

**MINUTES OF MARCH 24, 2011  
REGULAR MEETING  
LONG BEACH PLANNING COMMISSION**

Be it remembered that a regular meeting of the Long Beach Planning Commission of the City of Long Beach, Mississippi, was begun and held, at 6:00 o'clock p.m., Thursday, the 24<sup>th</sup> day of March, in the Long Beach City Hall Meeting Room, 201 Jeff Davis Avenue, in said City, and the same being the time, date and place fixed for holding said meeting. There was present and in attendance on said Commission and at the meeting the following named persons: Commission Chairman Frank Olaivar, Commissioners Tony Vancourt, Jim Heinzl Gretchen Loftus, George Casey, Jacquie Lipski, Tonda Yandell, and Minutes Clerk Veronica Howard.

Commissioner Dale Hare was absent the meeting.

The meeting was called to order, there being a quorum present and sufficient to transact the business of this recess meeting, the following proceeding were had and done.

Commissioner Loftus made motion seconded by Commissioner Lipski and unanimously carried to amend the agenda as follows:

V. UNFINISHED BUSINESS

1. Recommend adoption of the Comprehensive Plan. (Public Hearing held November 10, 2010)
2. Recommend adoption of the Smart Code Plan and Transect Map. (public hearing held October 14, 2010), stating the Comprehensive Plan should be acted upon before the Smart Code Plan and Transect Map.

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Commissioner Yandell made motion seconded by Commissioner Vancourt and unanimously carried to approve the regular meeting minutes of March 10, 2011 as submitted.

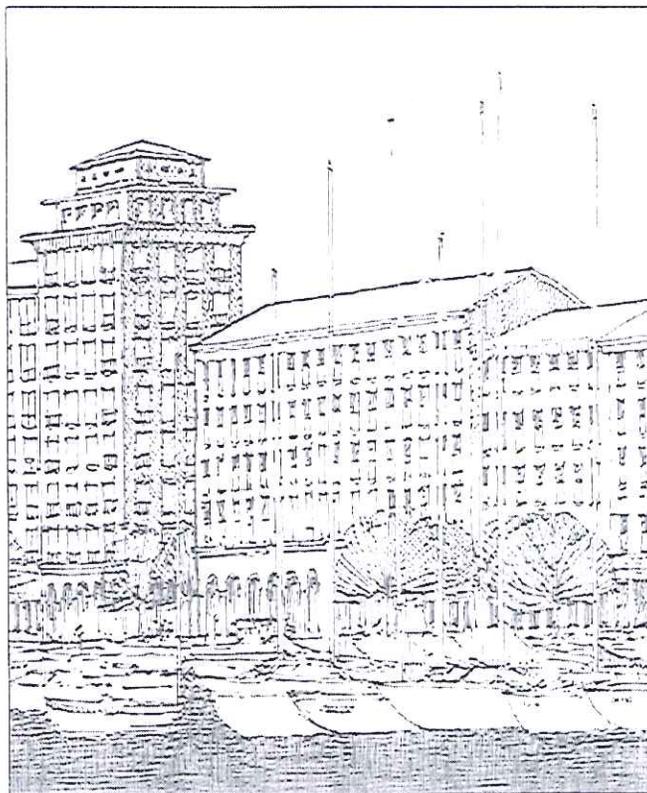
Commissioner Lipski made motion seconded by Commissioner Loftus and unanimously carried to approve the work session minutes of March 16, 2011 as submitted.

Commissioner Lipski made motion seconded by Commissioner Loftus and unanimously carried to approve the work session minutes of March 21, 2011 as submitted.

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It came for consideration under UNFINISHED BUSINESS the recommendation for adoption of the Comprehensive Plan (Public Hearing held November 10, 2010) as follows:



LONG BEACH, MISSISSIPPI  
COMPREHENSIVE PLAN - AUGUST 2009

*PLANNING FOR A BRIGHTER FUTURE...*

PREPARED BY  
AYERS/SAINT/GROSS  
ARCHITECTS + PLANNERS

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LONG BEACH, MISSISSIPPI  
COMPREHENSIVE PLAN - OCTOBER 2008

*PLANNING FOR A BRIGHTER FUTURE...*



ARCHITECTS - PLANNERS

PREPARED BY  
AYERS/SAINT/GROSS  
ARCHITECTS + PLANNERS  
IN COLLABORATION WITH:  
MACGUIRE WOODS LLP &  
HURLEY FRANKS ASSOCIATES

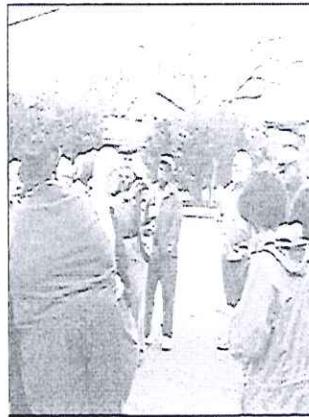
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**PURPOSE**

A comprehensive plan is one of a community's most important policy documents. A comprehensive plan will furnish both a snapshot of a point in time and a vision of the future. Comprehensive plans serve a number of purposes, the most important of which is guiding long-term investment, growth, and development in a locality. A plan will do this by providing a foundation for other, more detailed, land development policy and regulatory documents the locality may adopt. Although the plan does not create any laws or regulations, it identifies methods that are appropriate for carrying out its policy guidance.

The Long Beach Comprehensive Plan (the "Plan") is no different. It recommends patterns of new development and redevelopment based upon the values gleaned from the community during numerous interviews, public forums, and outreach efforts. The result is a Plan that recommends how and where development should occur, where public investment for road and utility improvements should be made, and where new schools, parks and other public facilities should be placed. The Plan sets policy, and provides direction and context for public and private investment within Long Beach over the next 20 years.

Another important role of a comprehensive plan is to strive to get the most out of expenditures and to save on future planning and construction expenses. Hundreds of millions of dollars will be spent by the City of Long Beach over the next 20 years on public improvements with, or without, a comprehensive plan. During the same period, property owners will spend billions of dollars improving their property. Public and private investment should contribute toward the City's permanence, improve the quality of life for residents, and advance the vision of the City.

The Comprehensive Plan is an extremely important step for Long Beach, which to some extent is starting over; rebuilding in the wake of 2005's Hurricane Katrina. The Plan and subsequent SmartCode, or implementing regulations, provide the guidance needed for the future. With its long range perspective, the Plan's primary purpose is to aid in rebuilding the community by establishing goals to fulfill the community's vision and developing a series of strategies to achieve these goals.



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**AUTHORITY**

As an expression of a community's official policy concerning future physical growth and development, the comprehensive plan is intended to serve as a guide to public decision makers as they consider issues related to land use regulation, growth management, economic development and the prioritization of capital expenditures. Required by statute for all jurisdictions within the State of Mississippi, a comprehensive plan provides the general framework for protection and advancement of the general health, safety, and welfare of the community. This framework forms the rational basis for the administration of land use and development controls such as zoning, subdivision, historic preservation, or

design controls. In fact, the validity of any regulatory document such as the zoning ordinance, subdivision regulations, design guidelines, etc. is dependant upon the existence of an approved and updated comprehensive plan.

The Mississippi Code of 1972, annotated, outlines required elements of a comprehensive plan: long range goals and objectives for the development of land uses, schools, roads, open spaces, and community facilities; a land use plan; a transportation plan; a community facilities plan; and, a capital improvements program.

**PROCESS**

The City of Long Beach Comprehensive Plan is built upon the Long Beach Master Plan done by Ayers Saint Gross in 2006 and the 2005 Long Beach Downtown Renewal Plan completed as part of the Governor Haley Barbour's Mississippi Renewal Charrette. These documents were prepared with intensive citizen participation and provided the vision and many of the goals and recommendations contained in this Plan. In 2008 this information was updated through extensive interviews

with City staff, elected officials, and other stakeholders; walking tours were conducted through each Ward; analysis of current conditions and trends in Long Beach was undertaken; and a series of public meetings was held. All of these planning efforts, undertaken in the weeks and months after Hurricane Katrina devastated Long Beach, were led by local elected officials and supported by a wide range of professionals specializing in long-range planning and design.

**COMPONENTS**

The end result of the process outlined above is a visionary, yet realistic Comprehensive Plan that should provide a sound foundation for land use decision-making in the coming years. The Plan contains a series of maps depicting existing conditions developed for analytical and informational purposes, much like the statistics from the last census. The existing conditions maps contributed to various studies and analyses that together represent a statement of Long Beach today. From this data and subsequent analysis a future land use plan, a

transportation plan, and a community facilities plan were developed. Maps for each of these ideals communicate graphically the community's vision for itself in 20 to 25 years as expressed by citizens and stakeholders. Background data, studies, and analyses forming the foundation of this plan can be found in the Special Analyses chapter of this document. The conclusions drawn from them, however, can be found interspersed throughout the Plan.

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## A VISION FOR RENEWAL

The citizens of Long Beach, Mississippi are accustomed to hurricanes, as are most Gulf Coast communities. They have no choice; the storms are a fact of life on the water in that part of the country. But the morning of August 29, 2005 brought Category 5 Hurricane Katrina to the shores of Long Beach; the sixth strongest Atlantic hurricane ever recorded and the third-strongest on record to make landfall in the United States. Katrina's storm surge devastated the cities lining Mississippi's Gulf Coast: Bay St. Louis, Pass Christian, Waveland, Gulfport, Biloxi, D'Iberville, Ocean Springs, Gautier, Moss Point, Pascagoula, and Long Beach.

Recovery for Long Beach and other communities affected by the storm has been a mixture of hopes, dreams and crushing reality; of sweat equity, private investment and government assistance. And it has been a mind numbing process of physical labor, insurance claims, and daily struggles. But residents see progress every day that lends the needed courage to get past the latest hurdle and begin to envision a much different reality in the future. Today, almost three years after the storm, Long Beach has made significant progress. Enough of the physical and emotional debris has been cleared away that the community is eager to put a plan in place for its renewal.

Long Beach recognized early on that opportunity emerges out of crisis. As a community, the City has come to recognize that together they have the chance to build a stronger, thriving community, but that changes would have to be made to sustain Long Beach for future generations. The community has been united in two planning efforts for a sustainable future; first during the 2005 Governor's Charrette for Mississippi Renewal and again with the Ayers Saint Gross Master Plan completed in 2006.

This Comprehensive Plan for Long Beach is the next step in the renewal process. It provides a guide for the many projects underway, and those that will occur over the next 20 years. As it is followed, the Plan will guide the community toward its goal of becoming a socially, economically, and environmentally sustainable city. The Plan emerged directly from the community and is representative of the planning team's recommendations, the community's vision of the future of Long Beach, and the City's operational requirements. This Plan is not about disaster recovery, but instead it embraces the ideals of community renewal and rejuvenation. The Comprehensive Plan for Long Beach is a commitment to take advantage of the opportunity presented in August of 2005, and to be intentional in the City's efforts to build a sustainable future.

## OUR COMMUNITY VISION

In 2025 . . .

Long Beach is a thriving small-town community. People want to live, learn, work, visit, shop, and play in Long Beach because folks are friendly, children receive a high-quality education through the public schools, neighborhoods support a comfortable lifestyle for residents from all walks of life, and everyone feels safe. The City's quiet neighborhoods. Downtown has returned as the heart of the community and is a vibrant center of retail activity; the nearby Gulf Park Campus of the University of Southern Mississippi is humming with intellectual pursuits for residents and college students alike; and the Long Beach marina provides abundant opportunities for recreational enjoyment and commercial enterprises.

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#### KEY PRINCIPLES

##### SUSTAINABILITY

"Triple bottom line" sustainability focuses on three different aspects of sustainability: environmental, social and economic. Each of these elements is related to the others in numerous ways. Environmental sustainability is about meeting our current needs without undermining the ability of future generations to meet theirs. But when we make a new civic building more energy efficient, this is not just reducing our unnecessary waste of resources, it is also saving money on the rising costs of energy for decades to come. This stewardship, which helps a locality keep its taxes lower, is a part of economic sustainability. Similarly, when we make sure that such energy efficiency is built into our housing, we increase the likelihood that the resulting lower energy bills will help maintain the affordability on which current and future residents depend. This social sustainability in turn increases the likelihood of available service workers to fill regional jobs.

To achieve the 2025 vision, Long Beach must provide "sustainable development." That is, it must take the steps necessary for its current population to achieve a sustainable lifestyle, but it must also adopt practices that allow the City's development to absorb expected population increases and numerous new businesses, while remaining sustainable. To achieve this sustainable development, Long Beach should eventually assess the entire spectrum of sustainability and restoration issues. In order to begin this journey towards sustainability, however, the City should focus on four areas:

*Sustainable land use design.* As reconstruction occurs, Long Beach should direct development toward existing neighborhoods and commercial nodes, preserving open spaces, farm land and critical environmental areas. Areas annexed into the City should be built as walkable, mixed-use neighborhoods. Long Beach seeks to strengthen existing neighborhoods and foster distinctive, attractive development that builds upon and preserves the City's character; phasing development so that it occurs as the necessary utilities and infrastructures are available.

Planning and development techniques recommended in the Comprehensive Plan include: selectively increasing height and density; enabling a mix of uses in appropriate areas; incentivizing the use of compact building design; and making a range of housing opportunities and choices available. These techniques typically increase the availability of daily services within walking distance of residential neighborhoods resulting in an energetic and lively community, the availability of housing for residents at all ages and stages of life and income, reduced dependence on the automobile for mobility, and increased health benefits for residents.

*Sustainable landscape.* An appropriate landscape palette for Long Beach is one that is consistent with the climate and culture of the Gulf Coast; one in which plantings tolerate normal climatic conditions and regional pests and funguses without the need for significant supplements of water, fertilizer, pesticides, herbicides

or fungicides. Seasonal grasses would be planted to reduce mowing requirements, the night sky would be protected, turtle impacts avoided and appropriate trees preserved.

*Sustainable buildings.* Civic, commercial and residential buildings would meet reasonable, regionally appropriate "green" standards. Civic and commercial buildings might focus on the LEED standards of the US Green Building Council, while single-family residential buildings might use any of a number of standards.

New buildings should be designed to withstand reasonable storms. They should also include design for "passive survivability." That is, their design should allow for continued reasonable occupancy even when electricity is not available. Features such as walkable heights, operable windows and passive shading from porches are examples of these design techniques.

*Sustainable utilities.* Appropriate code modifications must be explored and opportunities examined to reduce the need to expand utilities and infrastructure. Potable water needs may be reduced by low flow faucets, dual flush toilets, waterless urinals and the use of reuse water or captured storm water. These approaches allow more properties to be served without expansions of existing potable water infrastructure and they reduce the amount of waste water, reducing needs for expansion of that infrastructure as well.

Similarly, storm water runoff issues may be addressed with rain barrel and cistern capture, rain gardens and naturalized ponds integrated into neighborhood parks.

Electrical infrastructure and costs can be reduced by making public building and street lights more energy efficient, implementing curfews on parking lot lights and increasing the efficiency of all buildings.

Not all these elements must be done at once, but the journey must begin immediately with steps to include as many of these concepts in the reconstruction as is practical. Incorporating sustainability measures into reconstruction will advance the long-term value and viability of the City.

##### FLOOD HAZARD AVOIDANCE AND MITIGATION

Planning for hurricanes and storms that cause flooding rains or storm surge is a major concern for Long Beach. Long-term recovery is tied to rebuilding and redeveloping of residential and commercial areas in a manner that can withstand these forces of nature. The redevelopment of traditionally commercial areas, particularly in downtown Long Beach, will be especially challenging given the new FEMA building elevation requirements explored in the Flood Hazard Mitigation and Emergency Management Strategy found in the Special Analyses section of this Plan.

Long Beach is not alone in facing these daunting urban design challenges; communities all along the Gulf Coast are affected by

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the revised FEMA requirements. Ideas for the design of elevated buildings were presented in *The Community Plan for Henderson Point-Pass Christian Isles* and the newly adopted SmartCode for Pass Christian incorporated development standards for elevated structures into the code. These and other ideas will continue to be explored as the region rebuilds; the experience of neighbors will once again be invaluable to Long Beach as it adjusts to accommodate increasing demand for sustainable residential and commercial development.

#### A LEARNING CENTER

As the only Mississippi Gulf Coast "college town," the importance and co-dependence of Long Beach and the Gulf Park Campus of the University of Southern Mississippi Gulf Coast ("USM") cannot be overstated, especially in this period of renewal and recovery. The university campus of about 3,000 students is an important economic driver in this town of 17,000 citizens. The rebirth of USM creates a number of important economic development opportunities for Long Beach. The university attracts students who are potential rental residents. Increasingly, parents choose to invest in communities in lieu of paying four years of student rental housing costs. To the extent that these potential student residents can be directed to areas around the university they will be within walking distance of the university and restaurants and stores selling supplies for daily needs.

Working with the university it is also possible to create a program of tourist and retiree classes – short courses that may take place one to three times in a week teaching about regional historic resources, regional cooking or such things as photography or watercolor painting. These create a richer destination for retirees and tourists and can be tied into local businesses selling both the supplies for such experiences and their products.

A final economic opportunity is represented by the university's future expansion north of the City limits on the Cross Creek property, approximately 200 acres donated to USM. The property is located within the area proposed for annexation by the City and lies north of I-10, between Canal Road and Beatline Road. Although organization and construction of the new campus will be years in the making, the expansion will provide access to substantial numbers of potential college students from the eastern Louisiana/greater Slidell area to the western Alabama/greater Mobile areas, both of which are within easy I-10 commutes. Development of the Cross Creek Campus will provide additional space to expand programs and foster student growth far into the future, and has potential to draw additional students to the Gulf Park Campus and downtown Long Beach.

#### ECONOMIC RECOVERY LEADING TO PROSPERITY

Obviously, City and state officials have been interested in stimulating the return of as many businesses as possible and then replacing those that will not return post-Katrina. True prosperity, however, will only come from going beyond this. In order to realize its vision for 2025 Long Beach must achieve more than economic recovery - it must seek prosperous growth. The City must be clear about its economic opportunities, how those opportunities differ from surrounding areas, and how different districts interact.

So, for example, the opportunity for a business on Main Street is quite different than a business along the railroad or a business near the interstate. A walkable, beautiful downtown is necessary to attract tourists while another destination may be more automobile oriented. Approaching economic development from the perspective that there is a place for almost every use, but not everything can or should go everywhere, is important. Moreover, the very form of the buildings or location of the parking can undermine the ability of a district to prosper.

Economic prosperity will be stimulated by clear rules, adherence to those rules, and public investment in the appropriate infrastructure. Street lights may be important on Main Street and directional signage may be more important along the interstate. Wise investment in utility infrastructure will create new opportunities to expand the tax base. A clear set of guidelines to inform future speculative development is necessary, as careful attention to the form of that development will help existing and new businesses prosper.

#### A SENSE OF PLACE

The plan for Long Beach is based upon traditional neighborhood design principles and development patterns that reflect the physical and cultural context of the area. Public spaces are envisioned as large, outdoor rooms. The quality of an outdoor room is heavily dependent upon the building facades that define its edges. This symbiotic relationship between building and outdoor space is essential in the creation of memorable places.

Cities with distinctive visual attributes and public spaces become identifiable, adding positive value to the urban fabric, and provide a sense of place. Thresholds to destinations can provide visual cues to location within a city, assisting a visitor to orient himself in unfamiliar surroundings, or becoming images of special places even long-time residents can carry with them wherever they may travel.

Memorable places, spaces, and communities are not measured by individual buildings, public art, or landscape alone, but rather how these ingredients coexist together. The critical role of these parts is how they form the whole and define the public realm, the space that any individual may experience. The opportunity to rebuild and renew neighborhoods in Long Beach is a chance to improve upon existing patterns. It is within this spirit that the vision of Long Beach in the year 2025 has been articulated.

