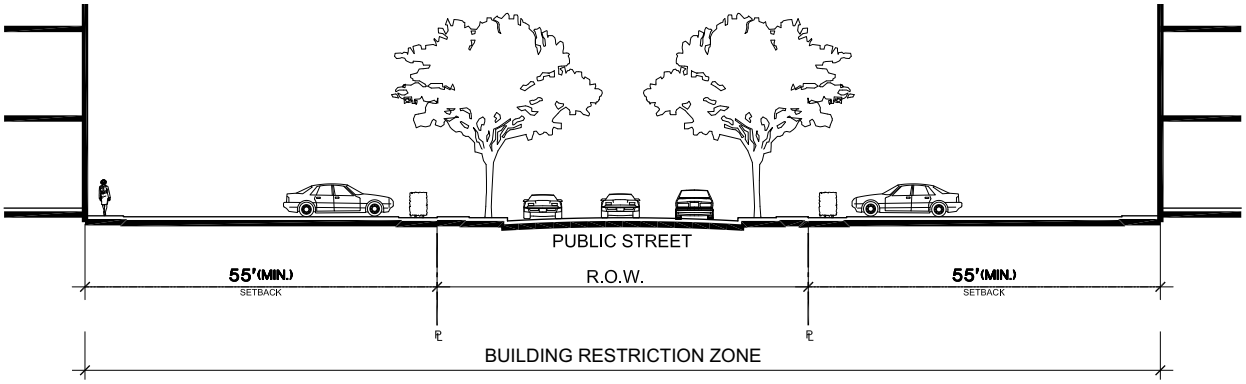


Figure 21 : Section I-I

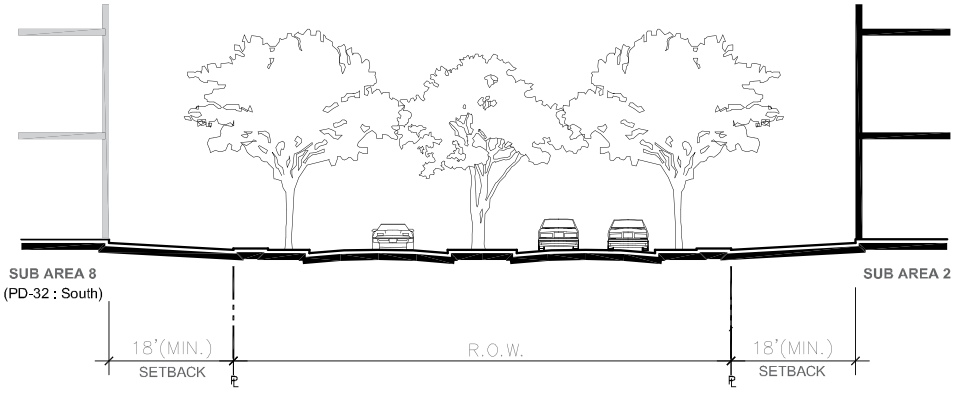


Figure 22 : Section J-J

Standards - Division IV

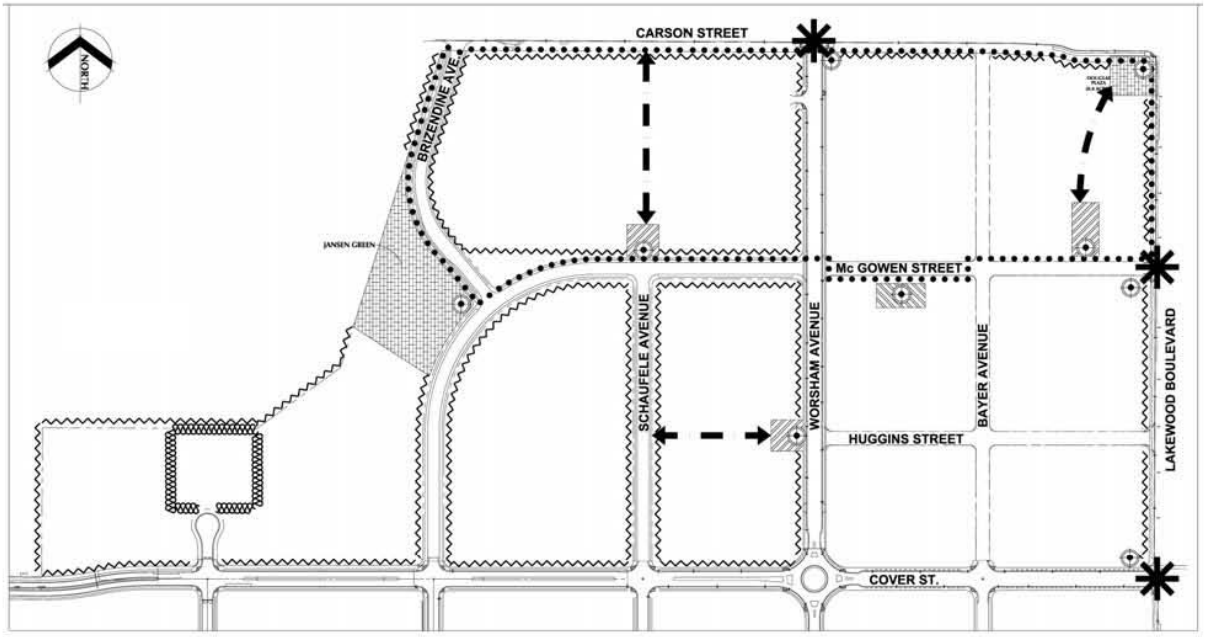
Landscape Standards

SEPTEMBER, 2009

Landscape Standards

Landscape Framework Plan

The Landscape Framework Plan establishes the landscape context for the ultimate landscape design. The Framework Plan identifies project edges, open space requirements, public art opportunities, pedestrian circulation and connectivity, and streetscape parkway standards. (See Division II for additional information.)



BAYER AVE. HUGGINS ST.	PRIVATE STREET WITH ENHANCED PEDESTRIAN CONNECTION - 11'-0" SIDEWALK PLAZA WITH ON STREET PARKING.		PROPOSED PUBLICLY ACCESSIBLE COMMUNITY OPEN SPACE • DOUGLAS PLAZA (0.4 ACRES) • JANSEN GREEN (2.0 ACRES APPROX.)
Mc GOWEN ST. (LAKEWOOD TO WORSHAM)	PUBLIC STREET (CURB TO CURB) WITH PRIVATE PEDESTRIAN SIDEWALK • 16'-0" WIDE "MAIN ST." SIDEWALK/ PLAZA • STREET TREES IN GRATES OR PLANTING WELLS • ENHANCED PAVING, STREET FURNITURE • LIGHTING • ON STREET PARKING		PROPOSED PUBLICLY ACCESSIBLE COMMUNITY OPEN SPACE (LOCATIONS SHOWN ARE CONCEPTUAL)
Mc GOWEN ST. (WORSHAM TO COVER)	PUBLIC STREET • 8'-0" WIDE PARKWAY WITH STREET TREES • 5'-0" WIDE SIDEWALK • 4'-0" WIDE LANDSCAPE STRIP OUTSIDE ROW		MID-BLOCK PEDESTRIAN CONNECTION • 8'-0" MIN. WALK WIDTH • 6'-0" MIN. LANDSCAPE AREA BOTH SIDES AND/OR CANOPY TREES BOTH SIDES IN TREE WELLS/ GRATES (LOCATIONS SHOWN ARE CONCEPTUAL)
COVER ST. (WEST OF SHAUFELE) SHAUFELE AVE BRIZENDINE AVE.	PUBLIC STREET WITH; • PROPOSED 5'-0" WIDE WALK • 6'-0" PARKWAY WITH STREET TREES. • RAISED PLANTED MEDIAN ALONG COVER STREET		LANDSCAPE BUFFER AT SUBSTATION • 5'-0" WIDE MIN.
COVER ST. (EAST OF SHAUFELE) WORSHAM AVE. CARSON ST. LAKEWOOD BLVD.	EXISTING 5'-0" WIDE SIDEWALK LANDSCAPE PARKWAY AND MEDIAN IMPROVEMENTS		STREET FRONTAGE AND GOLF COURSE LANDSCAPE SETBACK ZONE • BUILDINGS - 18' MIN. AT OFFICE,COMMERCIAL, LIGHT INDUSTRIAL PARCELS , 26' @ LAKEWOOD FRONTAGE 10'-0" @ CARSON ST • PARKING - 18' MIN. @ COVER ST. 26' MIN. @ LAKEWOOD BLVD & 6' MIN. AT ALL OTHER FRONTAGES (EXCEPTION- PEDESTRIAN ORIENTED STREETS WITHIN MIXED-USE AREAS) • GOLF COURSE - 19' FROM RIGHT OF WAY TO GOLF COURSE PROPERTY LINE
	STREET GATEWAYS • PLAZA W/ LIGHTING AND SITE FURNITURE • PUBLIC ART • ENHANCED PAVING • SPECIMEN TREES		
	OPPORTUNITY FOR AVIATION THEMED SCULPTURE PROVIDED BY BOEING		"PUBLIC ART WALK"

Figure 23 : Landscape Framework Plan

Master Street Tree Plan

The Master Street Tree Plan establishes the street tree concept for the various framework streets and includes species, size and spacing requirements. The street tree palette selected reflects the time honored beauty of many of the City's finest neighborhood streets.