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**KEY GOALS**

While the Key Principles represent themes voiced by the community and threaded throughout this document, the Key Goals of community, the natural and built environment, growth, economic prosperity, and connectivity are natural extensions of those principles. In order to make the City's vision for itself a reality, Long Beach must intentionally seek to fulfill these goals over the next 20 or so years. The Key Goals are fleshed out and accompanied by actions critical to their achievement in the Recommendations and Strategies, and Implementation Priorities sections of this document.

**COMMUNITY**

Welcome newcomers and visitors without diminishing the values and lifestyles of current residents by strengthening existing neighborhoods and fostering distinctive, attractive development that builds upon and preserves the City's character. Promote healthy lifestyle choices by improving walkability and connectivity throughout the community.

**NATURAL ENVIRONMENT**

Recognize the importance of the natural environment through the preservation of open spaces, farm land, and critical environmental areas. Balance the need for growth and economic development with the maintenance and improvement of the environment. Treat natural resources as precious and finite.

**GROWTH**

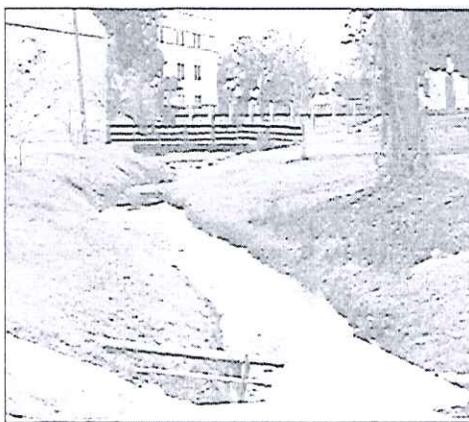
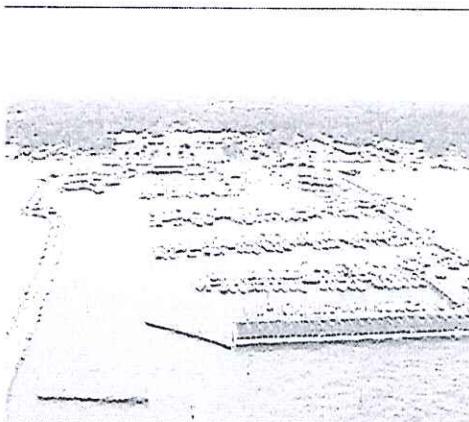
Make proactive decisions to use this opportunity to rebuild in a manner that reverses decline, and builds a progressive city with a strong future. Manage growth by directing future urban growth to defined areas that can be served by municipal services and preserving rural areas from inappropriate or premature growth.

**BUILT ENVIRONMENT**

Provide a basis or framework for implementing codes that are clear, enforceable, and fairly applied. Use natural and economic resources wisely and reduce the negative environmental impacts associated with land development. New development should be durable, healthy, and efficient. City projects will be examples of sustainable practices that are built to last for the next generation.

**CONNECTIVITY**

Improve regional and local connectivity by exploring the development of additional east/west and north/south arterials; reduce vehicular dependence by developing multi-modal opportunities, including transit; re-establish downtown as the heart of Long Beach by encouraging strong interrelationships between downtown and the waterfront and, over time, improving connections between the outer City limits and this critical area.



**PROSPERITY**

Stimulate economic prosperity by implementing clear rules, requiring or incentivizing adherence to those rules, and committing to public investment in appropriate infrastructure. Create places with distinctive character that serve the daily needs of residents, meet the needs of the travelling public, and draw people in for more than a quick rest stop or a one-night stay. Increase the density within walking distance of the old town core; enable a mix of uses in strategic areas; and focus on design techniques that create an enjoyable streetscape in order to create a destination town center adjacent to an exciting working harbor and surrounded by beautiful beaches.

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**FUTURE LAND USE RECOMMENDATIONS & STRATEGIES**

This section of the Plan presents policy recommendations for future development and land use generated through an extensive public participation process. Recommendations and strategies are based upon data, issues, and public consensus, and are intended to be used by City staff, Planning Commission, Mayor, and Board of Aldermen as a basis for land use decision-making in pursuit of the Key Principles and Goals.

**PROJECTED RESIDENTIAL DEVELOPMENT**

Projections for an economic recovery in the region indicate a significant population growth from 2008 through 2025. The Economic and Employment Analysis anticipates that the Long Beach population will increase to almost 18,000 by 2025; a 17% increase over today's population and 9% of the anticipated regional growth.

The analysis indicates that demand for housing will occur both from new households moving into the City, as well as turnover from the movement of existing households. From the data available, the analysis anticipates approximately 140 new dwelling units per year in the City until 2015. The majority of these units will continue to be single-family, with a rise in the number of multi-family units from 30% to approximately 40% of the market. It is logical to assume that the same mix of housing types in demand elsewhere will begin to be of interest in Long Beach, including townhomes, patio homes, zero lot line homes, cluster housing, garden apartments, and retirement housing. Such a variety offers housing that meets the needs of families at any stage of life and income level.

**RESIDENTIAL RECOMMENDATIONS & STRATEGIES**

1. Rebuild and create walkable, mixed-use neighborhoods that reduce dependence upon the automobile and encourage healthy lifestyles for Long Beach residents.
  - a. Adopt SmartCode as the primary implementation tool regulating land development decisions in Long Beach.
  - b. Permit mixed-use development within neighborhoods where appropriate and within the downtown.
  - c. Permit residential infill and new development to follow a traditional neighborhood development pattern by right.
  - d. Continue to require sidewalks in new subdivisions and retrofit existing neighborhoods with sidewalks as funds become available.
  - e. Encourage higher density residential close to schools to enable children to walk to school.
  - f. Identify and develop pathways and trails that increase pedestrian linkages within and between neighborhoods and the beach.
  - g. Residences should be located within a ten minute walk of workplaces, shops, services, or civic spaces.
2. Facilitate the rebuilding of existing housing stock and development of new stock.
  - a. Establish stringent minimum building safety codes based upon ICB and IRC, and hurricane and flood

- resistant codes.
  - b. Permit construction of new modular housing technologies.
  - c. Identify areas appropriate for dense, mixed-use development, including multi-family housing.
3. Preserve the character of existing residential neighborhoods.
  - a. Encourage the improvement and upgrading of housing units through the consistent and timely enforcement of property maintenance codes.
  - b. Stabilize neighborhoods through infill development and redevelopment of vacant lots.
  - c. Develop and adopt Architectural Guidelines governing new and infill development.
  - d. Accommodate transitions between densities and building types within T-Zones.
  - e. Retain and encourage the use of vernacular architectural styles.
  - f. Encourage the use of modular structures with unique architectural characteristics and features.
4. Provide housing opportunities for people in different household types, at different stages of their life cycle, and with diverse incomes.
  - a. Encourage high density residential along the coastline.
  - b. Encourage multi-family housing and services as appropriate to serve the needs of the USM community.
  - c. Allow one-by-right accessory dwelling on each residential lot.
  - d. Permit development of live/work units.
  - e. Permit the adaptive reuse of existing buildings
  - f. Incorporate incentives for development of appropriate affordable housing in the SmartCode.

**PROJECTED COMMERCIAL DEVELOPMENT**

According to the Economic and Employment Analysis, regional employment is expected to increase by 30% over the next ten years, with almost 10% of that growth occurring in Harrison County. Although the analysis does not indicate the percentage of jobs anticipated for Long Beach, the employment projections indicate a healthy and growing regional economy. The analysis predicts that tourism will drive the Long Beach economy over the next 20 years, with over half of the County's anticipated employment gains in the leisure and hospitality industry. Noteworthy employment growth is also expected to occur in government, retail, education and health services, and professional and business services industries.

**COMMERCIAL RECOMMENDATIONS & STRATEGIES**

1. Concentrate employment opportunities in mixed-use centers accessible to employees and walkable amenities.
  - a. Develop and adopt a form-based zoning code that permits and encourages mixed-use development in appropriate neighborhoods and within downtown.
  - b. Permit ground-floor retail and upper-story residential or

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- office uses in downtown Long Beach and other mixed-use centers.
- c. Permit on-street parking spaces to count towards parking requirements in downtown and other mixed-use centers.
  2. Designate downtown Long Beach (along Jeff Davis) as the primary commercial center for the City of Long Beach.
    - a. Develop a mix of commercial uses along the coastline to serve the marina, attract visitors, and create a center of activity.
  3. Attract a mix of development to Long Beach that will support a sustainable tax base.
    - a. Create a Business Improvement District Authority for downtown.
    - b. Encourage and incentivize local business owners to rebuild in downtown.
    - c. Attract businesses that offer a full line of goods and services to travelers, tourists and residents.
    - d. Attract businesses with sustainable business models that use locally produced raw materials, employ Long Beach residents and USM college students or sell local products in their stores.
    - e. Working with USM and local employers, assess current and future training needs and establish programs to fill any existing gaps.
    - f. Encourage the use of high school facilities for online learning opportunities at night for Long Beach residents.
    - g. Streamline development and permitting processes.
  4. Locate mixed-use or retail development, especially neighborhood convenience retail, at strategic intersections to create park once and walk areas.
    - a. Encourage service and convenience retail strategically located at corners as appropriate within neighborhoods.
    - b. Require parking lots in higher density commercial or mixed-use areas to be screened by buildings.
  5. Ensure that commercial or mixed-use development will fit into neighborhood character.
    - a. Develop and adopt Architectural Guidelines for new and redeveloping commercial and mixed-use areas.
    - b. Require the screening of unsightly, but necessary, accessory uses such as dumpsters, loading docks, exterior storage, and parking areas from adjacent properties, or locate them to the interior of the proposed development.

**PROJECTED INDUSTRIAL DEVELOPMENT**

According to the Economic and Employment Analysis, most industrial development has occurred in other parts of Harrison County. Although the Long Beach economy is heavily dependent upon government and the leisure, hospitality and retail trades, a review of a list of businesses located in Long Beach available on the internet appears to be fairly diverse, with construction, professional and business services, education and health services, financial activities and manufacturing industries adding to the employment base. Nevertheless, an increase in the amount of industrial land available for development would provide an increase in the tax base necessary for long-term economic recovery.

**INDUSTRIAL RECOMMENDATIONS & STRATEGIES**

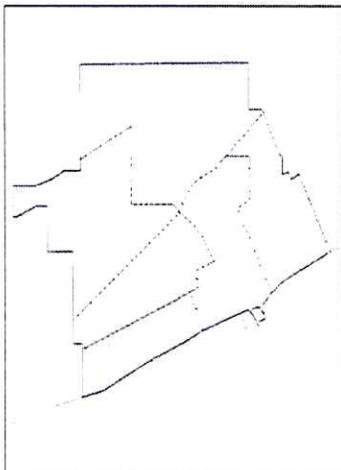
1. Increase the amount of land available for industrial uses within Long Beach.
  - a. Evaluate the possibility of annexing the existing Long Beach Industrial Park.
  - b. Identify potential areas for expansion of industrial uses within the current City limits.
2. Improve truck and freight access to existing and proposed industrial areas.

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## NEIGHBORHOOD IMPROVEMENT STRATEGIES

The City of Long Beach is divided into six "Wards," or geographic districts. The existing land use study identified approximately twelve existing or previously existing walkable neighborhoods that related to a community facility such as a school, church or playground. Most of these neighborhoods were located either immediately north or south of the railroad tracks. A walking tour of each Ward was conducted with City staff, elected officials, and

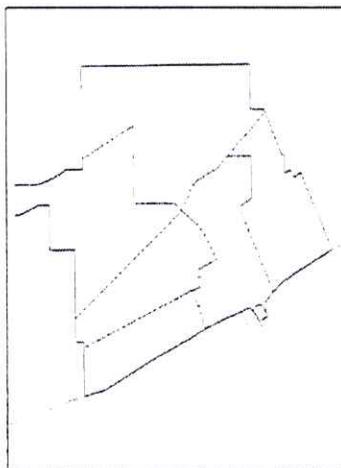
citizens of each Ward. During this process issues, concerns, hopes and dreams were voiced and discussed in an effort to define an improvement strategy for each Ward. Citizen comments compiled during the walking tours were used to identify recommended strategies. Ward Strategies are incorporated into the appropriate Land Use Goals and Strategies. A compilation of citizen comments is included in an appendix to this Plan.



### WARD 1 STRATEGIES

Ward 1 is 601 acres and is located to the southwest of the City, between the Gulf Coast and railroad line. Ward 1 is characterized by a substantial amount of single family residential development (46% of the land area of the Ward) and a few low-rise housing developments (12%). One of the city cemeteries is located within Ward 1 and accounts for 1% of the Ward's land area. The southern portion of Ward 1 has been lying vacant since Hurricane Camille devastated the area in 1969.

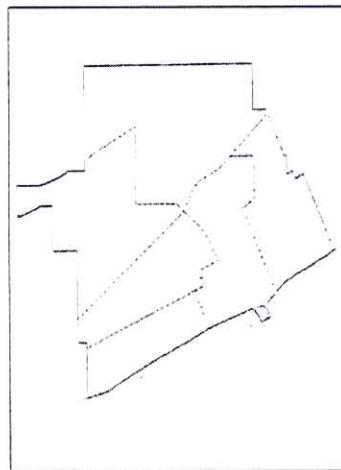
- Encourage high density residential development along the coast line.
- Encourage convenience and service retail in appropriate locations to serve the residents of Ward 1.
- Street level retail activity will only occur on Magnolia Street or further back from the coast to accommodate FEMA guidelines.



### WARD 2 STRATEGIES

Ward 2 consists of 873 acres in the center of the City. The Ward extends southward to the Gulf Coast and is bisected by the railroad line. Ward 2 contains the downtown core of the City and faces the marina. Ward 2 is the most diverse Ward in terms of existing land uses which include: retail (10%), industrial (0.2%), civic (2%), educational (4%), and religious institutions (5%). A majority of the residents reside in single-family homes (47%) with a small portion living in multi-family dwelling units (4%). A large portion of the Ward is located south of the railroad lines and was devastated by Hurricane Katrina.

- Encourage multi-family housing and services to serve the academic community that attends USM.
- Encourage and support the redevelopment of the USM campus.
- Develop a robust commercial base along the coastline to attract tourism and serve the marina.
- Jeff Davis is designated as the commercial "main street" of Long Beach and would serve both the resident population and visitors.



### WARD 3 STRATEGIES

Ward 3, comprised of 834 acres, lies at the southeast corner of the City and encompasses the waterfront property owned by USM. As seen in Ward 2, a large portion of the Ward south of the railroad lines was devastated by Hurricane Katrina. Ward 3 is not quite as diverse as Ward 2 in terms of land use: civic (2%), commercial (3%), religious (2%), and educational (5%). Multi-family dwelling units, such as duplexes, consist of 2% of the Ward and 55% of dwelling units are single-family.

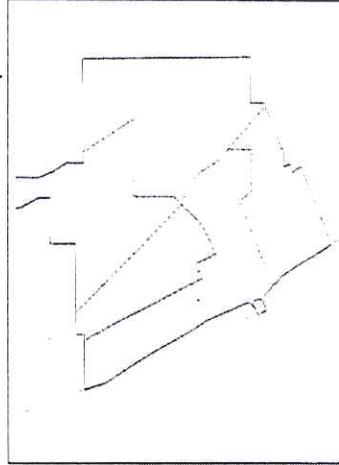
- Encourage multi-family housing and services to serve the academic community at the USM campus.
- Locate businesses to support the student population along the railroad tracks.
- Stabilize the neighborhood by building on every vacant lot, increasing the residential base, and encouraging land owners to rebuild their homes or sell their vacant lots to permit new development.
- Preserve the quiet, residential quality of Ward 3.

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**WARD 4 STRATEGIES**

Located to the west of the City, Ward 4 is sharply defined by Canal One to the north and the railroad line to the south. Ward 4 is 747 acres, and consists primarily of single-family residential development (46%). Also located in Ward 4 are an elementary school (1%), civic (6%) uses include a new police station on the east side. Commercial uses (2%) are dispersed along Railroad Street. Ward 4 is landlocked by the canal and railroad line making connectivity difficult to the north and south. However, there are five railroad crossings within the Ward which presents an opportunity for increased beach access.

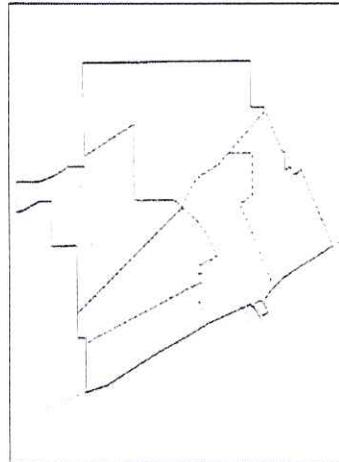
- Encourage service and convenience retail that is strategically located at corners to serve residents of the Ward.
- Identify and develop an evacuation route to the north for students attending Reeves Elementary School.



**WARD 5 STRATEGIES**

Ward 5 is located at the northwest corner of the City limits bounded by Canal One to the south and Canals 2 and 3 to the north. Lands close to the canals are low lying and subject to flooding. Ward 5 is the second largest Ward in Long Beach with 1,255 acres. Existing uses within the Ward include several housing subdivisions; dwelling units are disproportionately single-family at 58%, while only 1% is multi-family. In contrast with other Long Beach Wards, Ward 5 is the least diverse in terms of land use. Commercial/retail and religious uses each make up 3% of the land area in the Ward. There are no civic or educational uses located within Ward 5.

- Continue to encourage service and convenience retail that is strategically located at corners to serve residents of the Ward.
- Explore the provision of pathways and trails that bridge the canal to permit residents alternate access to the beach.

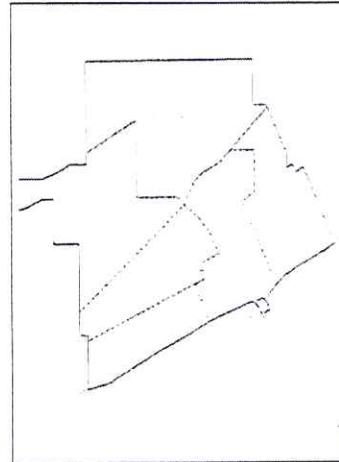


**WARD 6 STRATEGIES**

Ward 6 frames the northern edge of the City and is the largest Ward in Long Beach with a total of 1,773 acres. Ward 6 contains the majority of open or vacant lands. A new school complex is planned for this Ward and a new subdivision is under way. Ward 6 is currently dominated by single-family development. The breakdown of land uses within the Ward is as follows: single family (51%), educational (5%), retail (4%), civic (2%), and churches and multi-family dwelling units (less than 1% each).

Three primary streets run through Ward 6: Beatline, Klondyke, and 28th. Beatline and Klondyke roads run north-south and provide access into and out of the City. Beatline currently serves as the only truck route providing access to downtown and the beach. 28th Street runs east-west and serves to connect Long Beach with the adjacent cities of Pass Christian and Gulfport.

- Encourage higher density housing close to the new school site to encourage children to walk to school.
- Plan and build trails and pathways within the City as needed to connect to the larger trail network within Harrison County.
- Designate commercial nodes at strategic locations such as the intersections of Klondyke and 28th, Beatline and 28th and Daugherty and West end of Commission or across from Quarles school on Commission.



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A vision for Long Beach has been articulated in the preceding chapters of this comprehensive plan and documented through plans, illustrations, and textual statements. This chapter identifies the necessary implementation tools for realizing the place depicted in the images and for transforming the community vision into a built reality. The following steps represent planning strategies and regulatory changes necessary to accomplish the renewal of Long Beach over the next 20 years. Representing an extension of the policy recommendations outlined in the previous Recommendations and Strategies section, the implementation priorities contained in this chapter were developed within the context of the Key Principles and Key Goals and are critical to their implementation over time.

## THE TRANSECT PLAN

The "transect" is an urban planning system that organizes the natural, rural, suburban, and urban landscape into categories of density, complexity, and intensity similar to the manner in which the countryside relates to traditional towns and villages. Transect planning integrates environmental and zoning methodologies to create a framework for identifying a continuous range of habitats from the most natural to the most urban. When subdivided into zones, or transects, the system lends itself to the creation of logical development and conservation areas.

The transect planning effort for Long Beach has occurred as part of this comprehensive planning effort, and has resulted in a recommended "Transect Plan." The proposed Transect Plan for Long Beach identifies a series of transect zones that frame or describe land uses as they transition from low-density, agricultural rural areas into suburban, primarily residential areas with corner neighborhood commercial areas. From these areas, the zones transition again to urban areas where high density residential is heavily mixed with office and commercial uses in downtown Long Beach. Each environment or Transect Zone ("T-Zone") is comprised of design elements that define and support the character of the location. Using the transect, planners and designers can specify rural to urban contexts with intensity and function appropriate to their location on the transect. Based upon each location, distinct building, streetscape, and roadway standards are defined or calibrated to preserve and enhance the character of a given place.

The transect for Long Beach, as defined in the adopted Transect Plan, generally reflects the current long range vision for the physical development of the community. While it is anticipated that transect zone boundaries will evolve through plan amendment processes, the underlying philosophy used in developing the Transect Plan should not change. That philosophy is voiced in the community's Key Principles and Goals developed at the outset of this comprehensive planning exercise.

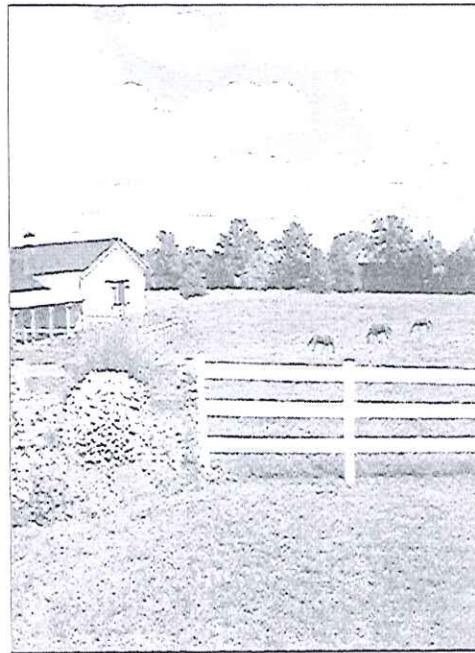
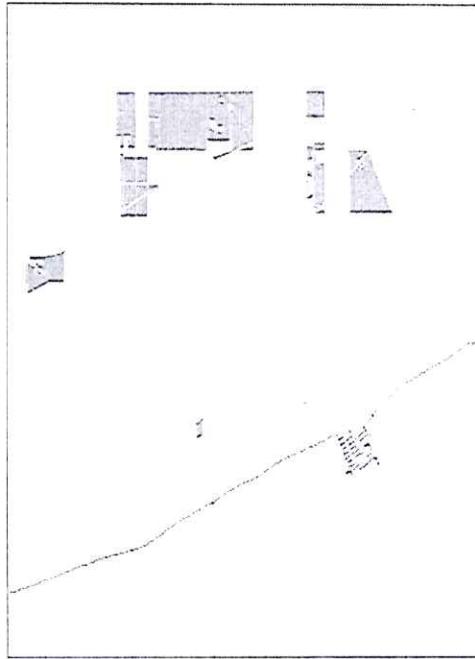
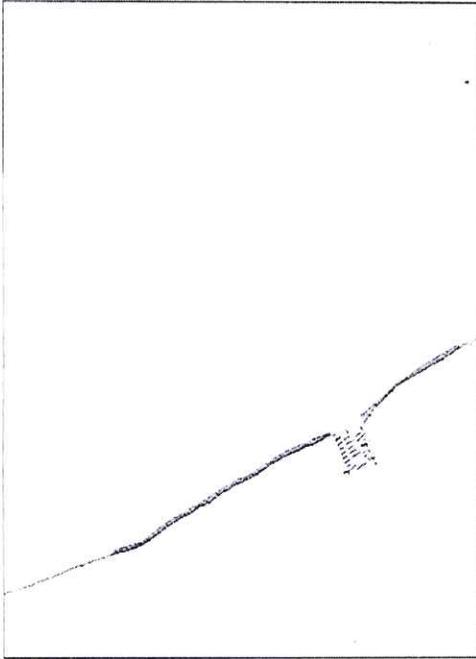
## TRANSECT ZONES

The Transect Plan includes the following T-Zones which are administratively similar to the land-use zones or zoning districts in conventional ordinances. Typical codes segregate requirements of building use, density, height, and setback by zoning district. Transect Zones form either single-use or mixed-use environments, controlling building massing (height and placement) through the use of "build-to lines" and density in specific locations within the City. This creates a consistent streetscape that is appropriate to the character of an area – for example, a town center that is different in scale from a residential neighborhood.

The standard SmartCode transects are defined by six T-Zones from rural open land (T-1) through high urban density (T-6). The Long Beach downtown consists of primarily T-4 and T-5. There is no T-6 envisioned for Long Beach, and it was determined that in Long Beach it is necessary to step down the intensity of the T-Zones in smaller increments as development occurs away from the Town Center.

This necessitated the creation of sub-T-Zones in T-Zones 3, 4, and 5. The addition of sub-T-Zones enabled the Transect Plan to be calibrated with greater specificity the intensity of the habitat in smaller geographic areas, building in a predictability of the type of development in each neighborhood. A major concern during the development of the Transect Plan was protecting quiet, long existing neighborhoods. For example, it was agreed that some residential areas would conform to T-4 based on density, lot size and setbacks, but should remain free of commercial development, and so became a T-4 Neighborhood. The result is a total of nine distinct T-Zones.

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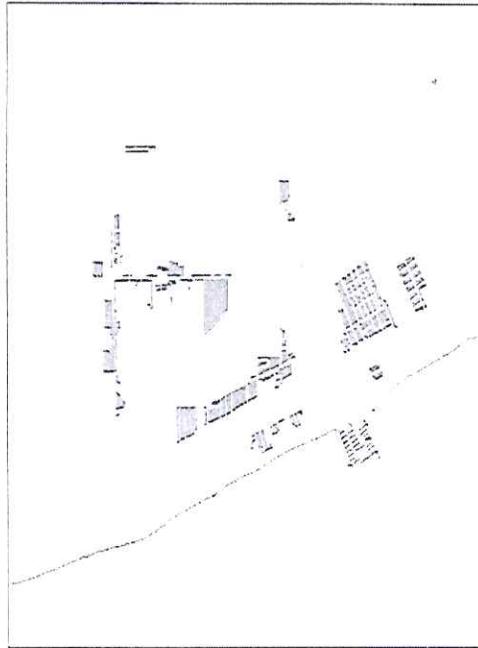
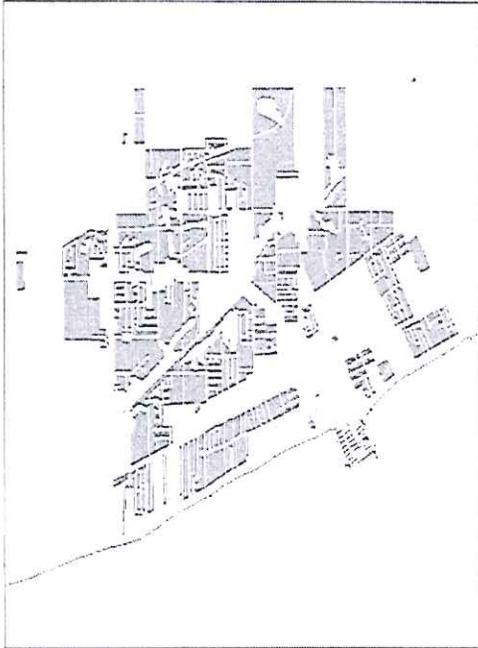
**T-1 RURAL PRESERVE**

This area is coded to identify land that should be protected from development in perpetuity. T-1 areas are natural areas, approximating a wilderness condition, and include bodies of water; land unsuitable for development due to wetlands, flood hazard or other ecological criteria; public open space; and areas protected by conservation easements. Permitted uses include wilderness and some agricultural uses by-right such as grain storage, greenhouses, stables, or kennels.

**T-2 NATURAL RESERVE**

This area is coded to accommodate very low-density residential development and agricultural uses. Many areas recommended for T-2 are environmentally sensitive areas already constrained by existing regulations. The land is to be protected from customary development patterns that sacrifice environmentally sensitive forms, natural vistas, and scenic features that define rural heritage.

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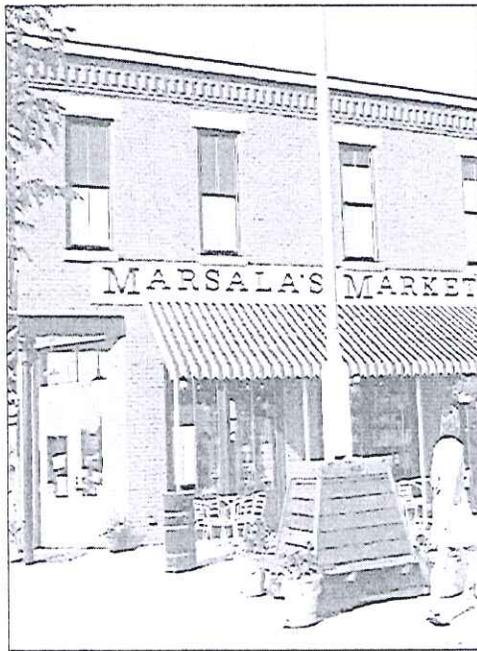
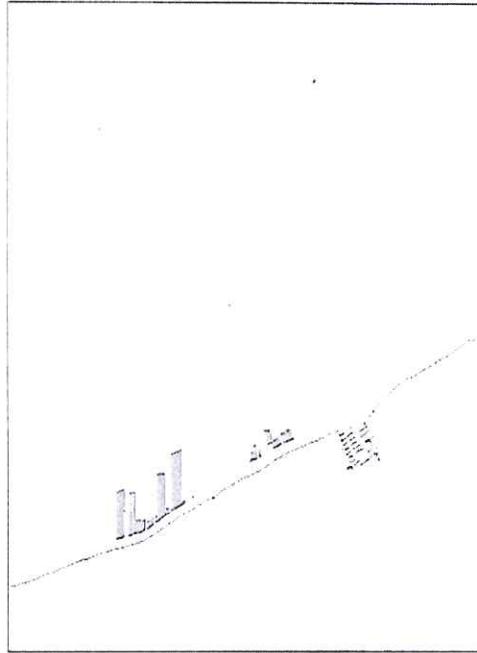
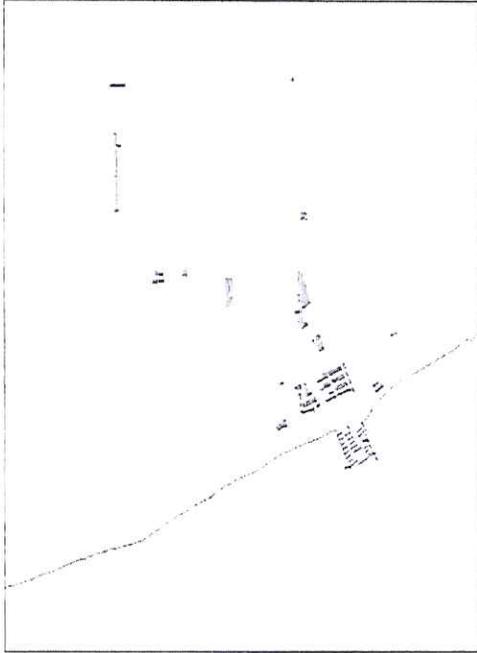
**T-3 SUBURB**

This area is coded to protect existing low-density detached single-family houses surrounded by lawns and landscaped yards; front and side yard setbacks are large and variable. Each lot allows one main building (max. 2 stories of habitable space) and one "ancillary" building (max. 1 story of habitable space). Home offices are permitted throughout the area. The average density is 4 single-family houses per acre.

**T-3B SUBURB PLUS**

Similar to the lower density Suburb area, this area is coded to permit higher density residential use averaging a maximum of 8 units per acre. Lots may include the main building (max. 2 stories of habitable space) and one "ancillary" building (max. 2 stories of habitable space). Ancillary, or accessory buildings can be rented out in T3B but not in T3.

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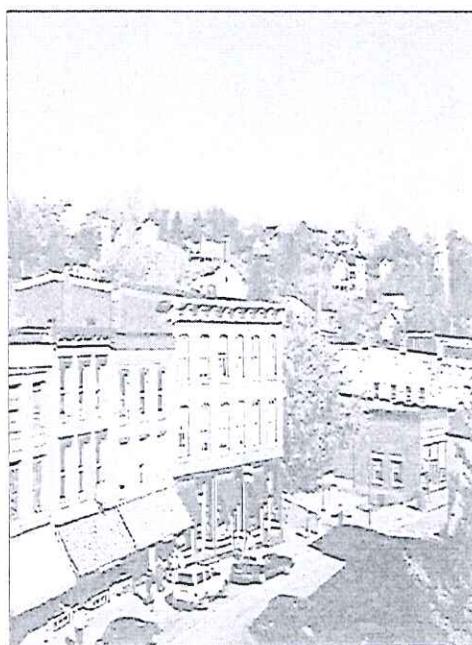
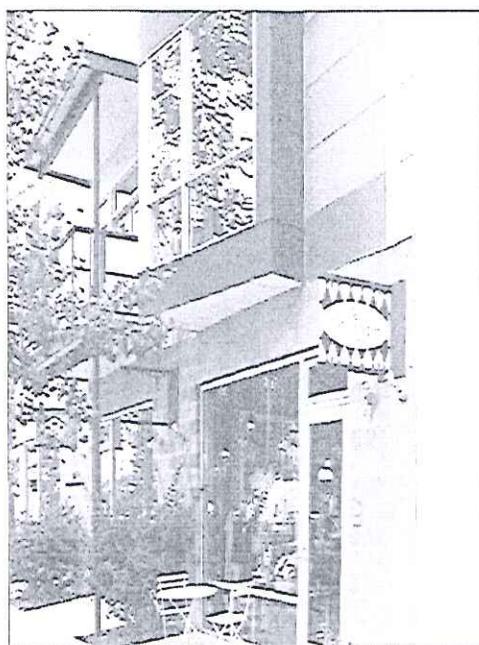
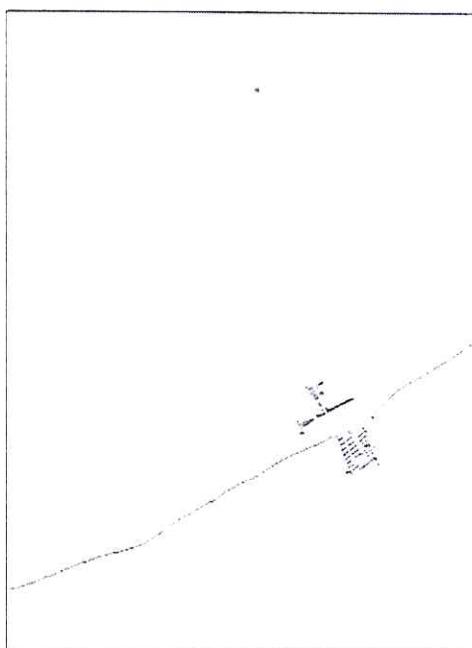
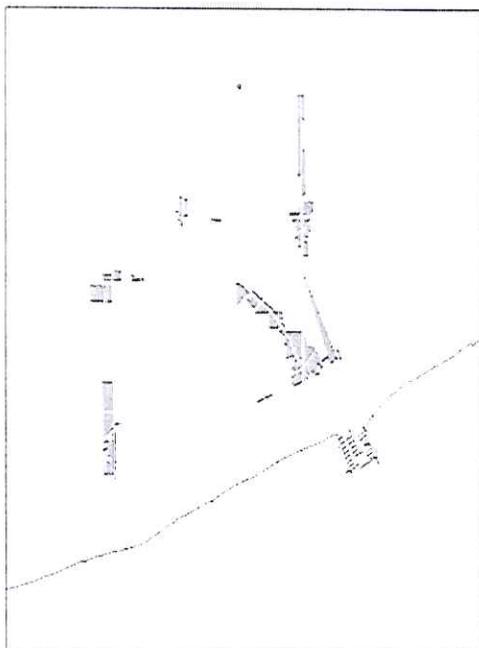
**T-4 NEIGHBORHOOD (NBHD)**

This area is coded to allow for the development of fully-integrated, mixed-use, pedestrian-oriented neighborhoods. The intent is to minimize congestion, suburban sprawl, infrastructure costs, and environmental degradation. Lots are readily accessible to retail and recreation by non-vehicular means (a distance not greater than 1/4 mile); street networks are interconnected and blocks are small; civic buildings are given prominent sites throughout the neighborhood; uses and housing types are mixed and in close proximity to one another. A commercial business on one corner of an intersection is permitted as long as the business operates within a typical house form.

**T-4B NBHD BEACH**

This area is coded to permit high density housing to encourage development along the beach frontage. A maximum of 48 units per acre is permissible and lodging of 96 beds-per-acre, both within a 10-story or 100' envelope above Base Flood Elevation ("BFE").

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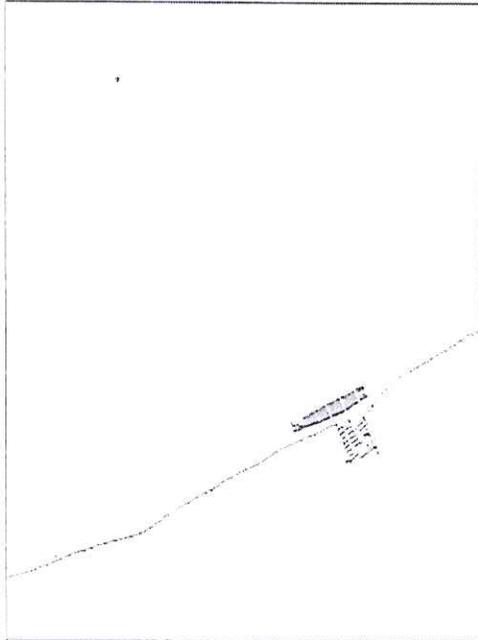
**T-4C NBHD COMMERCIAL**

Similar to T-4 Neighborhood, this area permits commercial business use at corners and mid-block locations usually along heavily trafficked thoroughfares. The business must operate within a residential form, and must be compatible with existing residential structures that may be adjacent to this area. Parking is hidden from the public realm and is not visible from public thoroughfares.

**T-5 MAIN STREET**

This area consists of shops mixed with townhouses, apartments, and offices. Buildings are predominantly attached. The network of streets is tight and there are wide sidewalks for shoppers and walkers. Buildings are close to the front lot line, with interesting facades for shoppers, providing an active pedestrian environment. Buildings are 2 to 4 stories high, with maximum of 44' above Base Flood Elevation (BFE) or 44' above street level.

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**SPECIAL DISTRICTS**

Special Districts are areas that, by their intrinsic function, disposition, or configuration, cannot conform to one of the normative Transect Zones specified by the code. In Long Beach, they consist of civic spaces, commercial corridors, educational areas, the harbor, an industrial district, and the railroad corridor.