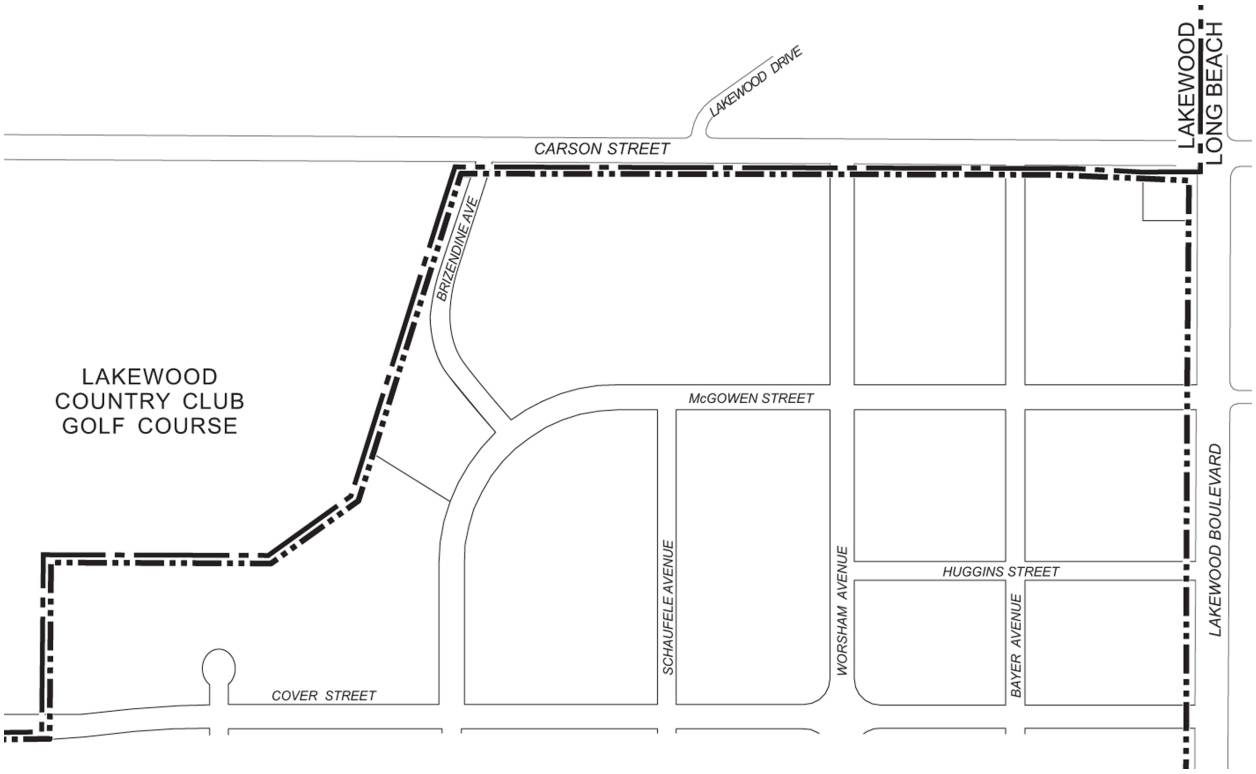


Figure 24 : Master Street Tree Plan

Framework Streets*

"Cover" Street (Mixed Use - Lakewood Boulevard to Worsham)

- Pyrus Calleryana 'Bradford"- Bradford Pear
  36" Box - 30' o.c.
- Phoenix dactylifera - Date Palm
  18' BTH - 30' o.c.

"Cover" Street (R&D/Commercial/Industrial - Worsham to Paramount Blvd.)

- Quercus Ilex - Holly Oak
  36" Box - 35' o.c.

"Worsham" Avenue

- Jacaranda mimosifolia - Jacaranda
  36" Box - 35' o.c.

"Schaufele" Avenue

- Ulmus parvifolia - Chinese Elm
  36" Box - 40' o.c.

"McGowen" Street

- Quercus virginiana 'Cathedral' - Cathedral Southern Live Oak.
  36" Box at planters adj to chokers 15' min. planter width
- Magnolia grandiflora 'D.D. Blanchard' - D.D. Blanchard Magnolia
  36" Box at tree wells/ grates

Framework Streets* Cont'd

"Brizendine" Avenue

- Platanus x acerifolia 'Columbia' - Columbia Sycamore

  24" Box - 35' o.c.

*Landscape Improvements within the public R.O.W. are installed by master developer. Landscape outside of R.O.W. is responsibility of individual builders.

Private Streets

"Huggins" Street

- Lagerstroemia 'Muskogee' - Muskogee Crape Myrtle

  24" Box - 30' o.c.

"Bayer" Avenue

- Magnolia grandiflora 'Little Gem' - Little Gem Magnolia

  24" Box - 35' o.c.

Setback Area Screen Trees

- Eucalyptus nicholii - Willow Leaved Peppermint

  15 Gal - 20' o.c.
- Eucalyptus leucoxylon - White Iron Bark

  15 Gal - 25'o.c.
- Melaleuca quinquenervia - Cajeput Tree

  36" Box - 25' o.c.
- Pinus species - Pine

  36" Box - 30' o.c.
- Tristania conferta - Brisbane Box

  24" Box - 25' o.c.
- Metrosiderus excelsus - New Zealand Christmas Tree

  24" Box - 20' o.c.

Perimeter Edge / Landscape Setback Condition Requirements

The perimeter edges include the landscape within the required setback areas (outside the public R.O.W.) adjacent to the various framework streets as well as the golf course edge. The minimum required perimeter landscape is defined by minimum required setbacks to buildings and parking.

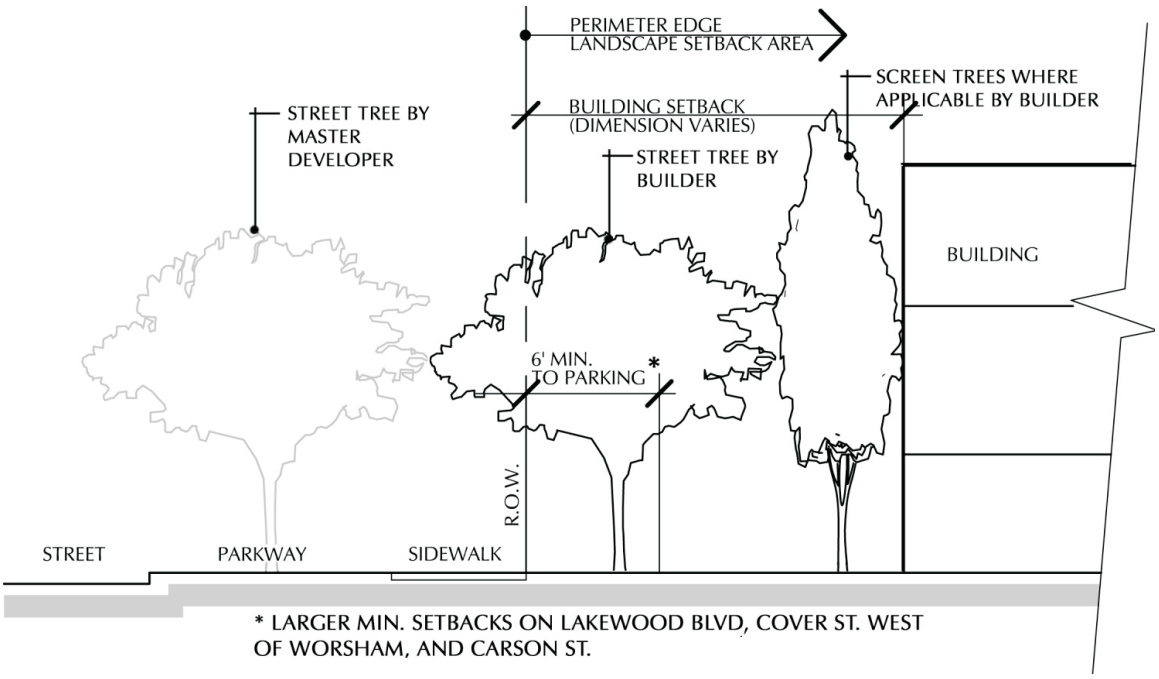


Figure 25 : Street Section (Typical Conditions)

The trees within the minimum landscape setback zone should be the same as the framework street tree within the parkway as defined by Master Street Tree Plan. For screening purposes within the setback zone (i.e., at parking structures, blank walls or other undesirable elements), the trees under the "setback/screening" section of the Master Street Tree Plan shall be utilized. Screening of parking areas is most effectively executed through use of berming and/or shrubs.