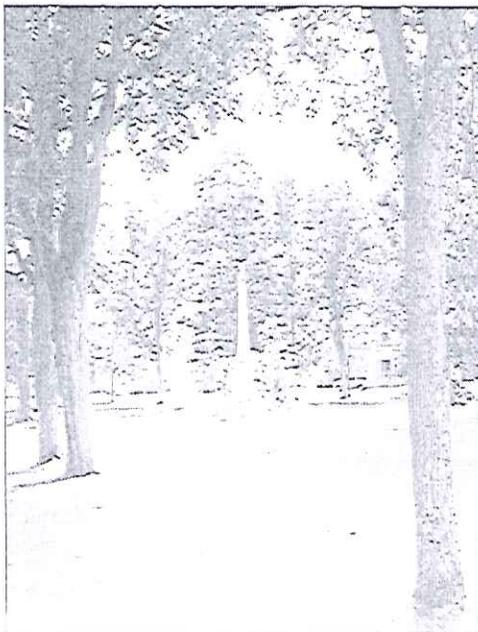
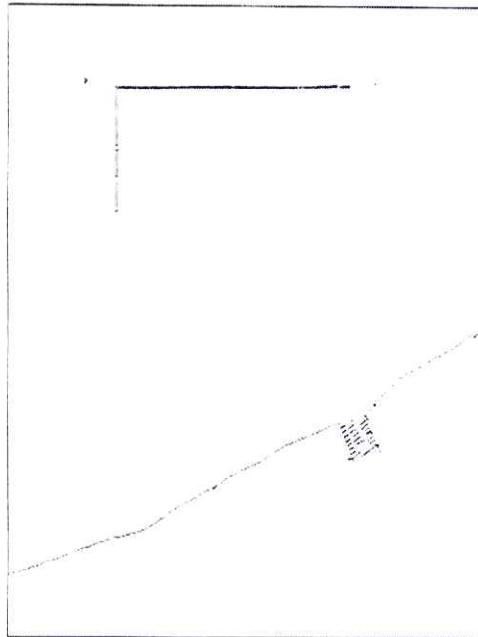
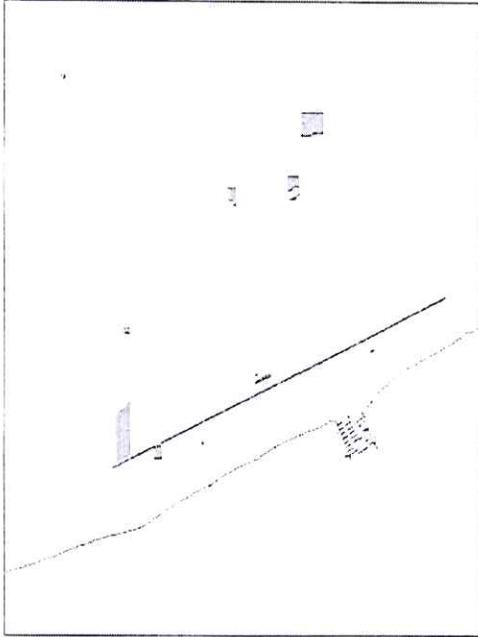
For each of the following Special Districts, the priority is given to automobile oriented usage. Only areas that cannot conform to the traditional Transect Zones of T1 through T5B shall be located within a Special District.



**T-5B DOWNTOWN HIGH DENSITY**

This area consists of shops mixed with townhouses, apartments and offices. Buildings are predominantly attached. The network of streets is tight and there are wide sidewalks for shoppers and walkers. Buildings are close to the front lot line, with interesting shop windows for shoppers. It provides an active pedestrian environment. Buildings are between 2 to 10 stories high with maximum height of 100' above BFE. Buildings step back 10' at a recess line 44' above BFE.

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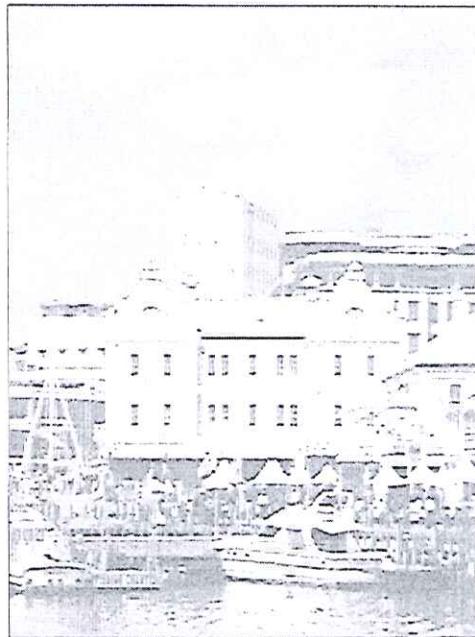
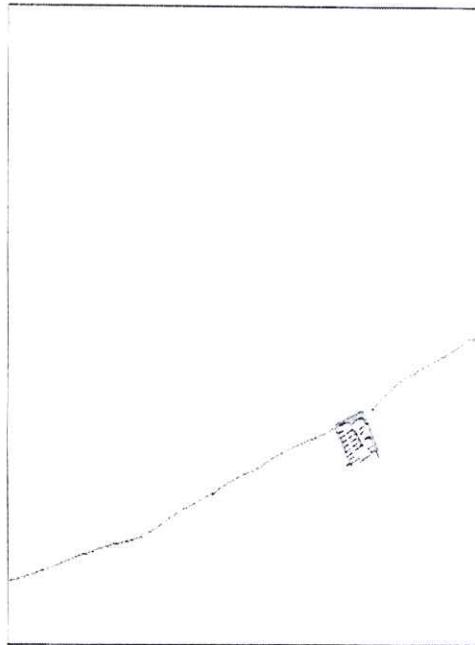
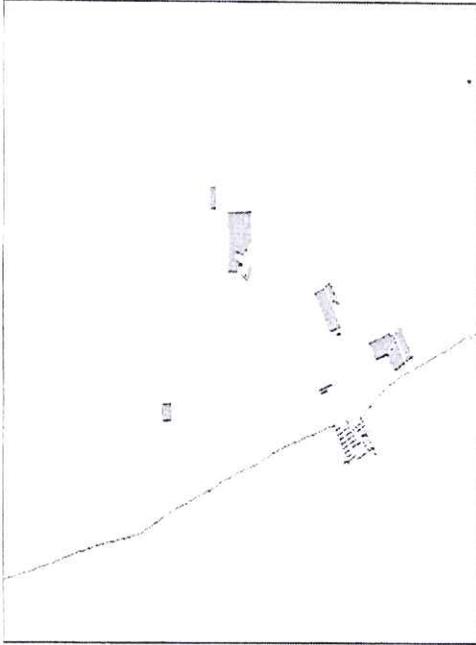
**CIVIC SPACE**

Areas identified for Civic Spaces are typically properties owned by the City that are recommended for development as civic or public uses to serve the citizenry of Long Beach. Civic Spaces are a key component in creating the City's identity. The role of Civic Spaces is to blend beauty and meaning with function, thereby engendering a feeling of identity and belonging among the citizenry. Within Civic Spaces, the architecture may be more exuberant and less restrictive, as by definition it embodies the ideals, values, and desires of the residents.

**COMMERCIAL CORRIDOR**

This special district is established to provide auto-dependent uses in areas not easily accessed by pedestrians. The Commercial Corridor will serve residents and travelers who pass through Long Beach. Uses on this corridor are reserved for businesses that cannot be comparably integrated into T4 or T5 Zones. The area permits the construction of commercial-only buildings that are auto-scaled along thoroughfares. Unlike any other area within the City limits, parking is permitted in the front yard of lots. The commercial activity can only occur along the front 200' of the property.

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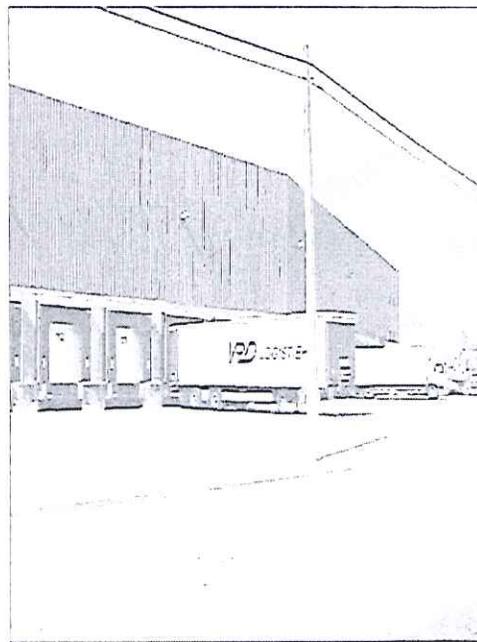
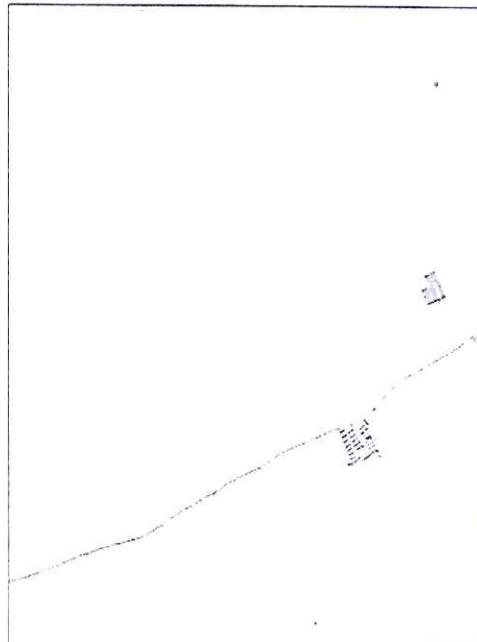
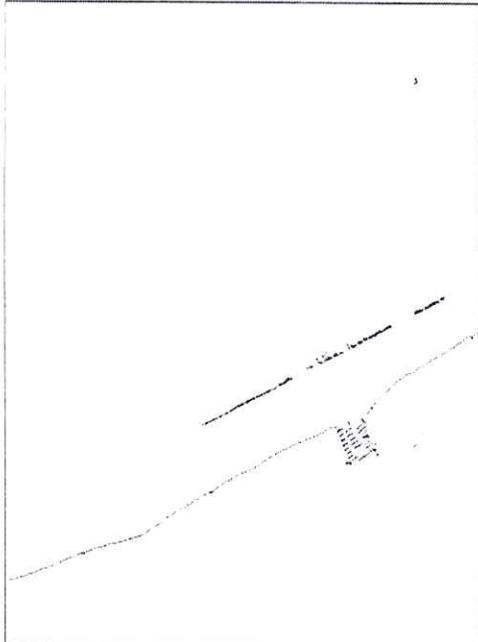
**EDUCATIONAL DISTRICT**

The Educational District is coded to accommodate the existing University and public schools. Although the primary function of this District is education, a mix of uses is encouraged on the University campus to serve the student population. A mix of uses on the elementary, middle, and high school campuses is not expected.

**HARBOR DISTRICT**

This area is coded to permit the development of the Harbor District along the Gulf Coast. Such development usually focuses on the marina's provision of services needed by recreational boaters for the maintenance of vessels, as well as catering to their needs. Land within the Harbor District is owned by the state and leased back to the City of Long Beach. Services may be housed in permanent or temporary structures. Due to its location, the area is subject to the most extreme FEMA flood regulations.

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**RAILROAD CORRIDOR**

This area is coded to provide for the location of auto-oriented and auto-dependent uses and/or those uses which have a definable market area extending beyond the scale of T4 and T5 Zones. The intent of the Railroad Corridor is to permit existing businesses to remain on current truck routes facilitating convenient access and minimizing traffic congestion along other City thoroughfares. The commercial activity can only occur along the front 200' of the property.

**INDUSTRIAL DISTRICT**

This area is coded to accommodate existing and new industrial uses. Generally, this area cannot be mixed-use as the primary function is industrial.

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## THE SMARTCODE

While the proposed Transect Plan organizes Long Beach's natural, rural, suburban, and urban landscapes into categories or zones of density, intensity, and complexity it must be paired with regulations that will require development within the various transect zones to be designed and built according to the community's vision. Intended to be a guide for how Long Beach envisions itself developing over the next 20 years, the Transect Plan is actually implemented through, and provides the basis for, other City land development codes, such as the SmartCode recommended for use in Long Beach.

### KEY GOALS RELATING TO THE SMARTCODE: COMMUNITY, NATURAL & BUILT ENVIRONMENTS, GROWTH, CONNECTIVITY, & PROSPERITY

SmartCode is the primary implementation tool recommended as a replacement for existing land development codes in Long Beach. Its use will enable Long Beach to create a predictable public realm by controlling physical form, with a lesser focus on land use. SmartCode encourages autonomous neighborhoods by encouraging an appropriate mix of uses within a single zone. The transect-based SmartCode recognizes that a typical neighborhood might consist of residential uses plus modest commercial uses that serve residents' daily needs such as a bank, coffee shop, general store, laundry, restaurant, or perhaps a pharmacy. SmartCode regulates this mix of uses as appropriate within each T-Zone, moving from less intense single use districts to denser, mixed neighborhoods.

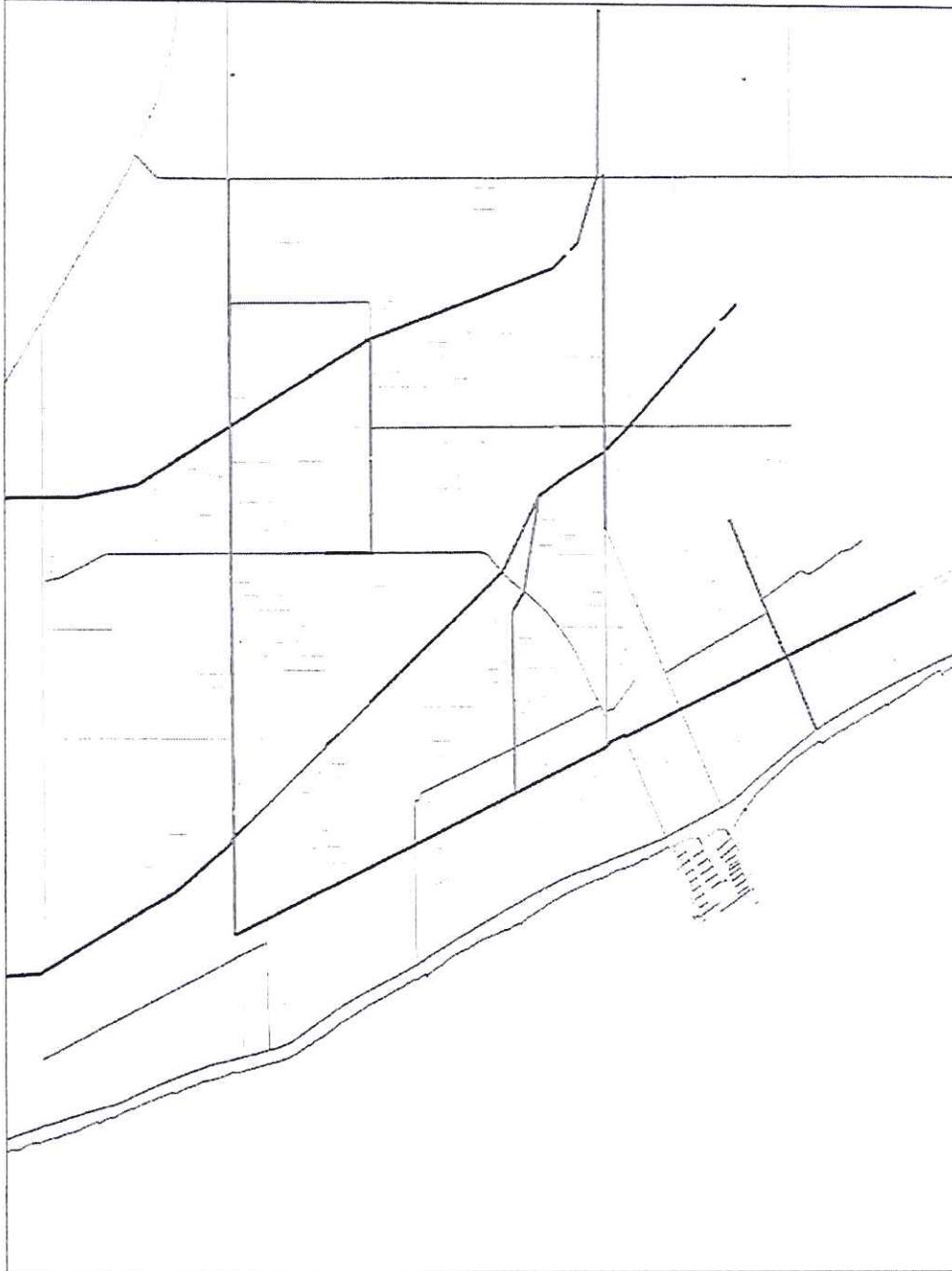
Within this context, SmartCode encourages a pedestrian scale of development by moving building facades close to the sidewalk, narrowing streets, slowing traffic, delegating parking areas either to the street or the interior of the block, away from the public realm. By improving walkability and connectivity residents don't need to drive for their every need; simultaneously, the community's traditional form, or urbanism, and rural lands can be enhanced as growth is directed toward areas best prepared for it with adequate infrastructure either in place or planned. As SmartCode regulates physical form occurring in the "right place", each of these community goals is advanced.

Many of the Recommendations and Strategies from the previous chapter directly relate to adoption of a SmartCode in Long Beach. SmartCode was first recommended by the Mississippi Renewal Charrette: a call that was echoed during the intense public participation effort that resulted in the 2006 Master Plan. Among the Recommendations and Strategies found in the Plan that will be implemented through the SmartCode are the following:

- Rebuild and create walkable, mixed-use neighborhoods that reduce dependence upon the automobile and encourage healthy lifestyles for Long Beach residents.
- Provide housing opportunities for people in different household types, at different stages of their life cycle, and with diverse incomes.

- Permit residential infill and new development to follow a traditional neighborhood development pattern by right.
- Neighborhoods should provide housing opportunities for people in different household types, at different stages of their life cycle, and with diverse incomes.
- Residences should be located within a ten minute walk of workplaces, shops, services, or civic spaces.
- Permit mixed-use development within neighborhoods where appropriate and within the downtown.
- Preserve the character of existing residential neighborhoods.
- Accommodate transitions between densities and building types within T-Zones.
- Concentrate employment opportunities in mixed-use centers accessible to employees and walkable amenities.
- Permit ground-floor retail and upper-story residential or office uses in downtown Long Beach and other mixed-use centers.
- Permit on-street parking spaces to count towards parking requirements in downtown and other mixed-use centers.
- Locate mixed-use or retail development, especially neighborhood convenience retail, at strategic intersections to create park once and walk areas.
- Require parking lots in higher density commercial or mixed-use areas to be screened by buildings.
- Ensure that commercial or mixed-use development will fit into neighborhood character.
- Require wider easements on main thoroughfares in new developments to facilitate development of bike and pedestrian access.
- Adopt context-sensitive street design standards that promote a balance between vehicle travel, walkability, and community character.
- Arterial corridors will be "great streets" with moderate speeds, facilities for pedestrians and bicycles (sidewalks, bike lanes, and/or multi-use paths), and street trees.
- Develop a palette of street types to address various conditions.
- Establish street tree requirements for new subdivisions.
- Establish a maximum block size to increase street connectivity options.

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**TRANSPORTATION PLAN**

**PROPOSED HIKER/BIKER NETWORK**

Several paved hiker/biker trails are proposed in the City of Long Beach. These trails may pass through wetlands, forest, and along the canal edge and will create an amenity for locals as well as visitors to jog, walk, bicycle, roller-skate, or take alternate routes to the beach. Motorized vehicles would be prohibited on these trails. The routes proposed were determined by considering (1) logical routes for providing additional connectivity between neighborhoods, (2) available right-of-way along canals or thoroughfares, and (3) primary thoroughfares that are good candidates for targeting capital improvement funds to increase walkability.

————— Proposed Hiker/Biker Network

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**FUNCTIONAL STREET CLASSIFICATION**

The Federal Highway Administration and the Mississippi Department of Transportation define roads in terms of "functional classification." Existing transportation infrastructure and proposed improvements are depicted above. Functional classifications are defined as follows:

*Urban Interstate:* Roads designated as part of the Interstate System in urban areas.

*Urban Principal Arterial-Other Freeways and Expressways:* This category includes roads which are controlled access, but not designated as part of the Interstate System.

*Urban Principal Arterial:* Serves the major centers of activity of a metropolitan area, the highest traffic volume corridors, and the longest trip desires.

*Urban Principal Arterials:* Should carry a high proportion of the total urban area travel. Arterials are typically designed for speeds between 40 and 65 miles per hour ("MPH"), with 12 foot lane widths.

*Urban Minor Arterial:* Interconnects with the urban principal arterial system and provides service to trips of moderate length at a somewhat lower level of travel mobility than major arterials.

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*Urban Collector:* Provides both land access service and traffic circulation within residential neighborhoods, commercial and industrial areas, distributing trips from the arterials through the area to the ultimate destination. The collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. Collectors are typically designed with speeds of 30 to 50 MPH in mind, with a minimum land width of 12 feet.

*Urban Local:* Provides direct access to abutting land and access to the higher classification systems. Local streets have a design speed of 20 to 30 MPH, with 11 foot lane widths.

#### *Minimum Rights-of-Way Widths*

Minimum rights-of-way width for urban streets is defined as the sum of the various cross section elements including lane widths, median width, shoulders and/or clear zones, side slopes, public utilities, and where provided, frontage roads.<sup>1</sup>

#### *Transit Opportunity*

The 2005 Governor's Commission for Mississippi Recovery, Rebuilding, and Renewal recommended relocating the CSX railroad line and has been studying the possibility of creating an east/west rapid transit corridor along the coast. The 2006 Long Beach Master Plan supported the concept, as does this Plan. Rapid transit connecting Long Beach with neighboring coastal communities is a welcome possibility which the City should embrace. In order to preserve this opportunity, the City should remain engaged in this discussion and ensure that new development along the railroad corridor will enhance and not impede this opportunity.

#### PROPOSED TRANSPORTATION IMPROVEMENTS

The lack of connectedness and continuity within Long Beach was a common theme expressed among the residents of all Wards. The current system of roads creates a hierarchical system of thoroughfares beginning with the highway and ending in the cul-de-sac. This thoroughfare system forces all drivers onto arterials for most trips. A majority of the arterials in Long Beach are two-lane roads with restricted access. Many extensions to existing streets are proposed in order to create a robust network of streets. These are shown with a dashed line on the Proposed Transportation Improvements diagram. A large majority of the extensions are northbound in an attempt to alleviate congestion on arterials and to improve hurricane evacuation routes. The Metropolitan Transportation Planning Authority would need to study the feasibility of the proposed network and determine the funding stream to make the network a reality.

<sup>1</sup> Mississippi Department of Transportation, Mississippi Design Manual, 2001.

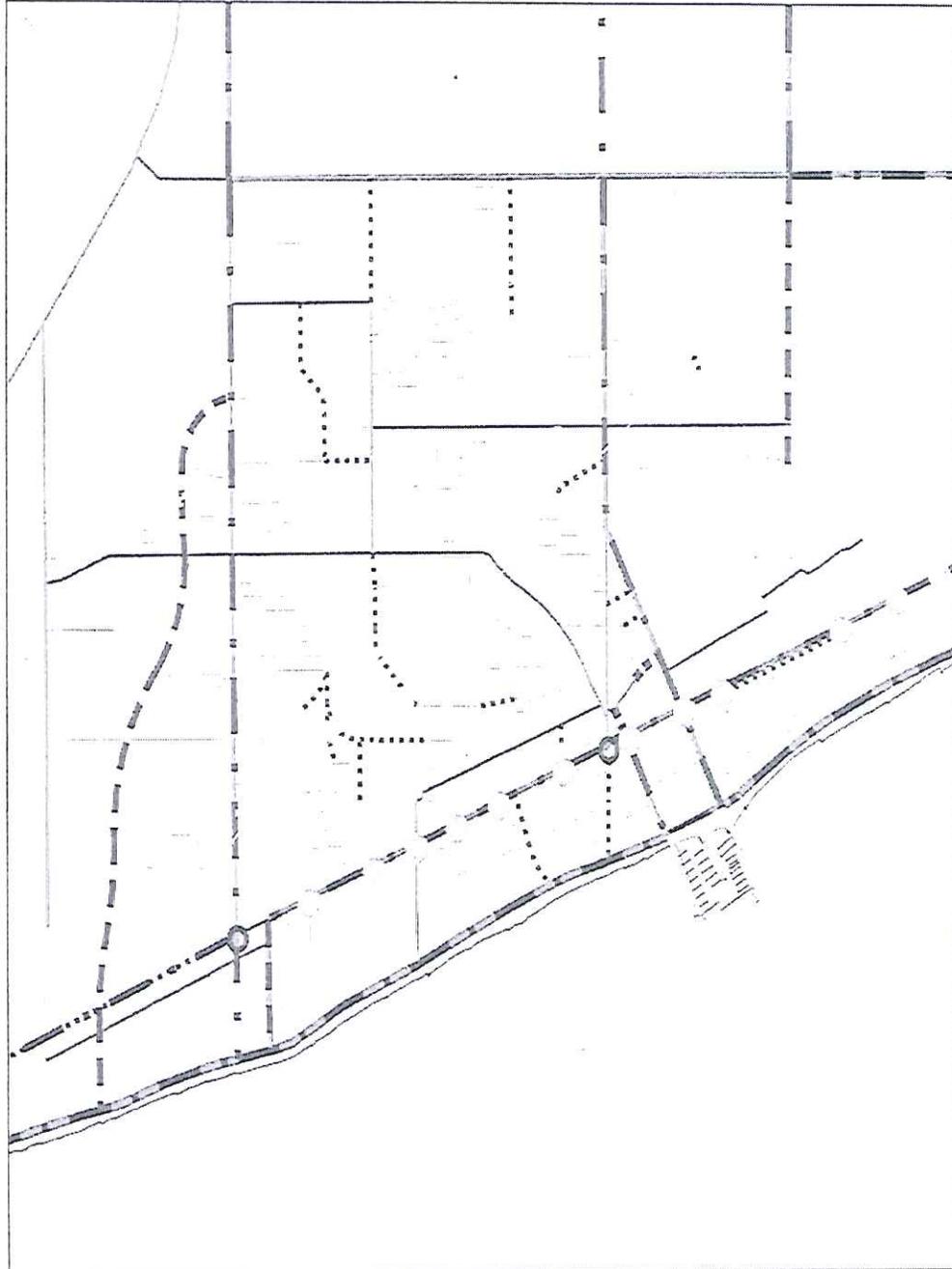
#### KEY GOAL RELATING TO TRANSPORTATION: CONNECTIVITY

Improve regional and local connectivity by exploring the development of additional east/west and north/south arterials; reduce vehicular dependence by developing multi-modal opportunities, including transit; re-establish downtown as the heart of Long Beach by encouraging strong interrelationships between downtown and the waterfront and, over time, improving connections between the outer City limits and this critical area.

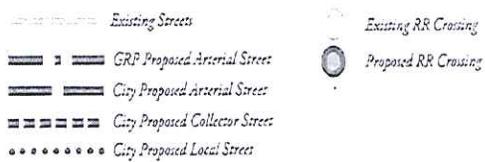
#### TRANSPORTATION RECOMMENDATIONS & STRATEGIES

1. Design transportation systems to support land uses and community character and balance pedestrian and vehicular needs.
  - Prioritize the development of new corridors rather than expanding existing roads: two, two-lane roads are better than one, four-lane road.
  - Require wider easements on main thoroughfares in new developments to facilitate development of bike and pedestrian access.
  - Adopt context-sensitive street design standards that promote a balance between vehicle travel, walkability, and community character. Conventional "level of service" ratings shall not be the only determinant of road design.
  - Limit curb cuts on arterial corridors.
  - Develop a long-term pavement maintenance program.
2. Arterial corridors will be "great streets" with moderate speeds, facilities for pedestrians and bicycles (sidewalks, bike lanes, and/or multi-use paths), and street trees.
  - Calm Highway 90 traffic by converting to parkway/boulevard street section.
  - Provide sidewalks and bike lanes on all arterials.
  - Provide multi-use trails, potentially along canals.
  - Develop a palette of street types to address various conditions.
  - Establish a street tree planting program.
  - Establish street tree requirements for new subdivisions.
  - Design neighborhood streets for low traffic speeds.
3. The street network within Long Beach will have adequate connectivity.
  - Establish a maximum block size to increase street connectivity options.
  - All neighborhoods will have at least two vehicular access points.
  - Connect existing streets to provide additional connectivity in the short term.
  - Study the feasibility of extending Klondyke across the railroad tracks to intersect with Highway 90.
  - Incorporate an alley system as development south of the railroad line occurs to provide right-of-way for utilities, access for service vehicles, and opportunities for establishment of rear access garages.
  - Study the feasibility of providing additional railroad crossings for those north/south roads that originate inland and terminate at the tracks to provide additional connectivity south of the rail line.

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- Explore development of additional east/west and north/south connections.
  - Improve existing and establish new linkages between downtown; and the waterfront and between downtown and the outer City limits.
  - Provide additional evacuation routes.
4. Reduce dependence upon the automobile by creating transit and other multi-modal transportation opportunities.
- Install sidewalks and bike lanes along arterials
  - Convert Highway 90 to parkway/boulevard section with pedestrian pathways and bike lanes.
  - Study potential for creating rubber tire trolley system along Highway 90, within downtown, and between downtown and USM.
  - Cooperate in development of transit connections to airports.
  - Participate in the regional conversation concerning the conversion of the CSX railroad corridor to a light rail transit corridor.



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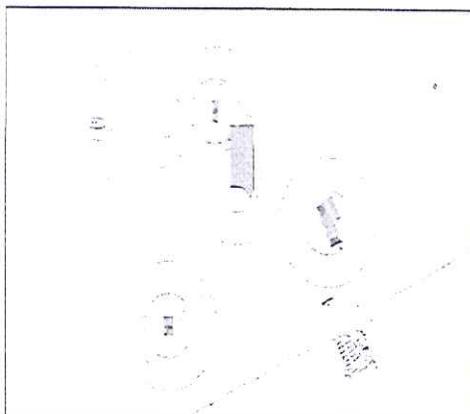
COMMUNITY FACILITIES PLAN

CAPITAL IMPROVEMENT PROJECTS

1. Publically funded capital improvement projects will serve as examples of the highest level of sustainability in the built environment.
  - a. Design new civic structures to withstand water and wind damage expected from reasonable storms.
  - b. Design civic structures for "passive survivability" to allow for continued occupancy during a loss of power.
  - c. Develop civic buildings using the LEED standards of the U.S. Green Building Council to provide validation of 3rd party verification systems to private developers.
  - d. Incorporate use of sustainable utility systems into civic projects that reduce the amount of waste water and the need for expansion of that infrastructure.
  - e. Incorporate the use of Low Impact Design standards into projects where possible for the control of storm water quantity and quality.
2. Incorporate "green" building design and the use of energy efficiency practices into all renovation and repair projects for existing facilities.

DRAINAGE, POTABLE WATER & SANITARY SEWER SYSTEMS RECOMMENDATIONS & STRATEGIES

1. The City of Long Beach will manage development and capital improvement projects to minimize drainage problems in the City.
  - a. Complete a long-range annexation analysis that considers entire watershed areas to ensure stormwater quantity and quality control, and to avoid increasing the occurrence of flooding due to development.
  - b. Complete a comprehensive drainage study to identify and prioritize needed capital improvements.
  - c. Accomplish the dredging of the canals as soon as possible.
2. The City of Long Beach will provide high-quality drinking water and sanitary sewer services.
  - a. Identify and prioritize capital improvements required to bring water service in all areas of Long Beach up to state water quality and fire standards.
3. Direct development toward areas served by municipal services and with existing or proposed infrastructure.
  - a. Continue to require annexation for the provision of water and sewer.
  - b. Require incremental growth or phasing of development to occur concurrent with necessary infrastructure.
4. Promote wise use of natural and economic resources.
  - a. Preserve existing wetlands and incentivize the use of Low Impact Development techniques for stormwater management such as rain gardens, green roofs, and drainage swales to control surface runoff and promote water quality.
  - b. Design structures to take advantage of solar orientation, protect fenestration from direct sunlight, and all openings from torrential rainfall.



PUBLIC SCHOOLS RECOMMENDATIONS & STRATEGIES

1. School quality, both on a facilities and an academic level, will remain a draw for living in Long Beach.
  - a. Provide high quality educational opportunities that compete well with surrounding school districts.
  - b. Continue City-School District cooperation in use of facilities.
2. Schools will serve as neighborhood anchors.
  - a. Design of school facilities will support neighborhood character and walkability.
  - b. Establish a "Walk to School" program using ideas from "Kids Walk-to-School: A Guide to Promote Walking to School."
  - c. Continue to seek "Safe Routes to School" funding for pedestrian and bicycle improvements.
  - d. Prioritize school bus routes for development of pedestrian and bicycle facilities.
3. Identify and prioritize capital improvements for school facilities.
  - a. Provide improved emergency evacuation for Reeves Elementary School.
  - b. Develop a plan for the reuse of the Harper McCaughan site that supports the renewal of downtown.
  - c. Plan for future development of a second high school facility on the Harper McCaughan site off Pineville Road.
4. Expand cooperation between the School District and USM.

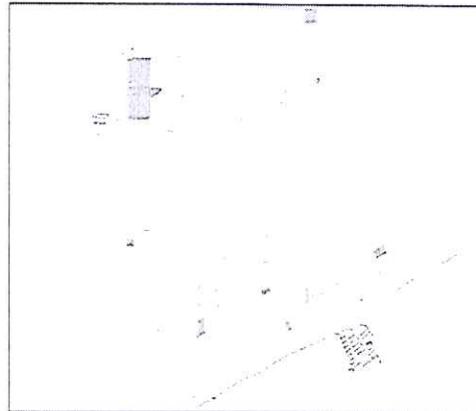
- Parcel
- 5 Minute Walk
- 10 Minute Walk

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**EMERGENCY MANAGEMENT SERVICES: POLICE & FIRE PROTECTION, AMBULANCE SERVICE RECOMMENDATIONS & STRATEGIES**

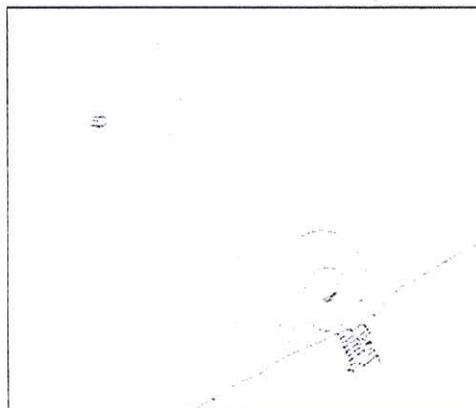
1. Provide high-quality police protection services.
2. Provide high-quality fire protection services.
  - a. Identify and prioritize road improvements and connections necessary to improve fire protection accessibility.
  - b. Identify fire house dormitory options in case of extended emergencies.
  - c. Build a third fire station as a training facility.



**PARKS, OPEN SPACES, & RECREATION FACILITIES RECOMMENDATIONS & STRATEGIES**

A city is experienced through its public realm: streets, sidewalks, and parks. Residents and visitors alike experience these spaces as they move through the city. The Long Beach Comprehensive Plan gives spatial definition to the public realm and provides a variety of public spaces and streets to enhance the experience for both elements of the community.

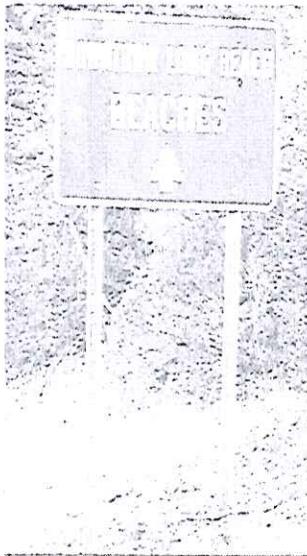
1. Citizens in every Ward will have access to parks, open space, and recreation facilities.
  - a. Require dedication of park or open space by developers of all new subdivisions.
  - b. Continue to pursue outside funding for parks and recreation projects.
  - c. Identify a funding source for the maintenance of City-owned recreation facilities.
  - d. Negotiate agreements with owners of private community facilities for public use of private facilities if possible and publicize additional recreation opportunities.
2. Develop a range of parks from tot-lots and village greens, to ball fields and community gardens within neighborhoods.
  - a. Develop multi-use trails along the Canals if possible.
  - b. Develop recreation activities on the lake in Ward 4.
  - c. Create a civic plaza at the intersection of Jeff Davis extended, Klondyke, and Pineville roads.
  - d. Study the feasibility of creating a gateway square at the intersection of Klondyke and Cleveland.
3. The Long Beach Marina complex will provide sustainable public access and waterfront enjoyment for all patrons.
  - a. Develop a comprehensive expansion plan for the Long Beach Marina complex, that is:
    - i. Aligned with family-oriented leisure time activities.
    - ii. Provides adequate parking and slip availability.
    - iii. Supports the residents of Long Beach and the Gulf Coast.
    - iv. Operationally sustainable and economically self-supporting.
    - v. Aligned with the endorsed Master Plan.
    - vi. Environmentally friendly.



**PUBLIC LIBRARY RECOMMENDATIONS & STRATEGIES**

1. The Public Library will serve as a community anchor and prominent civic space.
  - a. Add a satellite public library facility near 28th Street when population growth justifies it.
  - b. Expand cooperation between the Public Library and the School District.

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## DESCRIPTION OF LONG BEACH

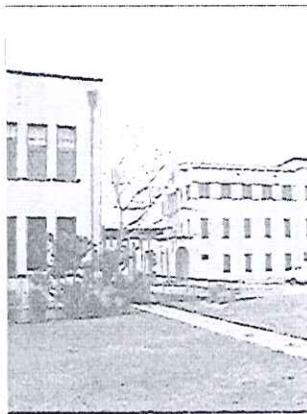
The City of Long Beach, located in Harrison County, Mississippi, was established in August, 1905. It was one of the fastest growing communities southwest of Biloxi, and today is part of the Biloxi-Gulfport Metropolitan Area. From the time of the original settlers, the 10.1 square miles of Long Beach has been known as "The Friendly City." Today's residents continue to take pride in their willingness to work for a good cause and to help their neighbors. The City is also home to the Gulf Park Campus of the University of Southern Mississippi Gulf Coast. Located on the front lawn of the University is a 500-year-old oak tree known as the "Friendship Oak." Like Long Beach itself, the historic oak survived Hurricane Katrina and continues to serve as a landmark on this attractive 65-acre campus overlooking the Gulf of Mexico.

As of the 2000 decennial census, Long Beach had a population of 17,320. A slight dip in population estimates occurred between July 1, 2000 and July 1, 2003; however, by July 1, 2005, a month before Hurricane Katrina, the U.S. Census Bureau was reporting an increase in the estimated population of 169, or about 1%, to 17,489. Population estimates for Long Beach as of July 1, 2006, almost a year after Katrina, indicate that the City was home to 15,372 people; a number approximately 2,000 less than the City's population in 2000.



Recent data indicates that the people living in Long Beach are relatively young, with 35% of the population between the ages of 20 and 44 years old. The population is 85.1% Caucasian, 8.7% African American, 0.4% American Indian/Alaska Native, 3% Asian, 2.7% Two-plus Races. The Friendly City is largely a bedroom community with residents commuting to the adjacent cities of Gulfport or Biloxi for employment. Residents have a mean travel time of just over 20 minutes to their place of employment. Among individuals over 25 years old, 86% have a high-school degree or higher, 24% have a bachelor's degree or higher and 8% have a graduate or professional degree. The median household income in 2006 was \$43,000.00.