Shrubs appropriate for parking lot screening may include:

- Arctostaphylos 'Howard McMinn'
- Carissa spp. (> 3' height)
- Ilex spp. (> 3' height)
- Ligustrum japonicum
- Ornamental Grasses (> 3' height)
- Pittosporum 'Variegata'
- Rhaphiolepis (> 3' variety)
- Rosmarinus officinalis (> 3' variety)
- Strelitzia reginae

Larger screening shrubs (at parking structures, trash enclosures, utility enclosures, masonry walls, etc.) may include taller varieties of previous palette to left plus:

- Escallonia fradesii
- Heteromeles arbutifolia
- Plumbago auriculata
- Rhus integrifolia
- Westringia fruticosa
- Xylosma congestum 'Compacta'

Public and Private Street Requirements

The framework streets within Douglas Park are public streets. With the exception of the McGowen Street "main street overlay zone" between Lakewood Boulevard and Worsham Avenue, the public right-of-way extends beyond the face of curb, and includes at a minimum, the parkway behind curb to back of walk. Within the McGowen "main street overlay zone," the public right-of-way extends only to back-of-curb. The parcel owner will be responsible for final Landscape and Street Scene Design (per the Development Standards and Design Guidelines) and improvements back-of-curb, subject to the approval of the city's Directors of Public Works and Development Services.

The private streets Bayer and Huggins are conceptually shown and are the responsibility of the private parcel owner(s).

Community Open Space Required

The Douglas Park Master Plan includes several publicly accessible open space amenities:

- Jansen Green (minimum 2.0 acres) is located at McGowen Street and Brizendine Avenue, abutting the golf course. This is the largest single open space amenity, and designed to accommodate both active and passive uses.
- Douglas Plaza (0.4 acres) is located at Carson Street and Lakewood Boulevard, and provides a project gateway and key gathering space.
- In addition to these already-fixed public open space amenities, the project requires additional community open spaces totaling an additional minimum of 1.5 acres, to be located in both the Mixed-use and Office districts. These community open space amenities are designed for the enjoyment of Douglas Park occupants and visitors. (See Divisions II and III for additional information.)
- Pedestrian Connections – In addition to enhanced pedestrian routes along various streets, there are to be three mid-block pedestrian connections, to heighten the pedestrian experience and improve connectivity among open space amenities and public art. (See also Divisions II and III.)

Public Art / Themed Sculpture

Further enhancing the visitor's experience, aviation themed sculpture provided by the master developer are required to be incorporated within several of the open space amenities and project gateways. These theme sculptures will provide a public art "focal point" at key entries and view terminuses throughout the project. The proposed themes and gateway site design and layout are subject to the site plan review approval of the City's Directors of Development Services and Public Works.

Coordination with Existing Landscape

The framework (public) streets have existing street trees and parkway landscape (within the public R.O.W.) installed by the master developer. In addition, the development of PD-32: South (south of Cover Street) is underway. Every effort should be made to insure compatible and complimentary landscape transitions from these existing edges.

Planting Requirements

A minimum of 50% of a project's landscape shall be Southern California Native and/or Drought Tolerant, defined as low and very low water requirements per WUCOLS (Water Use Classifications of Landscape Species). Refer to plant palette within the design guidelines and the Sustainability Division for requirements.

Standards-Division V

Green Building Development Standards

SEPTEMBER, 2009

Green Building Development Standards

1 All development that meets or exceeds a threshold of 25,000 square feet of gross conditioned floor area shall fully comply with Boeing's Commercial Development Mandate by obtaining Leadership in Energy and Environmental Design (LEED) – NC (New Construction) or CS (Core and Shell) at the "Certified" level or higher prior to issuance of the Temporary or Final Certificate of Occupancy, whichever comes first.

2 Projects not registered with the GBCI (Green Building Certification Institute) may use a LEED equivalent alternative green building performance rating system to the satisfaction of the Director of Development Services.

3 The applicant shall pay for the cost of LEED certification or verification.

4 Projects committing to achieve Boeing's Commercial Development Mandate at the LEED Silver level or higher qualify for expedited services.

5 All parking lots shall either be 50% shaded by canopy trees after five years of growth or be completely surfaced with paving with a Solar Reflectance Index (SRI) of at least 29. At a minimum, canopy trees shall provide shade coverage, after five years of growth, of 40% of the total area dedicated to parking stalls and associated vehicular circulation. Because trees may reduce the visibility of signs, the City shall consider applications for the relocation of signs and/or the installation of additional signs as necessary. Tree wells required for proper planting and maintenance may be included in the calculated shade area.

6 All parkway landscaping shall comply with the following requirements:

   a. Use canopy trees that provide shade coverage, after five years of growth, of at least 40% of the total area designated for street right of way (curb face to curb face).

   b. Use drought and foot tolerant ground cover without thorns or stickers, etc. where turf is not used. Hard pavement may be used in areas next to parking.

   c. Allow taller (up to 24" high) and hardy drought tolerant plants in groupings not less than four feet long (measured parallel to the sidewalk) separated by decomposed granite or hard pavement material connections of 30"-36".

   d. No fencing shall be allowed to protect plants.

7 The Project site shall include stormwater management practices that treat stormwater runoff from 90% of the average annual rainfall on the site using structural and non-structural management measures. The Best Management Practices (BMPs) used to treat the runoff must be capable of removing 80%

of the average annual post development total suspended solids (TSS) load. Additional permanent BMPs would be selected for individual lot development and shall be addressed in future SUSMPs to be submitted at the time of lot development. Use of these BMPs would minimize surface water quality impacts.

8 Preferential parking shall be provided for carpools and vanpools at the rate of not less than 10 percent of the total employee parking.

a. Not less than ten percent of employee parking area shall be located as close as is practical to the employee entrance(s), and shall be reserved for use by potential carpool/vanpool vehicles, without displacing handicapped and customer parking needs. This preferential carpool/vanpool parking area shall be identified on the site plan upon application for building permit, to the satisfaction of the City. A statement that preferential carpool/vanpool spaces for employees are available and a description of the method for obtaining such spaces must be included on the required transportation information board. Spaces will be signed/striped as demand warrants; provided, that at all times at least one space for projects of twenty-five thousand square feet to fifty thousand square feet and two spaces for projects over fifty thousand square feet will be signed/striped for carpool/vanpool vehicles.

b. Preferential parking spaces reserved for vanpools must be accessible to vanpool vehicles. When located within a parking structure, a minimum vertical interior clearance of seven feet two inches shall be provided for those spaces and accessways to be used by such vehicles. Adequate turning radii and parking space dimensions shall also be included in vanpool parking areas.

"Employee parking area" means the portion of total required parking at a development used by on-site employees. Employee parking shall be calculated as follows:

Type of Use	Percent of Total Required Parking Devoted to Employees
Commercial	30%
Office/professional	85%
Industrial/manufacturing	90%

9 Bicycle parking shall be provided at a minimum of one space for each 5,000 sq. ft. of commercial building area, one space for each 7,500 sq. ft. of retail building area and one space for each 10,000 sq. ft. of industrial building area. Fractions shall be rounded up to the next whole number.

10 Shower facilities shall be provided for buildings of 25,000 SF or greater for occupants of that building. For office buildings, showers shall be provided at the rate of one shower per each 40,000 sq. ft. of building area; and for

industrial and retail buildings at the rate of one shower for each 65,000 sq. ft. of building area. Showers shall be located within 200 yards of the building's main entrance. The shower requirement shall be specified in the project "Conditions, Covenants and Restrictions" (CC&R) to the satisfaction of the Director of Long Beach Development Services, and a recorded copy of said document shall be provided to the Planning Bureau prior to the issuance of the Temporary or Final Certificate of Occupancy, whichever comes first, for the structure housing the shower facility.

11 Exterior lighting shall be energy efficient and designed to minimize light pollution. The key criteria are 1.25 footcandles minimum with a uniformity ratio of 4 to 1 average to minimum or better.

12 Roofing material shall have a minimum Solar Reflectance Index (SRI) of 78 for 75% of low-sloped building roofs (less than or equal to 2:12) and a minimum SRI of 29 for 75% of steep-sloped roofs (greater than or equal to 2:12), or a green roof shall be installed for 50% of the roof surface.

13 Indoor water shall either be reduced by 20% as compared to the 1992 Federal Energy Policy Act baseline or the plumbing fixtures shall meet the following minimum standards:

a. urinals:	0.25 gallons per flush or less
b. toilets:	1.28 gallons per flush or less
c. faucets:	1.00 gallons per minute or less
d. showerheads:	1.50 gallons per minute or less

14 Mechanical equipment with HCFC-free refrigerants shall be specified whenever such units are available for the chosen application.

15 All roof structures shall be designed to support an additional eight (8) pounds per square foot of dead load for future photovoltaic systems and conduit shall be provided from the roof to the utility room. The utility room shall be sized to provide sufficient space for the future installation of inverters with the required clearances.