In 2006, Long Beach had 5,779 households; 53% of which were married. One-quarter of the City households were single in 2006, and almost two-thirds of Long Beach households did not have children living at home. Between 2000 and 2004, averages of 124 residential building permits were issued in Long Beach. Approximately 63% of these were for single-family detached homes. The City experienced a significant decline in building permits following Katrina; however, the numbers have increased significantly more recently as the City rebuilds, with a total of 665 to 775 dwelling units currently planned and approved, most of which are for single-family detached units.



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## REGIONAL CONTEXT

### POPULATION

Following the 2000 decennial census, Harrison County's population remained stable, hovering right around 189,691 census counts. Between July 2004 and July 2005, the County experienced a slight increase in population of 1,352 or 0.7%, due at least in part to development in the gaming industry.<sup>2</sup> Between July 2005 and January 2006, the County lost over 30,000 people, or 16.5% of its pre-Katrina population. Harrison

<sup>2</sup> According to "Katrina and Rita Impacts on Gulf Coast Populations: First Census Findings, June 2006," The Recovery Institute Metropolitan Policy Program, June 2006, Harrison County's July 2005 population estimate was 189,173, July 2004 was 188,251, and the January 2006 population was 153,217.

<sup>3</sup> "Storm impacted parishes and counties" exclude Gulf Coast parishes and counties in Texas, Louisiana, Alabama, and Mississippi. Source: "Katrina and Rita Impacts on Gulf Coast Populations: First Census Findings, June 2006," The Recovery Institute Metropolitan Policy Program.

County ranked 4th among the storm impacted parishes and counties<sup>3</sup> in total population loss during the five month period post-Hurricane Katrina.

Harrison County is home to approximately 75% of the regional population; the region is defined as Harrison, Hancock, and Stone counties and is also referred to as the Gulfport-Biloxi Metropolitan Area by the U.S. Census Bureau. Population projections estimated that the region would continue to lose population through 2007 with an economic recovery beginning in the area during 2008. Significant population growth is expected in the region between 2008 and 2025.

## DEMOGRAPHICS, HOUSING & ECONOMIC TRENDS

### EMPLOYMENT

According to Moody's [www.economy.com](http://www.economy.com) there were a total of 100,608 jobs in the region in 2006, 83% of which were located in Harrison County. Ten thousand of those jobs were lost between 2000 and 2006, an indicator of Katrina's impact. Most of the jobs lost were in the hospitality industry, which was heavily impacted by the storm. In 2005, the Gulfport-Biloxi Metropolitan Area's unemployment rate exceeded 10%; however, by 2007 that rate had returned to a more typical 6.5%, indicating a recovery.

The industry mix of the region is dominated and stabilized by government jobs at Keeler Air Force Base, the Naval Construction Battalion Center, and NASA Stennis Space Center. The casinos in the region drive leisure and hospitality employment which follows government jobs in number. The hospitality sector of the local economy was badly damaged by the hurricane, costing over 11,000 jobs in the hospitality industry alone between 2000 and 2006. Recent data indicates that tourism is rebounding, however. The local population and tourism drive the retail trade industry in the region.

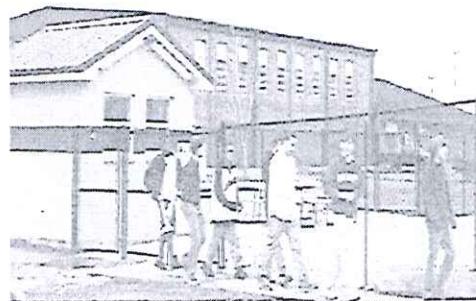
The regional economy will benefit from the rebuilding of the casinos, which will stimulate the tourist trade. Federal aid available for economic development will also stimulate the regional economy. The Port of Gulfport is proposing an expansion, which could further strengthen exports from the region, and the military presence in the region can be expected to remain a stabilizing influence.

Weaknesses in the national housing market will likely reduce the rate of new residential construction, particularly of condominiums, in the region. Coupled with the low rate of insurance coverage, recovery efforts could be hindered by the national economic

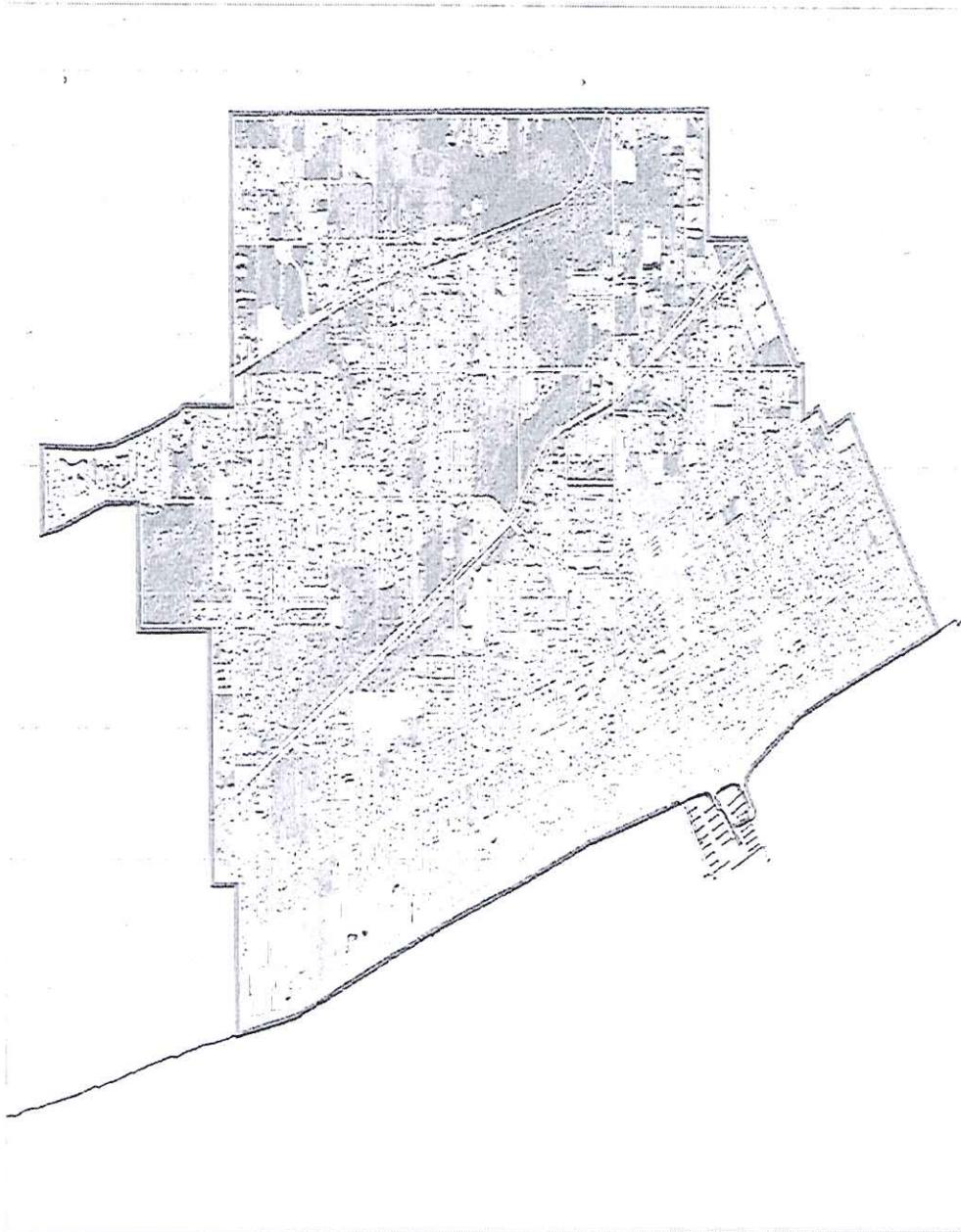
downturn. Modest income levels in the region may deter high quality retail development in the near future.

Over the next ten years, regional employment is projected to increase by over 30% (30,000 new jobs); 90% of which should occur in Harrison County, according to projections. Tourism is expected to drive the Long Beach economy over the next 20 years with over half of the County's employment growth expected to be in the leisure and hospitality industry. Employment and population projections indicate a healthy, growing regional and local economy.

Moody's [www.economy.com](http://www.economy.com) projections indicate an economic recovery before the end of 2008 and significant population growth in the region and County from 2008 through 2025. Although 20 year population projections are not available for Long Beach, the population and economic study assumed the City will continue to account for approximately 9% of the County's population during that time. Given this assumption, the City's population can be expected to grow to almost 18,000 by 2025, a 17% increase over today's population.



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### CORPORATE LIMITS

The corporate limits of the City of Long Beach extend from 28th Street on the north, and south to the Gulf Coast. The eastern edge is bounded by the US Naval Reservation and the City of Gulfport. The western edge is bounded by the City of Pass Christian and the unincorporated area of Pineville. The total area within the corporate limits of Long Beach is 10.1 square miles. The City of Long Beach provides residents with services such as water, sewer, electricity, garbage collection, fire and police protection, and schools. There is no water or sewer service provided by Harrison County to areas immediately adjacent to the City of Long Beach. Several areas outside of the corporate limits have requested annexation in order to obtain these services from the City.

It is important for Long Beach to engage the larger regional context as economic opportunities, education, cultural assets, social lives, and recreation interests extend beyond the boundaries of the City. Thinking regionally is essential to achieving smarter growth and maximizing all investments. It requires a consolidated effort to pool resources with neighboring jurisdictions, and coordinating legislation and policy changes. Looking at possible annexation opportunities to the north and west may help the City overcome some of its connectivity problems, as well as increase its tax base, particularly if the existing Long Beach Industrial Park is acquired. Additional information can be found in the Annexation Analysis found in the Special Analyses section of the Plan.

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## NATURAL RESOURCES

### TOPOGRAPHY

The topography in Long Beach gently rises as it moves northwards away from the coast line. A levee is formed along the elevated rail line; north of the rail line the ground dips downwards toward a drainage canal. There are two additional canals that diagonally cut across the City. Wetlands and low lying lands flank these canals and assist with drainage. The northeast quadrant of the City consists of low lying lands and wetlands. Structures built close to the canals have experienced flooding due to the adjacent low topography.

### STEEP SLOPES

Most of the land within the City limits of Long Beach has a gentle slope. There are very few areas that have a slope greater than 5% and these areas occur adjacent to the railroad tracks and the canals. Due to the gentle slope of the land, water drains slowly and has a tendency to pond during heavy rains. Many residents have expressed concern regarding thoroughfares ponding after rainfall. A comprehensive drainage study should be conducted to understand the full impact of water drainage on City parcels and opportunities for low impact design storm water facilities.

### WETLANDS

Approximately 7%, or 404 acres, of Long Beach lies in wetlands. The majority of the wetlands in Long Beach occur on or near the canals, but there are also substantial wetland areas near the northern boundary of the City. Development of wetlands is severely restricted by federal law. The US Army Corps of Engineers ("Corps") and the US Environmental Protection Agency define wetlands and their attendant permitting process as follows:

Those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Section 404 of the Clean Water Act requires that anyone interested in depositing dredged or fill material into "waters of the United States, including wetlands," must receive authorization for such activities. The US Army Corps of Engineers has been assigned responsibility for administering the Section 404 permitting process. Activities in wetlands for which permits may be required include, but are not limited to:

- Placement of fill material.
- Ditching activities when the excavated material is side cast.
- Levee and dike construction.
- Mechanized land clearing.
- Land leveling.
- Most road construction.
- Dam construction.

The final determination of whether an area is a wetland and whether the activity requires a permit must be made by the appropriate Corps District Office.

### FLOOD PLAINS

Approximately 32%, or 1,969 acres, of the land area in Long Beach lies within the 100-year floodplain, which has a major impact on permitted land uses. The term "100-year flood" is deceiving. It does not mean that a flood will occur once every



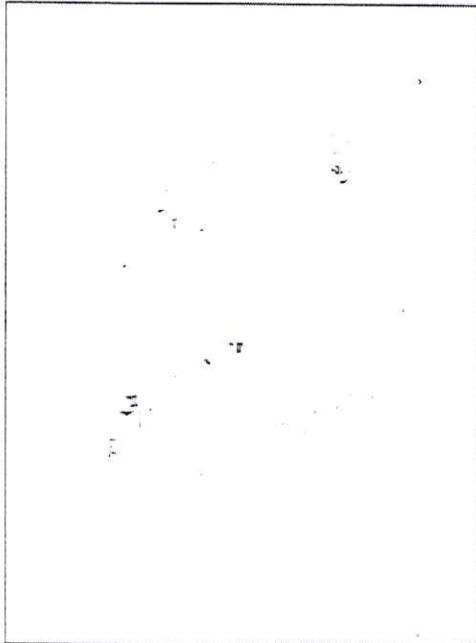
- Floodplain
- Wetland

100 years; rather, it is defined as a flood that has a 1-percent chance of being equaled or exceeded in any given year. Thus, a 100-year flood could occur more than once in a relatively short period of time. A base flood may also be referred to as a 100-year storm and the area inundated during the base flood is sometimes called the 100-year floodplain. The 100-year flood is the standard used by most Federal and State agencies, in particular by the National Flood Insurance Program ("NFIP"), as the standard for floodplain management and determining the need for flood insurance.

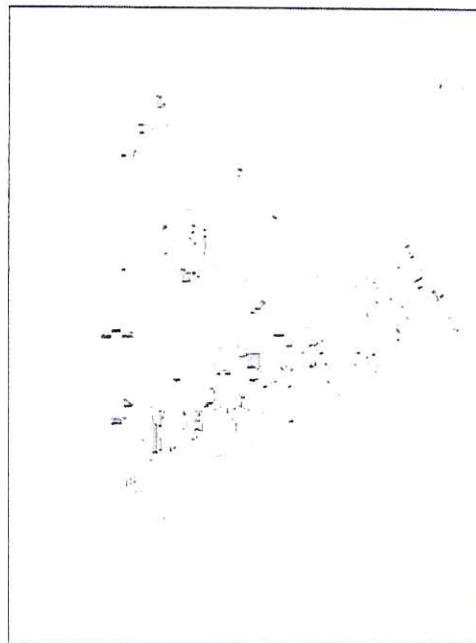
### DEVELOPMENT RESTRICTIONS IN FLOOD HAZARD AREAS

Structures built within Special Flood Hazard Areas, as shown on NFIP maps, have a 26% chance of suffering flood damage during the term of a 30-year mortgage. Because of this additional risk, development within these areas is restricted. Additional information can be found in the Flood Hazard Mitigation and Emergency Management Strategy found in the Special Analysis section of this Plan.

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- Vacant in floodplain (258 acres)
- Vacant in wetland (25 acres)
- Vacant other constraints (3 acres)



- Vacant privately owned (985 acres)
- Vacant unconstrained (162 acres)

**VACANT LAND**

Twenty percent, or 1,204 acres, of the total land area in the City of Long Beach is vacant. Undeveloped, privately-owned land accounts for 901 acres, while 304 acres represents areas that were previously developed but destroyed by Katrina. Almost half of the vacant land created by Katrina (137 acres) is in a FEMA flood zone.

**UNBUILDABLE LAND**

Unbuildable land, including streets, railroad rights-of-way, waterways, and bayous comprise 9%, or 548 acres, of the total land in the City of Long Beach.

Table 1. Vacant Land Analysis

Constraints Categories	Acres	Percentage of Total
No constraints	161	14%
Steep Slope constraint	n/a	n/a
Flood Zone constraint	81	7%
Wetland constraint	23	2%
Other constraint	3	.3%
Publicly owned	190	
Privately owned	915	77%
<b>Total Vacant Land</b>	<b>1185</b>	<b>100%</b>

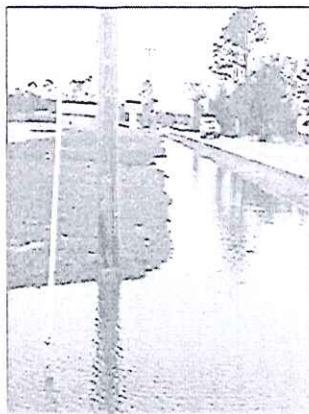


Table 2. Parcels with Flood Hazard Restrictions

	Acres	Percentage of Total Land Area
Parcels Partially or Wholly in Flood Plains	1969	32%
Parcels Partially or Wholly in FEMA Flood Plains	685	11%
Parcels Partially or Wholly in Wetlands	404	7%
FEMA Zone B	236	4%
FEMA Zone A	155	3%
<b>Total Parcels affected</b>	<b>3449.68</b>	<b>57%</b>
<b>Total Land in Long Beach</b>	<b>6083</b>	

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## EXISTING LAND USE

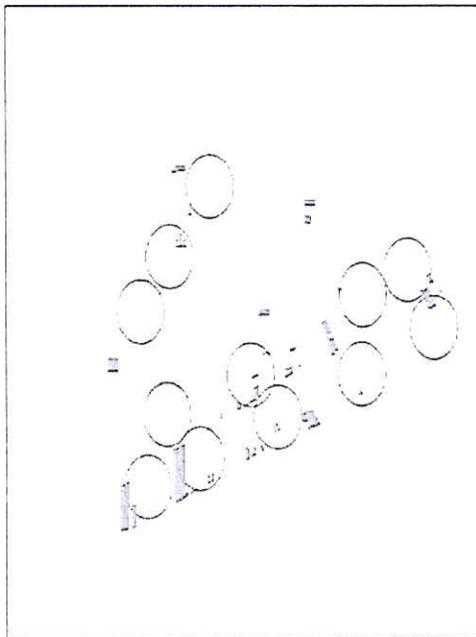
Ayers Saint Gross surveyed existing land uses in early 2008, compiling data from a variety of sources: information received from the City, existing aerial photography, parcel data available from the Harrison County GIS Data Website, and walking tours conducted throughout the City. These sources provided base data necessary to develop a plan for the future growth and development of the City and the surrounding annexation study area.

The resulting academic understanding of existing conditions was combined with input from Long Beach citizens, elected officials, and staff, which enabled the planning team to develop a framework for future development and redevelopment patterns that will form the basis for revised zoning and subdivision regulations.

Existing land uses were grouped into nine (9) major categories:

1. Residential: Single-family, multi-family duplex to quadraplex, apartments, and mobile homes.
2. Commercial: All types of wholesale and retail trade establishments, including hotels, motels, eating and drinking establishments, heavy commercial such as automotive repair, and personal and professional services.
3. Industrial: Manufacturing, construction, and warehousing establishments.
4. Community Facilities -

- a. Civic: Governmental and other related community service uses, including any government-owned utilities.
- b. Religious: All parcels associated with religious activities
5. Public Schools: All public educational facilities, including properties of the Long Beach School District and the University of Southern Mississippi.
6. Parks, Open Spaces, and Recreation: Publicly and privately-owned open spaces with public access, including parks, ball fields, the war memorial, the park owned by USM, and church related facilities that are open to the public.
7. Vacant: Privately-owned land without building improvements, including undeveloped land, and previously developed parcels affected by Katrina. This category includes property that previously held or is zoned for commercial or residential improvements.
8. Non-Buildable: All land not identified as a parcel in the County records, including rights-of-way for streets and railroads, water bodies such as the canals and bayous, and other lands constrained by wetlands or floodplain.