16 Low-emitting materials shall meet the minimum requirements below:

a. Architectural paints, paints, coatings and primers applied to interior walls and ceilings consistent with the Green Seal Standard GS-11.

b. Anti-corrosive and anti-rust paints applied to interior ferrous metal substrates compliant with Green Seal Standard GS-03.

c. Clear wood finishes, floor coatings, stains, and shellacs applied to interior elements that do not exceed the VOC content limits established in South Coast Air Quality Management District (SCAQMD) Rule 1113.

d. Adhesives, sealants and sealant primers that meet SCAQMD Rule 1168.

e. Aerosol adhesives compliant with Green Seal Standard for Commercial Adhesives GS-36.

f. Carpet shall meet the CRI Green Label Plus criteria or the State of California Standard 1350.

g. Resilient flooring shall meet the Floor Score criteria or the State of California Standard 1350.

17 Permanent walk off mats or grilles shall be installed at the major entries of each building. For retail with frontage directly at the property line, interior non-permanent, washable walk off mats are acceptable.

18 All required yards and setback areas shall be attractively landscaped primarily with California native and drought tolerant plants. A majority of the proposed plants shall be low to very low water usage. Refer to PD-32 Design Guidelines for recommended plant selections for building perimeter, size and quantity requirements. Final planting plan subject to approval of Director of Long Beach Development Services prior to issuance of a building permit.

19 Include in the Planting Legend a category for Water Needs for the proposed planting using the most recent edition of A Guide to Estimating Irrigation Water Needs of Landscape Plantings in California, California Department Water Resource for Region 3 (South Coastal).

20 Comply with the State's "Model Water Efficient Landscape Ordinance" (MLO). Refer to http://www.owue.water.ca.gov/landscape/ord/ord.cfm for details.

21 All landscaped areas shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk.

22 Reclaimed water shall be used for all landscaped areas.

23 When new equipment is being installed for use in manufacturing or service process and readily-available and compatible alternatives exist in the same marketplace that offer greater water efficiency, the owner or occupant shall use the alternative that offers the better water efficiency.

24 Prior to approval of the Site Plan Review, the allocation of adequate storage space for the collection and loading of recyclable materials shall be included

in the design of buildings and waste collection points shall be established throughout Douglas Park to encourage recycling.

25 All projects shall comply with the City's Construction and Demolition Debris Recycling Ordinance.

26 An operations waste management plan shall be implemented by the City or private hauler to divert at least 50 percent of the waste generated by the project. The precise percentage to be diverted will depend on the specific use to be implemented and will be defined by the City of Long Beach Environmental Services Bureau. Waste disposal allocation shall be properly assigned to its original source City. Annual reports shall be submitted to the City of Long Environmental Services Bureau and Development Services for compliance.

27 A LEED Checklist indicating the project's proposed green building strategy and signed by the project's LEED AP shall be submitted with the Planning application of projects that meet the Douglas Park LEED threshold. The Developer shall not be bound to follow the credit strategy described on said LEED Checklist and may revise its credit strategy from time to time as it deems appropriate in its sole discretion given project issues including, but not limited to, cost, feasibility, constructability, material availability, and/or other developer limitations while still fulfilling the developer's obligation for the original LEED certification level or higher.

28 Projects that must obtain LEED certification shall register for LEED with the Green Building Certification Institute prior to approval of Site Plan Review. When projects register, they shall NOT designate that the project is "confidential" in order to permit City staff to verify the registration.

29 The PD-32: North (Douglas Park Phase 2) Green Building Standards may be superseded by Federal, State and County regulations.

Standards - Division VI

Appendix

SEPTEMBER, 2009

APPENDIX

FAA Determinations of No Hazard

This Appendix contains FAA "determination of no hazard to air navigation" letters, dated 12-02-2008 and applying to the generalized maximum height zones in PD-32: North. The FAA determinations include information about the evaluation and required future filings with the FAA when individual buildings are being planned and developed.

APPENDIX "A"
FAA Determinations of No Hazard

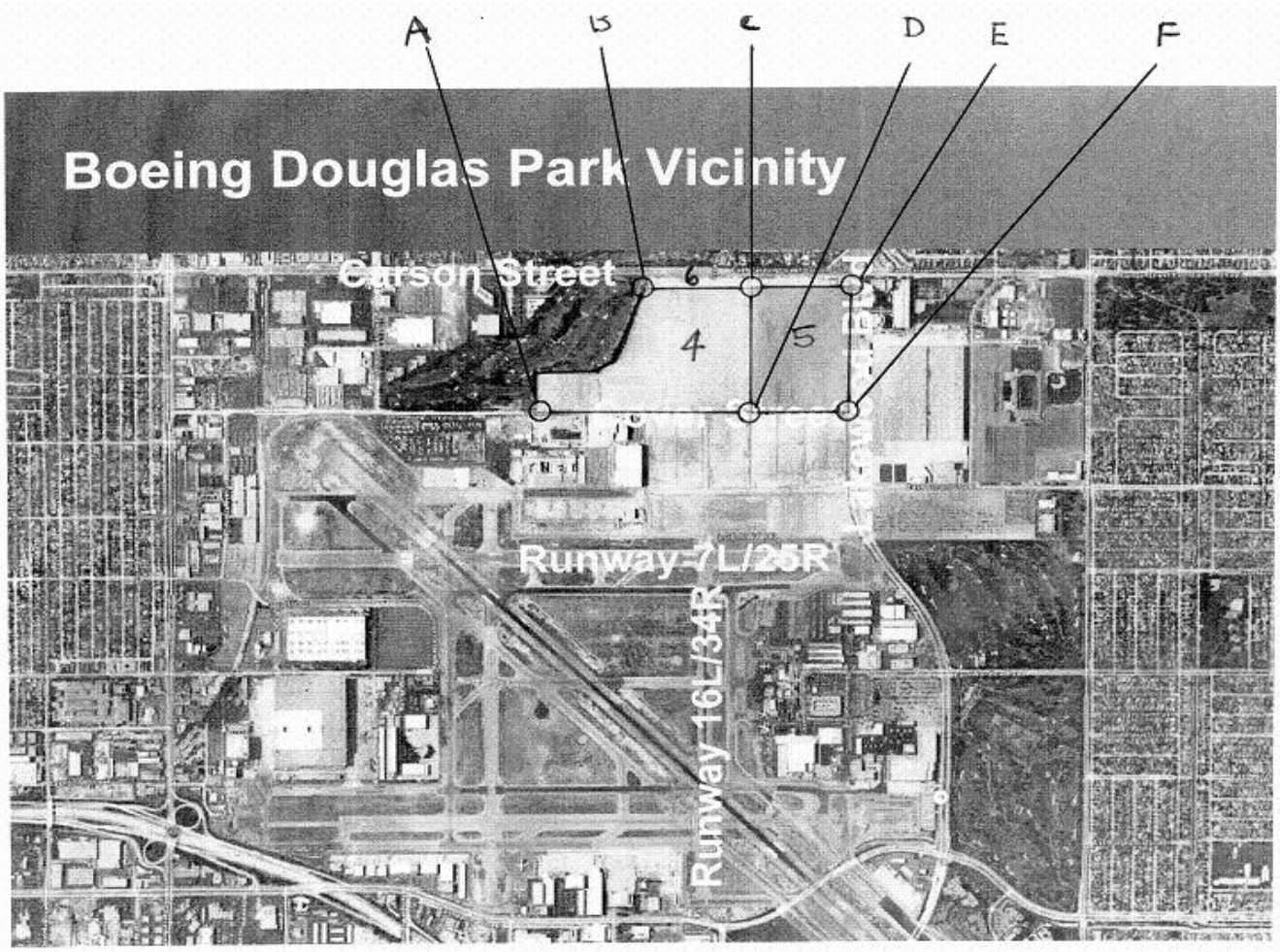
1. Sponsor	Mario Stavale	The Boeing Company	4501 E. Conant St., Bld	Long Beach	CA	90808	562-497-6153	562-497-6204	salvatore.m.stavale@boeing.com
2. Sponsor's Rep.	Nick Johnson	Johnson Aviation	6524 Deerbrook Road	Oak Park	CA	91377	818-606-3560	818-707-1545	nickjohnsonCNJ@aol.com

3. Notice of: New Construction
4. Duration: Permanent
5. Work Schedule: 1/1/2009 12/31/2010
6. Type: Various Buildings within defined Envelopes (see Table 1 below)
7. Marking: Red and Medium Intensity White, as required
8. FCC Antenna Reg # N/A
9. Latitude: See Table 1 below
10. Longitude: See Table 1 below
11. Datum: See Table 1 below
12. Nearest: See Table 1 below
13. Nearest Airport: See Table 1 below
14. Distance from #13: See Table 1 below
15. Direction from #13: See Table 1 below
16. Site Elevation: See Table 1 below
17. Total Structure Height: See Table 1 below
18. Overall Height: See Table 1 below
19. Previous ASN: N/A
20. Description of Location: See Attached presentation
21. Description of Proposal: See Attached presentation on proposal