- Single-Family Residential
- Multi-Family Residential

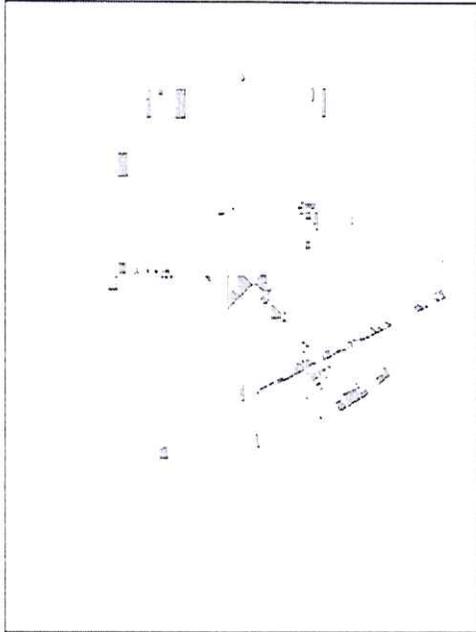
## EXISTING RESIDENTIAL DEVELOPMENT

Residential land is defined as that area occupied by dwelling units and the parcel associated with the structure. Within the corporate limits of Long Beach 51% of the land area, or 3,120 acres, is devoted to residential uses. Ninety-four percent of the residential land area in Long Beach is devoted to low-density, single-family residential, by far the dominant land use type in the City.

The City of Long Beach has historically developed in a relatively low-density, sprawling pattern. In the older parts of the City near the waterfront and south of the railroad tracks, the development pattern is a modified grid with interconnected blocks. Newer areas of the City, north of the railroad tracks, display a less connected, more organic development pattern. Parcels and street widths tend to be smaller closer to the waterfront and larger farther north.

Although people's willingness to walk varies depending on the quality of the public spaces, ¼ mile is a generally accepted standard for the radius of a walkable neighborhood. Using this standard, Ayers Saint Gross identified approximately twelve existing, or previously existing, walkable neighborhoods in Long Beach related to a community facility such as a school, church, or playground. The majority of these walkable neighborhoods are located either immediately south or north of the railroad tracks.

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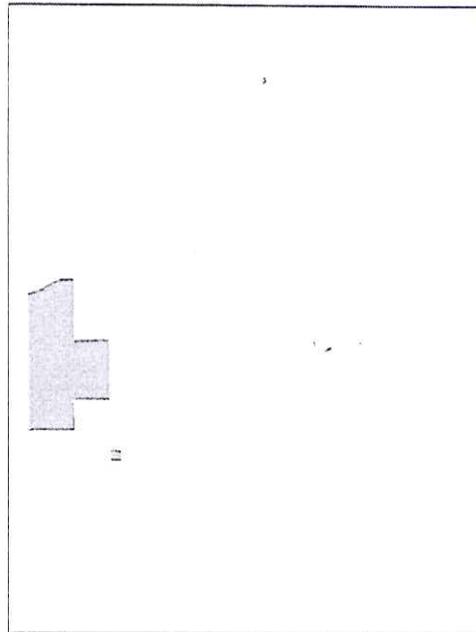
**EXISTING COMMERCIAL DEVELOPMENT**

Commercial development comprises 4%, or 241 acres, of the land area in Long Beach, representing 5.8% of the developed land area. The majority of commercially zoned land in Long Beach consists of relatively small parcels with single-story detached buildings, often located along main thoroughfares or at major intersections. The linear pattern of commercial development creates an inefficient use of land, large amounts of disconnected parking, and multiple curb cuts, all of which can contribute to traffic congestion.

Concentrations of commercial development exist in three locations: Pineville and Beatline Roads, Pineville Road and Canal One, and the intersection of Jeff Davis Avenue and Railroad Street. Prior to Katrina, there was also a concentration of commercial development near the harbor and in Long Beach. "Downtown" is defined as the triangle formed by Klondyke, Cleveland, and Highway 90, with the intersection of Railroad and Jeff Davis serving as the center of downtown Long Beach.

The redevelopment of commercial areas south of the railroad tracks will be severely affected by the revised FEMA base flood elevation requirements, which will require buildings to be raised several feet into the air. This situation poses significant design challenges for commercial development that can compromise walkability if not creatively addressed. Simultaneously, dealing with ADA commercial access requirements at these elevations may be cost prohibitive.

Currently, retail choices available in Long Beach do not meet the needs of the residents. For many goods a trip to Gulfport or elsewhere is required.

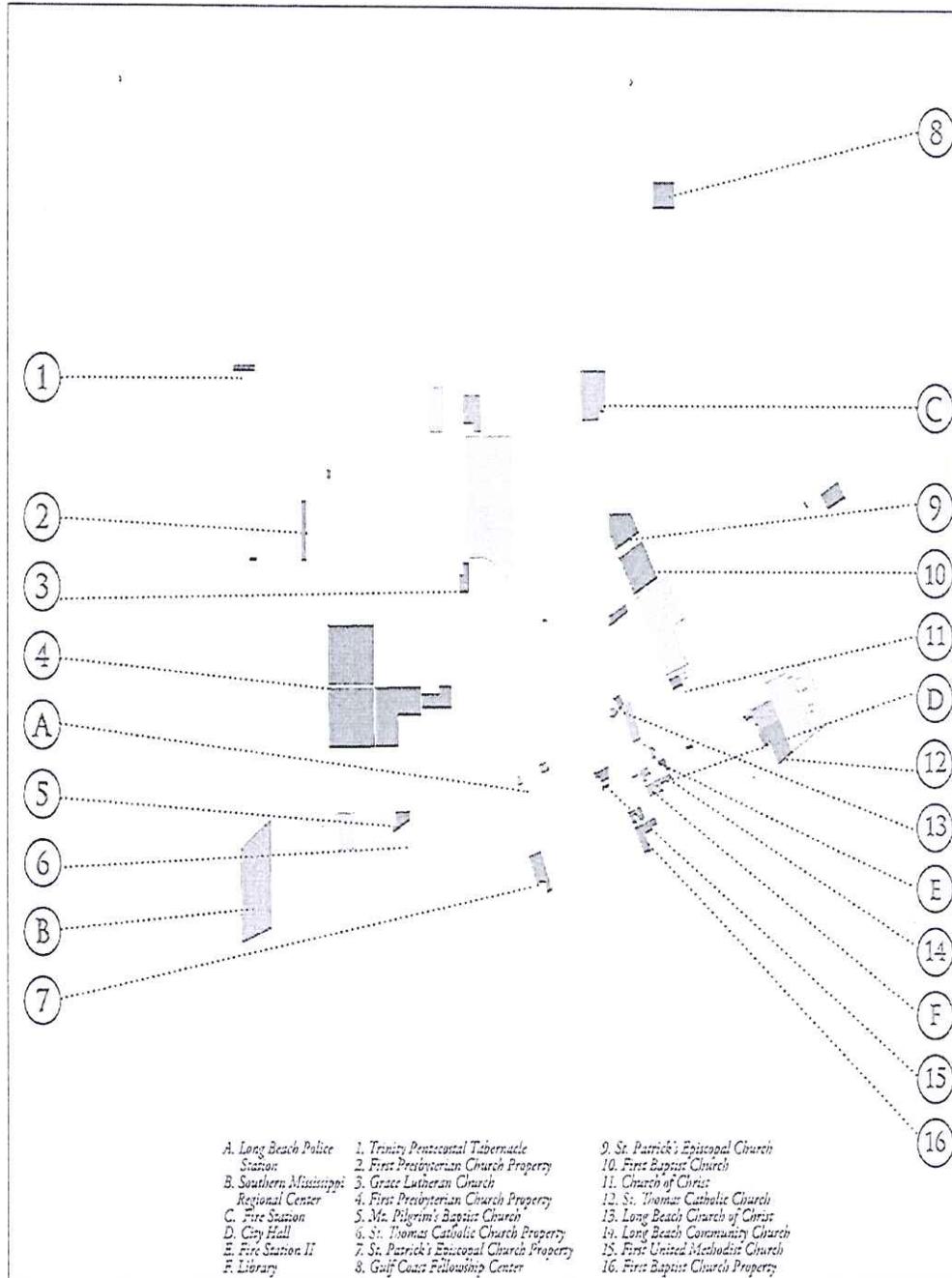


**EXISTING INDUSTRIAL DEVELOPMENT**

The City of Long Beach includes very little industrial development: approximately 9 acres, or 0.2% of the City's land area. Within the City of Long Beach, the limited industrial uses are light industrial and typically warehouse-related. The negative impacts to surrounding properties of this kind of industrial development are minimal and related primarily to truck traffic and visual clutter.

Most industrial development has occurred in other parts of Harrison County. The closest concentration of industrially zoned land is the 425 acre Long Beach Industrial Park, located adjacent to the western boundary of the City in Harrison County. Long Beach has considered annexing this area to increase the industrial tax base and provide opportunities to improve connectivity with I-10. According to the Economic and Employment Analysis completed for this Plan, additional capacity exists within the present limits of the Long Beach Industrial Park, which is expected to take another ten years to build out. However, further development of the Industrial Park is currently limited by inadequate truck access.

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- Existing Park
- Existing Public Schools and University
- Existing Civic Buildings
- Existing Churches

**COMMUNITY FACILITIES**

Community facilities make up 5%, or 321 acres, of the land area in Long Beach. Civic facilities including City Hall, police stations, two fire stations, public library, and other City-owned properties comprise 2%, or 115 acres, of the overall land area. Religious facilities account for 3%, or 608 acres, of community facility land.

The public library is located in a key anchor point in downtown Long Beach. Nearby, a new two-story City Hall will replace the building damaged by Katrina and a new police station will open

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soon. Many other civic facilities were destroyed or damaged during Katrina. Their rebuilding can play an important role in downtown revitalization and the City's long-term recovery efforts.

A FEMA project will provide new water mains, sewer cleanout, new sewer boxes and road asphalt throughout the storm surge area and the Army Corps of Engineers has committed to improving Canals Two and Three. Currently, there is substantial unused capacity available at the water treatment facility to service new development due to a reduction in demand after Katrina.

### RECREATION: PARKS, OPEN SPACES & RECREATION AREAS

Parks, open space, and recreation areas comprise 2%, or 147 acres, of the City's land area. Although the City of Long Beach has substantial parks and recreation spaces, they are distributed unevenly throughout the City. South of the railroad, and particularly near downtown, there are several small parks easily accessed by foot from nearby residential neighborhoods. However, north of the railroad several residential neighborhoods have no parks or open space within easy walking distance. The canals running through Long Beach for drainage purposes would provide ample opportunities for additional open space and recreation if multi-use trails were added within their rights-of-way.

### HOUSING

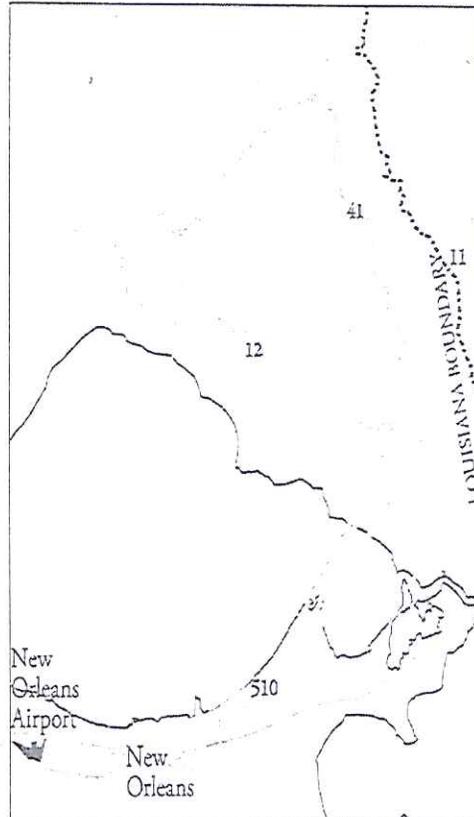
As the Housing Characteristics analysis completed for this Plan indicates, over 75% of the City's housing stock is single-family detached homes; a surprising number considering almost 2/3 of Long Beach households are reported to be adults without children living at home. In 2006, the City's housing stock was 12% vacant; 70% of the occupied dwelling units in the City were owner-occupied with a median value of \$120,530.00. For additional information, please see the Housing Characteristics study in the Special Analyses section of the Plan.

### PUBLIC SCHOOLS

School facilities, including the Long Beach School District and the USM, comprise 3% or 177 acres of the City's land area. The Long Beach School District currently has four elementary schools, one middle school, one high school, and one alternative school.

Harper McCaughan Elementary was destroyed during Katrina and is currently operating out of trailers on another school property. The original Harper McCaughan site, located in downtown Long Beach, cannot be used as a school because insurance costs are prohibitive. The School District is proceeding with plans to build a replacement school on a site in Pineville. A grant has been obtained by the City to turn a portion of the property into a park with an amphitheater; however, this use of the property has not been finalized by the School Board.

Long Beach schools have historically been one of the primary population draws for the City. However, increasing competition from neighboring districts and deteriorating, out-of-date school facilities threaten this position. Neighboring school districts are improving their facilities and standards, threatening the

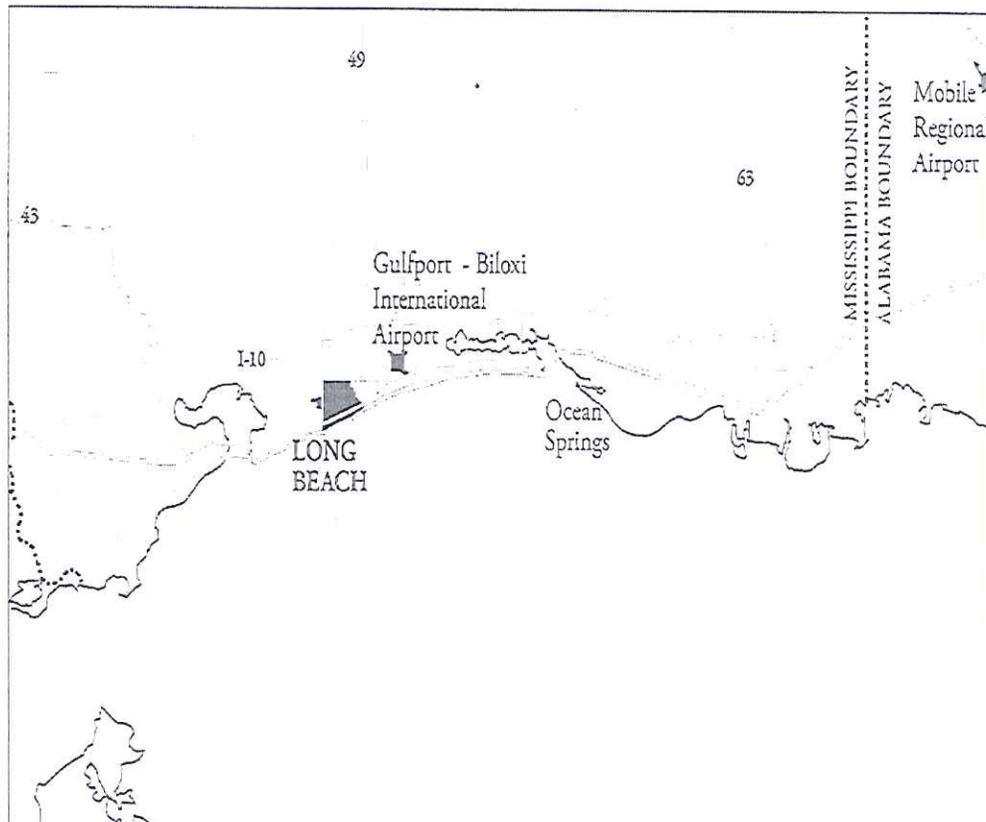


preeminence of Long Beach schools and presenting a long-term challenge for City growth and development.

Although some of the elementary schools are located within residential neighborhoods, most do not serve as the core of a walkable area. Mississippi state law only requires the District to provide bus service to students more than 1 mile from their school; however, Long Beach School District officials believe that parents want an extensive bus system and do not want children to walk to school. The District operates an extensive school bus system and regularly picks up students living just a few blocks from school. As a result, only a very small percentage of students walk to school. This circumstance increases transportation congestion and costs and limits the physical activity children could get from walking to school.

USM occupies a large parcel along the waterfront that experienced significant damage from Katrina. The University is in the process of renovating buildings; however, the specific programs and numbers of students this campus will serve are still under discussion. In addition to rebuilding at their waterfront campus, USM is in the process of planning an extension of their campus north of I-10 on the Cross Creek Property, in the unincorporated area of Pineville.

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**TRANSPORTATION NETWORK**

Located at the southern edge of Harrison County, Long Beach is on the Gulf Coast between Pass Christian and Gulfport.

Long Beach is conveniently located within 90 minutes of three airports: Gulfport-Biloxi (GPT - 9 miles), New Orleans, Louisiana (MSY - 85 miles), and Mobile, Alabama (MOB - 73 miles).

Highway I-10 travels east-west to the north of the city and connects Long Beach to the rest of the County and beyond. However, in terms of access from I-10, Long Beach is unlike other coastal towns in the region; there is no direct connection between the highway and the center of town. Although this lack of connectivity to the north poses a problem in case of future evacuation, the positive benefit is the sleepy, small town character of Long Beach.

Private automobiles remain the primary mode of transportation in and around Long Beach, making public streets the most important element of the transportation network. The majority of streets in Long Beach do not have sidewalks and there are no designated bike lanes at this time. Although traffic volumes on most neighborhood streets are low enough to accommodate walking and biking without sidewalks, it makes sense to offer safer alternatives to those citizens who might wish to bike or walk. The City Department of Recreation is currently working with the University of Southern Mississippi planning department

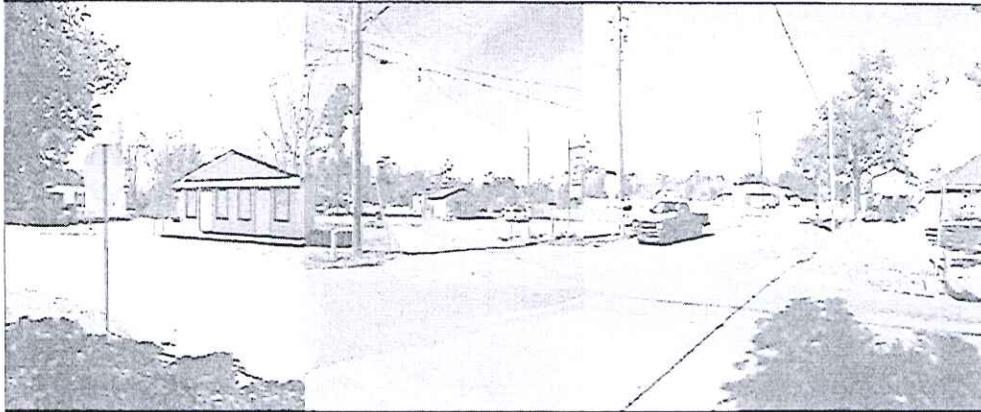
to evaluate the potential for sidewalks between the University and downtown. In addition, bike lanes around Quarles Elementary School are being studied.

Streets in the older portion of Long Beach near the coast are laid out in a grid pattern oriented to the waterfront. In this part of town, blocks are relatively small and streets are fairly well connected. In the newer portions of Long Beach, neighborhood streets often take on a more organic, suburban pattern with multiple cul-de-sacs; a pattern that further limits connectivity and increases pressure on major arterials.

Other modes of transportation include a freight rail line that runs parallel to the coastline, the tracks of which form a levee that protects properties to the north of the line from storm surges. There are also three drainage canals in the City, which when considered together with the railroad, present significant barriers to north/south street connectivity. Finally, the City is one of the few Gulf Coast cities with a fully operational harbor with the ability to accommodate privately-owned vessels overnight.

At present Long Beach is not served by the fixed routes of the Coast Transit Authority (CTA) bus system. However, Gulfport West / Bus Route 38 serves the western edge of Gulfport along the eastern border of Long Beach, and has stops on Old Pass Road and Commission Road.

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**EXISTING LAND USE  
INVENTORY & ANALYSIS**

A survey of existing land uses was conducted by Ayers Saint Gross in conjunction with this Plan. The conclusions drawn from the analysis have been incorporated elsewhere in the Plan; however, the following information itemizes the assets, challenges, and opportunities identified for residential, commercial, and industrial land uses, and community facilities in Long Beach. Many of these items have found their way into appropriate sections of the Plan such as descriptive language or goals and strategies.