Table 1: Boeing Douglas Park Rezone Building Areas for FAA Assessment

Point	Latitude	Longitude	Datum	Nearest City, State	Nearest Public-use Airport	Distance from Airport (ARP) to Point	Direction from Airport (ARP) to Point (true)	Planned Site Elevation (AMSL)	Total Structure Height (AGL)	Overall Height (AMSL)
Point A	33 49 39.00224	118 09 14.77365	NAD 83	Long Beach, CA	LGB	3638.3	348.08 deg	51	50	101
Point B	33 49 53.85984	118 09 00.88334	NAD 83	Long Beach, CA	LGB	5077.6	004.77 deg	51	50	101
Point C	33 49 53.82734	118 08 46.72925	NAD 83	Long Beach, CA	LGB	5307.1	017.73 deg	51	75	126
Point D	33 49 39.36111	118 08 46.70091	NAD 83	Long Beach, CA	LGB	3939.6	024.23 deg	51	75	126
Point E	33 49 54.50078	118 08 33.71953	NAD 83	Long Beach, CA	LGB	5796.2	027.92 deg	51	75	126
Point F	33 49 39.33831	118 08 33.85297	NAD 83	Long Beach, CA	LGB	4491.4	036.96 deg	51	75	126

LGB ARP 33 49 03.8000 N 118 09 05.8000 W NAD 83


A
B
C
D
E
F
Boeing Douglas Park Vicinity
Carson Street
6
4
5
Runway 7L/25R
Runway 16L/34R

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2008-AWP-6419-OE
Prior Study No.
2007-AWP-5991-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
Boeing Realty Corporation
4501 E. Conant St.
Long Beach, CA 90808

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point A
Location:	Long Beach, CA
Latitude:	33-49-39.00N NAD 83
Longitude:	118-09-14.77W
Heights:	50 feet above ground level (AGL) 101 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 50 feet above ground level (101 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 06/02/2010 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

Page 1 of 5

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6419-OE.

Signature Control No: 604200-103740310 (DNE)
Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2008-AWP-6419-OE

THE SIX PROJECT POINTS FOR THIS AREA OF THE BOEING DOUGLAS PARK DEVELOPMENT WERE ENTERED INTO THE OE SYSTEM BY THE FAA. THE SIX PROJECT POINTS DO NOT REPRESENT ACTUAL STRUCTURES, BUT RATHER AN AREA WHICH IS UNDER CONSIDERATION FOR REZONING.

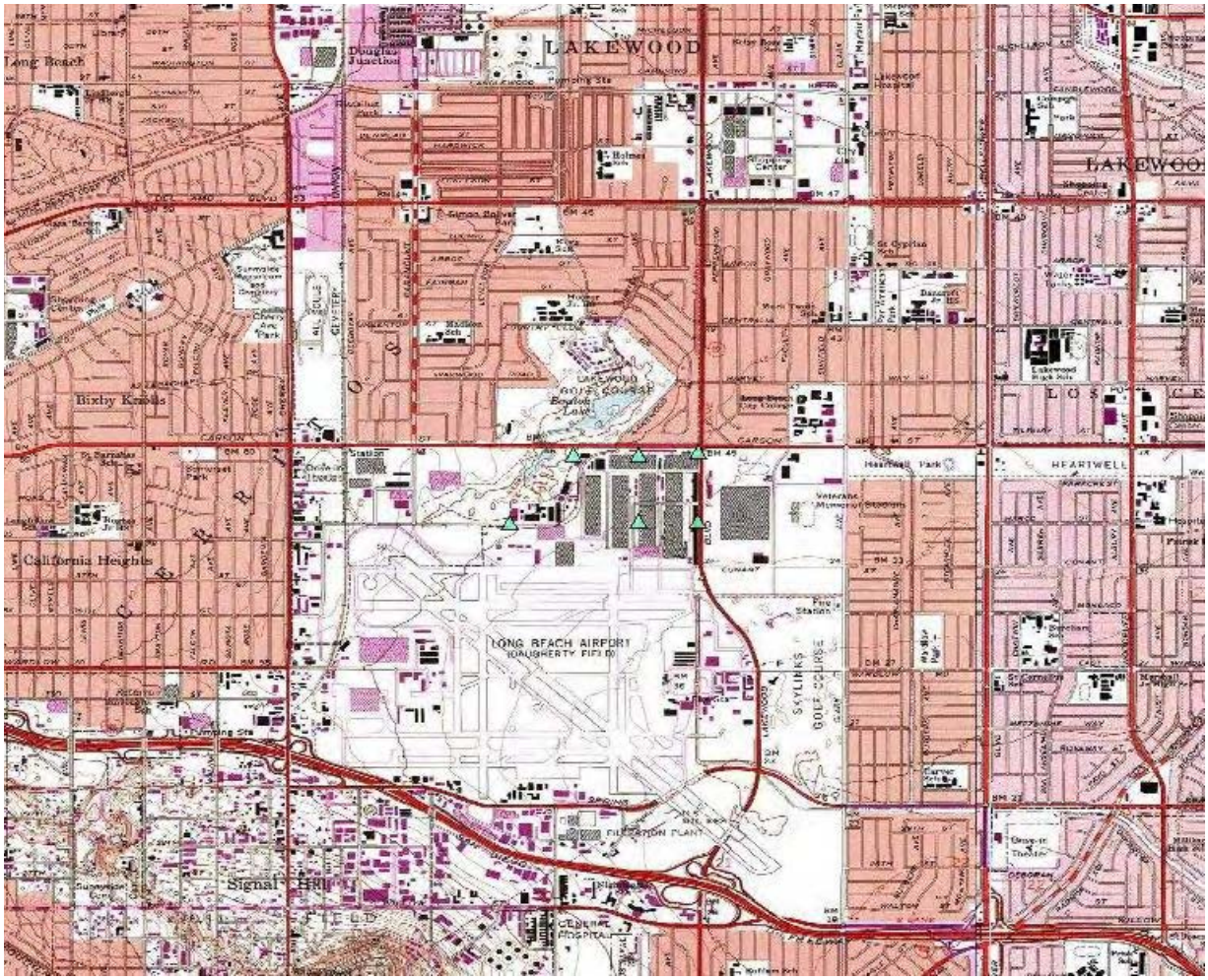
PORTIONS OF THIS AREA WILL HAVE FUTURE STRUCTURES UNDERLYING THE LGB RNAV (RNP) RWY 12 INSTRUMENT APPROACH PROCEDURE (IAP) MISSED APPROACH SEGMENT.

THE SPONSOR IS EXPECTED TO SUBMIT FUTURE DEFINITE BUILDING SITE PROPOSALS WITHIN THIS REZONED AREA INDIVIDUALLY, WITH THEIR SPECIFIC LATITUDE/LONGITUDE, SITE ELEVATION, AND ABOVE GROUND LEVEL HEIGHTS. THIS WILL ENABLE FINAL AIRSPACE DETERMINATIONS TO BE ISSUED WITH SITE-SPECIFIC DATA FOR THE FINAL DESIGNED BUILDING FOOTPRINT LAYOUTS.

Case Description for ASN 2008-AWP-6419-OE

Boeing Douglas Park Rezone Area

Verified Map for ASN 2008-AWP-6419-OE



Page 5 of 5

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2008-AWP-6422-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
Boeing Realty Corporation
4501 E. Conant St.
Long Beach, CA 90808

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point B
Location:	Long Beach, CA
Latitude:	33-49-53.86N NAD 83
Longitude:	118-09-00.88W
Heights:	50 feet above ground level (AGL) 101 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 50 feet above ground level (101 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 06/02/2010 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

Page 1 of 5

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6422-OE.

Signature Control No: 604205-103740312 (DNE)
Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2008-AWP-6422-OE

THE SIX PROJECT POINTS FOR THIS AREA OF THE BOEING DOUGLAS PARK DEVELOPMENT WERE ENTERED INTO THE OE SYSTEM BY THE FAA. THE SIX PROJECT POINTS DO NOT REPRESENT ACTUAL STRUCTURES, BUT RATHER AN AREA WHICH IS UNDER CONSIDERATION FOR REZONING.

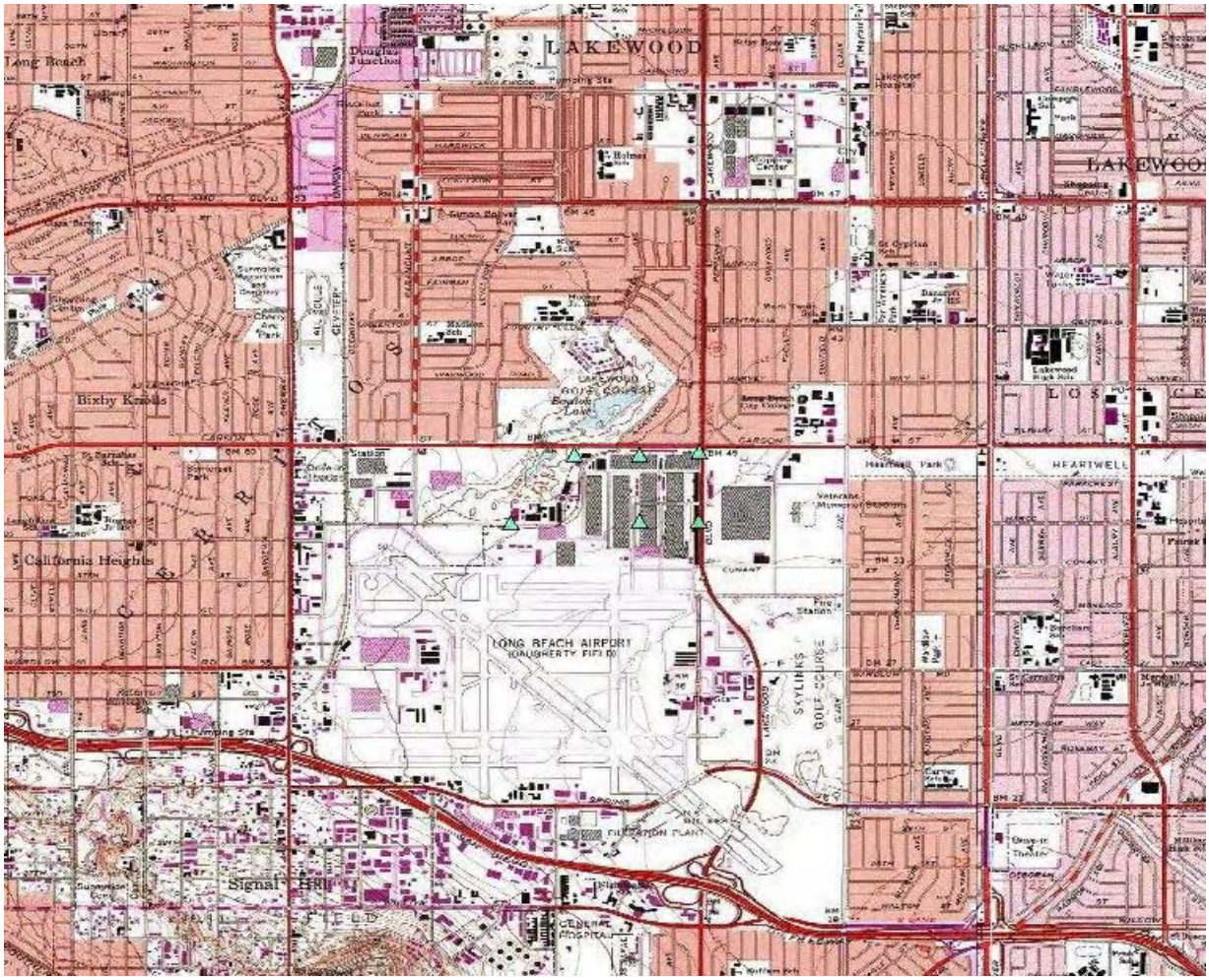
PORTIONS OF THIS AREA WILL HAVE FUTURE STRUCTURES UNDERLYING THE LGB RNAV (RNP) RWY 12 INSTRUMENT APPROACH PROCEDURE (IAP) MISSED APPROACH SEGMENT.

THE SPONSOR IS EXPECTED TO SUBMIT FUTURE DEFINITE BUILDING SITE PROPOSALS WITHIN THIS REZONED AREA INDIVIDUALLY, WITH THEIR SPECIFIC LATITUDE/LONGITUDE, SITE ELEVATION, AND ABOVE GROUND LEVEL HEIGHTS. THIS WILL ENABLE FINAL AIRSPACE DETERMINATIONS TO BE ISSUED WITH SITE-SPECIFIC DATA FOR THE FINAL DESIGNED BUILDING FOOTPRINT LAYOUTS.

Case Description for ASN 2008-AWP-6422-OE

Boeing Douglas Park Rezone Area

Verified Map for ASN 2008-AWP-6422-OE



Page 5 of 5

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2008-AWP-6423-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
Boeing Realty Corporation
4501 E. Conant St.
Long Beach, CA 90808

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point C
Location:	Long Beach, CA
Latitude:	33-49-53.83N NAD 83
Longitude:	118-08-46.73W
Heights:	75 feet above ground level (AGL) 126 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 75 feet above ground level (126 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 06/02/2010 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

Page 1 of 5

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6423-OE.

Signature Control No: 604206-103740308 (DNE)
Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2008-AWP-6423-OE

THE SIX PROJECT POINTS FOR THIS AREA OF THE BOEING DOUGLAS PARK DEVELOPMENT WERE ENTERED INTO THE OE SYSTEM BY THE FAA. THE SIX PROJECT POINTS DO NOT REPRESENT ACTUAL STRUCTURES, BUT RATHER AN AREA WHICH IS UNDER CONSIDERATION FOR REZONING.

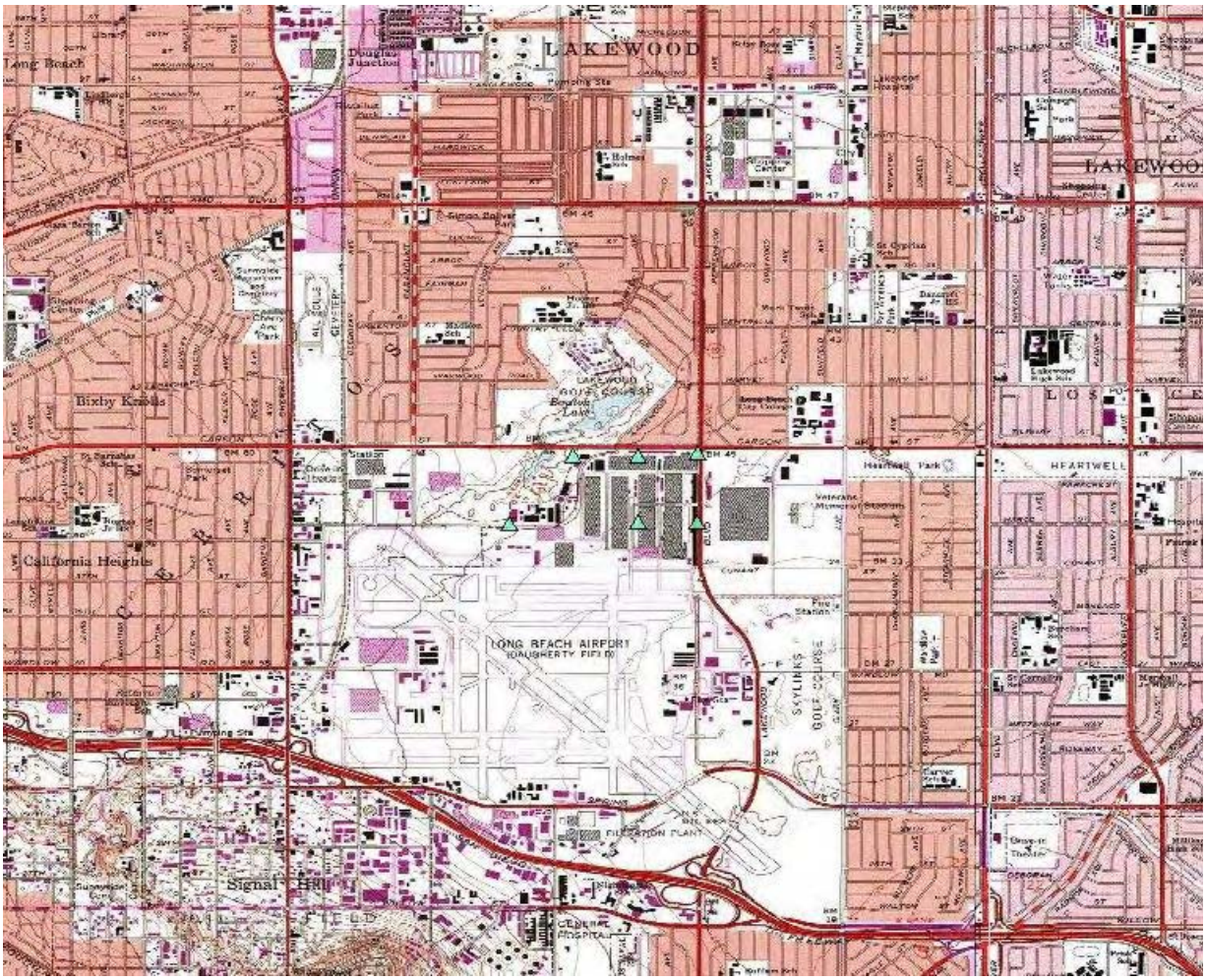
PORTIONS OF THIS AREA WILL HAVE FUTURE STRUCTURES UNDERLYING THE LGB RNAV (RNP) RWY 12 INSTRUMENT APPROACH PROCEDURE (IAP) MISSED APPROACH SEGMENT.

THE SPONSOR IS EXPECTED TO SUBMIT FUTURE DEFINITE BUILDING SITE PROPOSALS WITHIN THIS REZONED AREA INDIVIDUALLY, WITH THEIR SPECIFIC LATITUDE/LONGITUDE, SITE ELEVATION, AND ABOVE GROUND LEVEL HEIGHTS. THIS WILL ENABLE FINAL AIRSPACE DETERMINATIONS TO BE ISSUED WITH SITE-SPECIFIC DATA FOR THE FINAL DESIGNED BUILDING FOOTPRINT LAYOUTS.

Case Description for ASN 2008-AWP-6423-OE

Boeing Douglas Park Rezone Area

Verified Map for ASN 2008-AWP-6423-OE



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Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2008-AWP-6424-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
Boeing Realty Corporation
4501 E. Conant St.
Long Beach, CA 90808

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point D
Location:	Long Beach, CA
Latitude:	33-49-39.36N NAD 83
Longitude:	118-08-46.70W
Heights:	75 feet above ground level (AGL) 126 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 75 feet above ground level (126 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 06/02/2010 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6424-OE.

Signature Control No: 604207-103740309 (DNE)
Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2008-AWP-6424-OE

THE SIX PROJECT POINTS FOR THIS AREA OF THE BOEING DOUGLAS PARK DEVELOPMENT WERE ENTERED INTO THE OE SYSTEM BY THE FAA. THE SIX PROJECT POINTS DO NOT REPRESENT ACTUAL STRUCTURES, BUT RATHER AN AREA WHICH IS UNDER CONSIDERATION FOR REZONING.

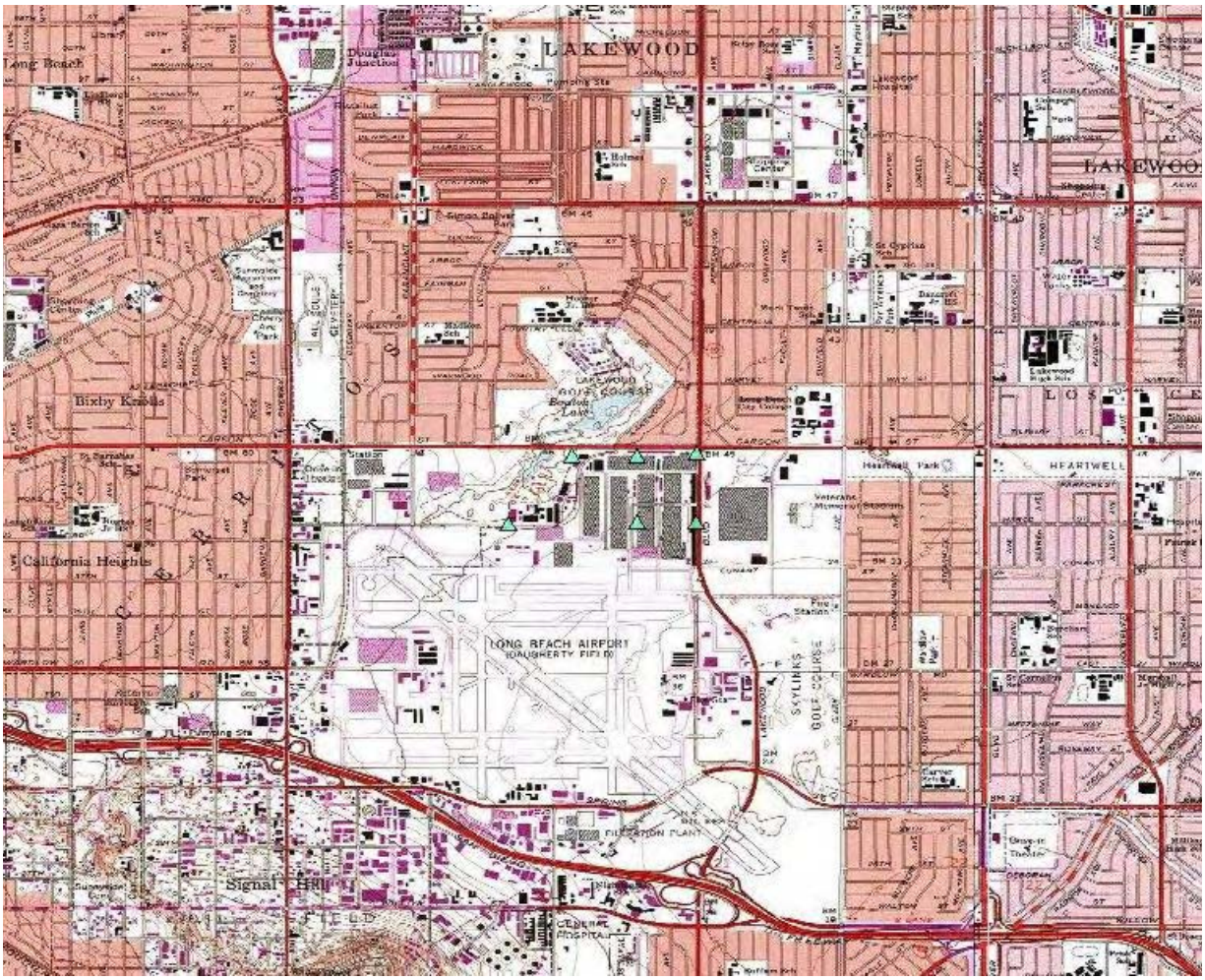
PORTIONS OF THIS AREA WILL HAVE FUTURE STRUCTURES UNDERLYING THE LGB RNAV (RNP) RWY 12 INSTRUMENT APPROACH PROCEDURE (IAP) MISSED APPROACH SEGMENT.

THE SPONSOR IS EXPECTED TO SUBMIT FUTURE DEFINITE BUILDING SITE PROPOSALS WITHIN THIS REZONED AREA INDIVIDUALLY, WITH THEIR SPECIFIC LATITUDE/LONGITUDE, SITE ELEVATION, AND ABOVE GROUND LEVEL HEIGHTS. THIS WILL ENABLE FINAL AIRSPACE DETERMINATIONS TO BE ISSUED WITH SITE-SPECIFIC DATA FOR THE FINAL DESIGNED BUILDING FOOTPRINT LAYOUTS.

Case Description for ASN 2008-AWP-6424-OE

Boeing Douglas Park Rezone Area

Verified Map for ASN 2008-AWP-6424-OE



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Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2008-AWP-6425-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
Boeing Realty Corporation
4501 E. Conant St.
Long Beach, CA 90808

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point E
Location:	Long Beach, CA
Latitude:	33-49-54.50N NAD 83
Longitude:	118-08-33.72W
Heights:	75 feet above ground level (AGL) 126 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

_____ At least 10 days prior to start of construction (7460-2, Part I)
__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part II)

See attachment for additional condition(s) or information.
Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

Any height exceeding 75 feet above ground level (126 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 06/02/2010 unless:

(a) extended, revised or terminated by the issuing office.
(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6425-OE.

Signature Control No: 604208-103740313 (DNE)
Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2008-AWP-6425-OE

THE SIX PROJECT POINTS FOR THIS AREA OF THE BOEING DOUGLAS PARK DEVELOPMENT WERE ENTERED INTO THE OE SYSTEM BY THE FAA. THE SIX PROJECT POINTS DO NOT REPRESENT ACTUAL STRUCTURES, BUT RATHER AN AREA WHICH IS UNDER CONSIDERATION FOR REZONING.

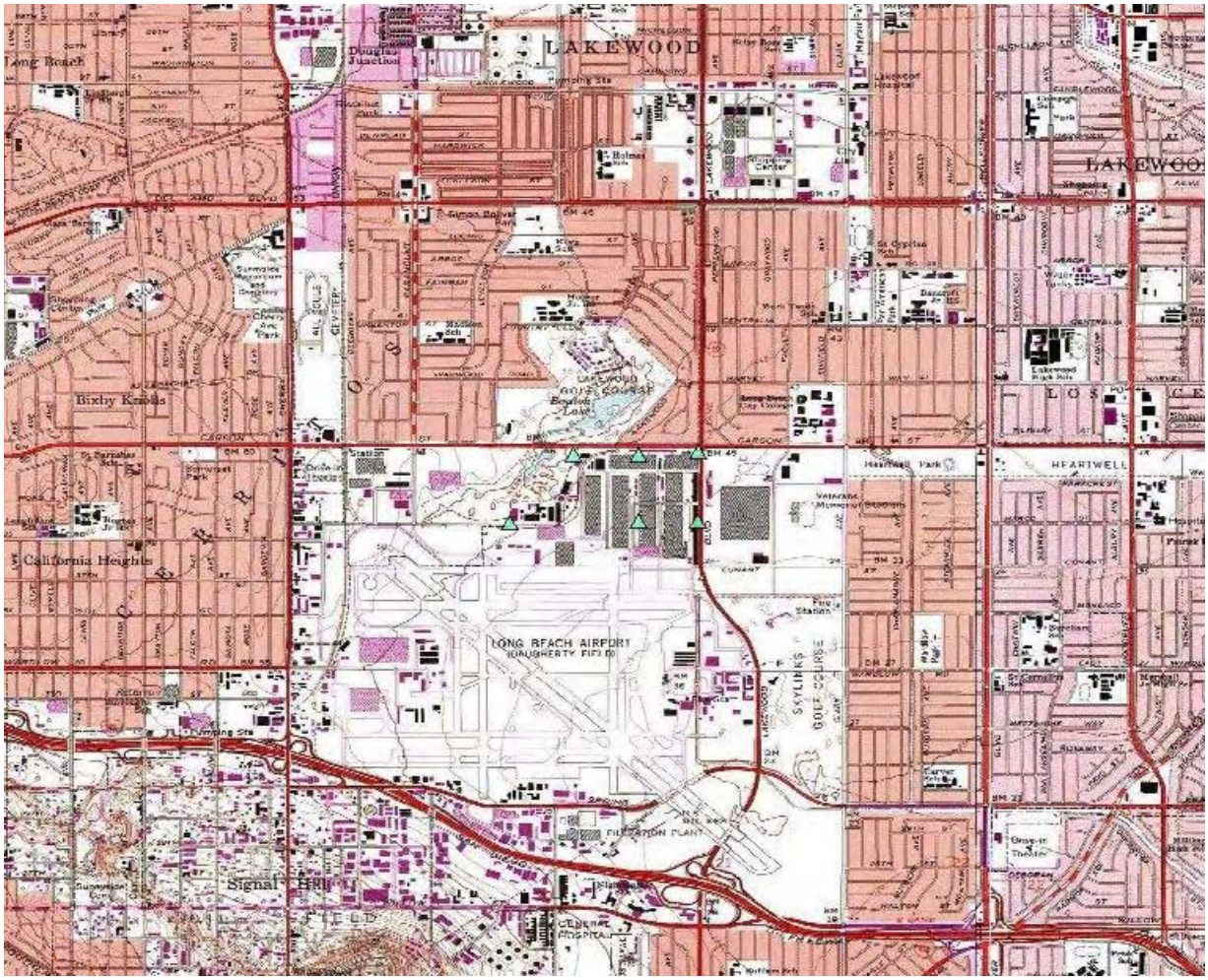
PORTIONS OF THIS AREA WILL HAVE FUTURE STRUCTURES UNDERLYING THE LGB RNAV (RNP) RWY 12 INSTRUMENT APPROACH PROCEDURE (IAP) MISSED APPROACH SEGMENT.

THE SPONSOR IS EXPECTED TO SUBMIT FUTURE DEFINITE BUILDING SITE PROPOSALS WITHIN THIS REZONED AREA INDIVIDUALLY, WITH THEIR SPECIFIC LATITUDE/LONGITUDE, SITE ELEVATION, AND ABOVE GROUND LEVEL HEIGHTS. THIS WILL ENABLE FINAL AIRSPACE DETERMINATIONS TO BE ISSUED WITH SITE-SPECIFIC DATA FOR THE FINAL DESIGNED BUILDING FOOTPRINT LAYOUTS.

Case Description for ASN 2008-AWP-6425-OE

Boeing Douglas Park Rezone Area

Verified Map for ASN 2008-AWP-6425-OE



Page 5 of 5

Federal Aviation Administration
Air Traffic Airspace Branch, ASW-520
2601 Meacham Blvd.
Fort Worth, TX 76137-0520

Aeronautical Study No.
2008-AWP-6427-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
Boeing Realty Corporation
4501 E. Conant St.
Long Beach, CA 90808

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point F
Location:	Long Beach, CA
Latitude:	33-49-39.34N NAD 83
Longitude:	118-08-33.85W
Heights:	75 feet above ground level (AGL) 126 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be completed and returned to this office any time the project is abandoned or:

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See attachment for additional condition(s) or information.
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If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6427-OE.

Signature Control No: 604210-103740311 (DNE)
Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2008-AWP-6427-OE

THE SIX PROJECT POINTS FOR THIS AREA OF THE BOEING DOUGLAS PARK DEVELOPMENT WERE ENTERED INTO THE OE SYSTEM BY THE FAA. THE SIX PROJECT POINTS DO NOT REPRESENT ACTUAL STRUCTURES, BUT RATHER AN AREA WHICH IS UNDER CONSIDERATION FOR REZONING.

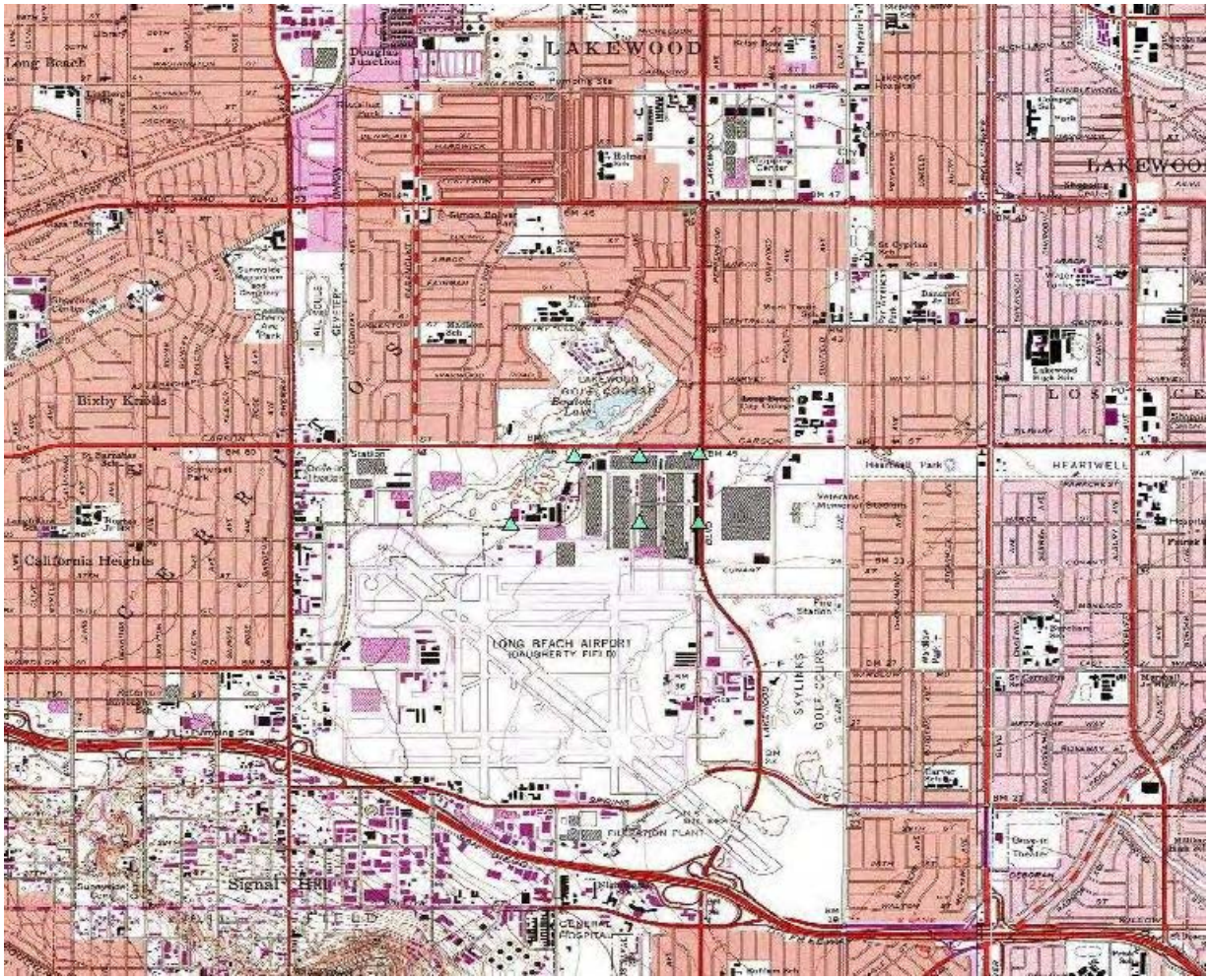
PORTIONS OF THIS AREA WILL HAVE FUTURE STRUCTURES UNDERLYING THE LGB RNAV (RNP) RWY 12 INSTRUMENT APPROACH PROCEDURE (IAP) MISSED APPROACH SEGMENT.

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Case Description for ASN 2008-AWP-6427-OE

Boeing Douglas Park Rezone Area

Verified Map for ASN 2008-AWP-6427-OE



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