**RESIDENTIAL ASSETS**

- Though modest according to recent population and economic studies, income levels in Long Beach are relatively high compared to the area median income (“AMI”).

**RESIDENTIAL CHALLENGES & OPPORTUNITIES**

- Many of these neighborhoods do not include a public playground or park.
- Many neighborhoods do not have adequate connectivity to surrounding areas.
- Some neighborhoods, particularly in Ward 1, would like to see additional mixed-use development, as long as the character of the development is compatible with the neighborhood.
- Other neighborhoods, particularly in Ward 3, want to preserve the quiet, residential quality of their neighborhood.

**COMMERCIAL ASSETS**

- Long Beach is served by several strong business promotion groups:
  - Harrison County Development Commission – manages industrial park
  - Coastwide Chamber
  - Gulf Coast Business Council
  - Long Beach Chamber, part of Harrison County Chamber
  - Harrison County Tourism Commission

**COMMERCIAL CHALLENGES & OPPORTUNITIES**

- Revised FEMA base flood elevation requirements present the following challenges to commercial development:

- Stairway access to elevated buildings must be supplemented with elevators for full American with Disabilities Act compliance;
- The potential exists for the pedestrian’s view to be compromised by stilts and parking lots rather than delighted by display windows, frequent entrances, and architectural features that characterize the most successful walkable downtowns;
- Casual window shopping and walking the area for entertainment at the ground level may be discouraged, or will occur on an elevated plane;
- Compromised walkability may make “park once” strategies less effective, requiring more auto access and land devoted to parking.
- Retail choices currently available in Long Beach do not meet residents’ needs — people must drive to Gulfport or elsewhere for many goods.
- Some people would welcome “big box” development to increase the tax base and access to retail goods, but some people do not want “big box” retail.
- Cumbersome zoning code and development processes limit development.
- Property taxes are some of the highest in the state.
- Much commercial development is haphazard, random, and jumbled; many commercial areas are visually cluttered and run-down in appearance.

**INDUSTRIAL ASSETS**

- There is a county-managed industrial park just to the northwest of the City.

**INDUSTRIAL CHALLENGES & OPPORTUNITIES**

- The only existing truck route through Long Beach is Beatline Road from I-10 to West Railroad Street.

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## NEIGHBORHOOD ANALYSIS

A walk-through survey of each Ward was conducted as part of the existing land use survey. The design team was accompanied by Long Beach staff, elected officials, and Ward residents. The following are comments, concerns, issues, and questions shared with the design team during the walk-through. Many of these items have found their way into the Plan's descriptive background language, or goals and strategies as they spurred additional research by the team.

### WARD 1

Comments expressed by citizens on the walk through the Ward include:

1. Don't want commercial/mixed-use everywhere; okay on some corners, but not everywhere.
2. North of Magnolia along Lang is mostly intact and they might oppose more commercial.
3. How do you keep out the liquor store or pawn shop?
4. West of Lang, especially near White Harbor, not much possibility of single-family detached—been vacant since Camille.
5. Need more T-4 and/or T-5 along Highway 90.
6. How do we address the condominium issue?—Island View is a good example.

### WARD 2

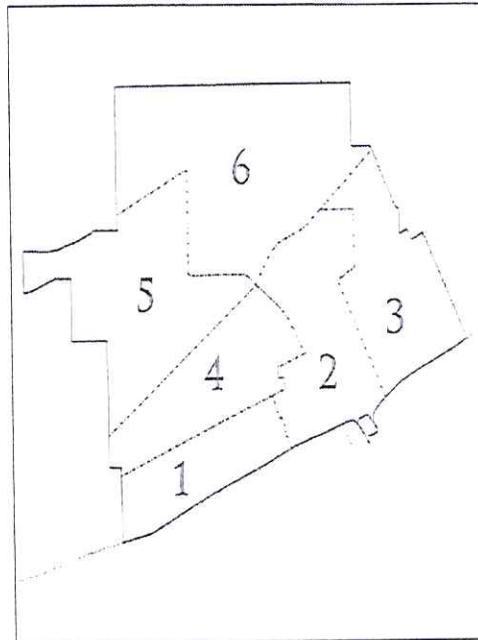
Comments expressed by citizens on the walk through the Ward include:

1. Resistance to developing commercial north of 5th and to east.
2. St. Thomas property should be shown as Educational District, not green.
3. Will we scale back commercial from the concept plan?
4. Is USM planning walkways to downtown on 3rd Street?
5. Suggest making Pineville Road corridor T-4.
6. Suggest making the area east of the school T-4 or T-3.

### WARD 3

Comments expressed by citizens on the walk through the Ward include:

1. T-4/5 should extend along the railroad lines.
2. The E-W corridor is not off the table completely—how do we address the possibility of the railroad tracks moving to the north?
3. The park near USM will revert back to University once the City ball fields are done and should be shown as Educational District.
4. Locate businesses supported by students along the railroad tracks.
5. East of USM is a very nice residential area, but the area to west of USM is likely to become commercial—not reasonable for it to stay T-3 long-term.
6. 5th Street and a certain distance off Jeff Davis can be T-5/T-4, but the area farther east wants to stay T-3—maybe could add more T-4 near the University.



### WARD 4

Comments expressed by citizens on the walk through the Ward include:

1. Don't want commercial/mixed-use everywhere.
2. Need more T-4—maybe at Alexander & East Old Pass intersection or Old Pass & Island View?

### WARD 5

Comments expressed by citizens on the walk through the Ward include:

1. Sidewalks are needed along Pineville Road.
2. Commercial T-4 nodes should be located along Pineville Road at intersections such as Daugherty.
3. Bike and walking trails are needed to the south across the canal to improve access to the beach.
4. Limit use of ATV on trails.
5. The existing park within Ward 5 gets a lot of use and is an asset to the neighborhood.

### WARD 6

Comments expressed by citizens on the walk through the Ward include:

1. Klondyke may extend north and connect to I-10.
2. 28th Street needs to be widened to four lanes to adequately handle east-west traffic.
3. Locate a commercial node at Klondyke and 28th Street, and at Beatline and 28th Street.
4. Need a small commercial zone across from school or near Daugherty and Commission.
5. Some low lying properties near Leigh Street have been bought out and should be used for public parks.
6. Add walking and biking trails along the canals and connect to larger Harrison County trail system.

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**POPULATION STUDY AND PROJECTIONS**

W-ZHA, LLC was retained by Ayers Saint Gross to provide a demographic and economic overview of Long Beach, Mississippi and its Region. As part of the analysis, W-ZHA identified the implications of the demographic and economic trends and projections on Long Beach development potential.

For purposes of this analysis, references to Long Beach refer to the City of Long Beach. The Long Beach Region is defined as Harrison, Hancock and Stone counties. The Region is also referred to as the Gulfport-Biloxi Metropolitan Area.

The U.S. Census is the source of population and City employment data. Moody's economy.com a division of Moody's Analytics, is the source of population and employment forecasts. Moody's is an independent provider of economic analysis, data, and forecasting and credit risk services. Claritas, Inc. is the source of 2006 household and housing characteristics data. Claritas, Inc. is a national consumer research company widely recognized in the planning and development industry.

**POPULATION CHARACTERISTICS**

*Population Trends*

According to United States Census data, as of July 1, 2006 the City of Long Beach contained 15,372 people -- approximately 2,000 people less than the City's 2000 population. Long Beach is located in Harrison County. Harrison County's population represents 75 percent of the Region's population. As of 2006, the City contained 9 percent of the County's population, approximately the same share of County population in 2000.

In 2005 Hurricanes Katrina and Rita hit the Gulf Coast. Harrison County ranked 4th among Hurricane impacted parishes and counties in total population loss between July, 2005 and January, 2006. The County lost over 30,000 people, or 16.5 percent of its population, over this five month time frame. "Hurricane impacted counties" included parishes and counties in Texas, Louisiana, Alabama and Mississippi.

Over the 19 month period between January 2005 and July 2006, the City of Long Beach lost approximately 9 percent of its population, or 1,500 people. City population trends closely mirror those of Harrison County during this time frame.

Rank	Parish/County	Metropolitan Area	Numeric Change	% Change
1	Orleans, LA	New Orleans, LA Metro	-278,833	-63.8
2	St. Bernard, LA	New Orleans, LA Metro	-61,215	-94.8
3	Jefferson, LA	New Orleans, LA Metro	-37,273	-8.3
4	Harrison, MS	Gulfport-Biloxi, MS	-30,713	-16.5
5	Hancock, MS	Gulfport-Biloxi, MS	-11,111	-24.0
6	Plaquemine, LA	New Orleans, LA Metro	-8,118	-23.7
7	Jackson, MS	Pascagoula, MS	-7,938	-5.9
8	Calcasieu, LA	Lake Charles, LA	-6,070	-3.4
9	Mobile, AL	Mobile, AL	-2,534	-0.6
10	Cameron, LA	Lake Charles, LA	-1,961	-20.7

1. Hurricane-impacted area includes Gulf Coast parishes and counties in Louisiana, Texas, Alabama, and Mississippi. Source: "Katrina and Rita Impacts on Gulf Coast Populations" First Census Findings, June 2007, The Brookings Institution Metropolitan Policy Program.

**RACE AND ETHNICITY**

Based on the U.S. Census and Claritas, Inc., both Harrison County and Long Beach are ethnically homogenous. A very small share of the population is Hispanic.

	Harrison County	Long Beach
White	123,462 71.8%	13,082 85.1%
Black/African American	38,885 22.6%	1,345 8.7%
American Indian/Alaska Native	1,208 0.7%	62 0.4%
Asian	4,626 2.7%	460 3.0%
Native Hawaii/Pacific Islander	209 0.1%	6 0.0%
Two-Plus Races	3,495 2.0%	516 3.3%
Total Population	171,895	15,372

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The County and City are more diverse racially than they are ethnically, but, both the County and City are relatively homogenous. According to Claritas, Inc. approximately 85 percent of the City's population is White/Caucasian.

Harrison County's population has a greater share of Black/African Americans (23 percent) as compared to the City of Long Beach (approximately 9 percent).

**AGE**

The City of Long Beach had a slightly older population than Harrison County in 2006, with a greater share of its population in the 45 to 65 age cohort as compared to the County.

Household Race  
Harrison County and City of Long Beach (2006)

	Harrison County	Long Beach
White	74.5%	85.1%
Black/African American	20.7%	8.7%
American Indian/ Alaska Native	0.5%	0.4%
Asian	1.7%	3.0%
Native Hawaii/Pacific Islander	0.1%	0.0%
Some Other Race	0.7%	0.6%
Two-plus Races	1.8%	2.7%
	100%	100%

Source: U.S. Census; Claritas, Inc.; W-ZHA

**HOUSING CHARACTERISTICS**

**HOUSEHOLD COMPOSITION**

The Census does not provide household estimates on an annual basis. To estimate households, W-ZHA applied an average household size generated by the national consumer research firm, Claritas, Inc. to the Census' July 2006 population. The distribution of households by household characteristic was developed applying Claritas data as a proxy.

This approach results in an estimated 66,250 households in Harrison County in 2006 and 5,770 in the City of Long Beach. According to Claritas, Inc., over half of the City's households were married and over 70 percent of the City's households were families in 2006. One-quarter of the City's households were single.

Almost two-thirds of the households in Long Beach did not have children residing at home in 2006.

Household Composition  
Harrison County and City of Long Beach (2006)

	Harrison County		Long Beach	
Single Person	17,481	27%	1,425	25%
Married	31,798	48%	3,061	53%
Without Children at Home	17,471	27%	1,650	29%
With Children at Home	14,327	22%	1,411	24%
Other Family Household	12,770	19%	1,023	18%
Without Children at Home	5,048	8%	364	6%
With Children at Home	7,722	12%	659	11%
Non-Family	3,548	5%	272	5%
	65,596	100%	5,779	100%

Source: U.S. Census; Claritas, Inc.; W-ZHA

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## HOUSING STOCK

Even with almost two-thirds of the households without children at home, over three-quarters of the City's housing stock is single-family detached housing.

Housing Stock  
Harrison County and City of Long Beach (2006)

Unit Type	Harrison County	Long Beach
Single Family Detached	63%	77%
Single Family Attached	2%	1%
2 units	3%	4%
3-4 units	4%	6%
5-9 units	5%	6%
10-19 units	3%	1%
20-49 units	2%	2%
50+ units	1%	2%
Mobile Homes	15%	1%
Other	0%	0%

Source: U.S. Census, Claritas, Inc., WZRIA

The median contract rent in Long Beach is higher than Harrison County's, yet below the 2000 national average of \$519 per month.

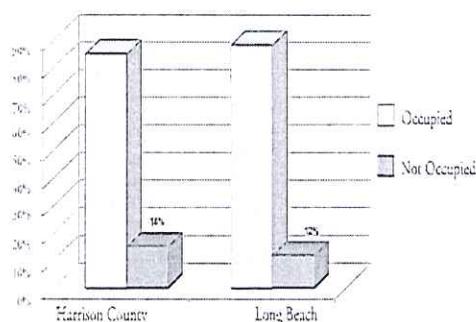
Gross Rent and Contract Rent  
Harrison County and City of Long Beach (2000)

	Harrison County	Long Beach
Harrison County	\$545	\$456
City of Long Beach	\$621	\$510

Source: U.S. Census 2000

## HOUSING OCCUPANCY

Claritas, Inc. data indicates that approximately 15 percent of Harrison County's housing inventory was vacant in 2006. According to Claritas, Inc. the City's housing stock was 12 percent vacant in 2006.



## OWNER OCCUPIED HOUSING VALUES

Claritas, Inc. estimates the median value of an owner-occupied housing unit in Long Beach was \$120,330 in 2006. Median housing values were higher in the City than the County in 2006.

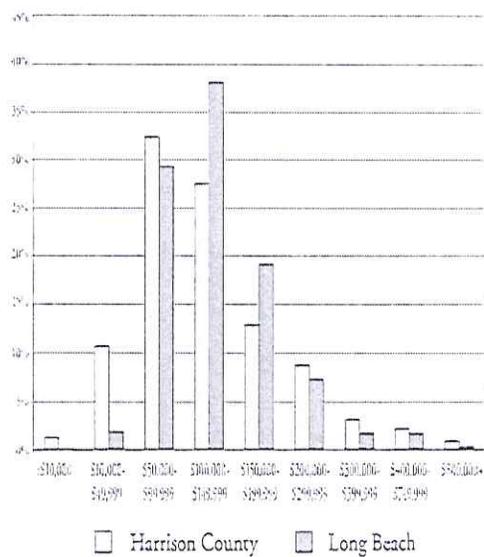
The chart below illustrates that compared to the County, the City contains far fewer low-value, owner occupied housing units. This contributes to the City possessing a higher median house value. The City has a lower share of its housing supply in the high value ranges. A majority of the City's owner occupied housing stock in 2006 was valued between \$100,000 and \$200,000.

Housing Value  
Selected Housing Units  
Harrison County and City of Long Beach (2006)

Value	Harrison County		Long Beach	
<\$10,000	590	1%	5	0%
\$10,000-\$49,999	4,836	11%	66	2%
\$50,000-\$99,999	14,607	32%	1,038	29%
\$100,000-\$149,999	12,112	28%	1,311	38%
\$150,000-\$199,999	5,805	13%	659	19%
\$200,000-\$299,999	3,947	9%	253	7%
\$300,000-\$399,999	1,430	3%	60	2%
\$400,000-\$749,999	999	2%	59	2%
\$800,000+	421	1%	14	0%
Total Units Reporting	45,047		3,433	

Source: U.S. Census, Claritas, Inc., WZRIA

Owner Occupied Housing Value  
City of Long Beach (2006)



## HOUSING TENURE

In 2006, there was a relatively small population of renters in both Harrison County and Long Beach. 70 percent of the occupied dwelling units in Long Beach were owner-occupied.

Housing Tenure  
Harrison County and City of Long Beach (2006)

	Harrison County		Long Beach	
Owner Occupied	45,226	65%	4,028	70%
Renter Occupied	25,022	35%	1,738	30%
Total Population	66,248		5,766	

Source: U.S. Census, Claritas, Inc., WZRIA

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## HOUSING PERMITS

Between 2000 and 2004, the number of residential building permits issued in Harrison County averaged 1,670 per year. Almost 70 percent of these permits were for single-family detached homes.

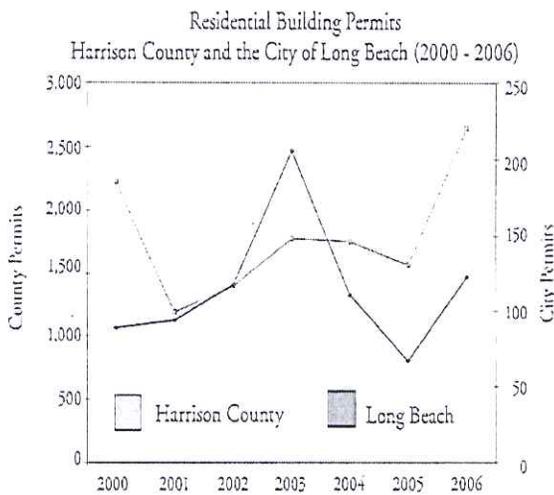
Between 2000 and 2004, an average of 124 residential building permits were issued in the City of Long Beach -

approximately 7 percent of the County total. 63 percent of these were for single-family detached houses.

Both the County and the City experienced a significant decline in building permits as a result of Hurricane Katrina. As would be expected, building permits increased significantly from the

rebuilding that is occurring after the Hurricane.

There are 665 to 775 dwelling units currently planned and approved within Long Beach. Most of these units are single-family detached units. There are no units approved in structures of five units or more.



Planned Subdivision  
City of Long Beach (January, 2006)

Name	# of units
Dynsmore	35
Oak Haven	15
Penny Lane	45
Le Petit Cove	22
Red Gate	40-50
Castine Point	237
The Trace	30
Charleston	n/a
Old Town Gardens	200-300
Canal	11
Harris Estates	30
<b>Total</b>	<b>665-775</b>

Source: City Engineer Interview, W-2/F-1

## ECONOMIC BASE AND EMPLOYMENT TRENDS

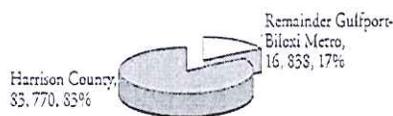
According to data available via Moody's economy.com, there were a total of 100,608 jobs in the Gulfport-Biloxi Metropolitan Area in 2006. Eight three percent of these jobs were located in Harrison County.

Katrina impacted the regional economy: over 10,000 jobs were lost between 2000 and 2006 in Harrison County. Many of these jobs were lost in the hospitality industry as a result of the Hurricane.

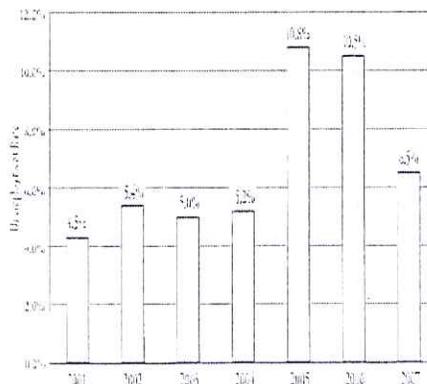
The County's and Metro Area's industry mix is dominated by government, the leisure and hospitality, and retail trade industries.

Contributing to the high share of government jobs is the Keesler Airforce Base, Naval Construction Battalion Center, and NASA Stennis Space Center. The casinos drive leisure and hospitality industry employment. Local population and tourism drive the retail industry.

Non-farm Employment  
Harrison County and Remainder of Gulfport-Biloxi Metro  
2000 - 2006



The Metropolitan Area's unemployment rate was in excess of 10 percent in 2005 and 2006. As of 2007, the rate had dropped to a more typical level of 6.5 percent, indicating economic recovery.



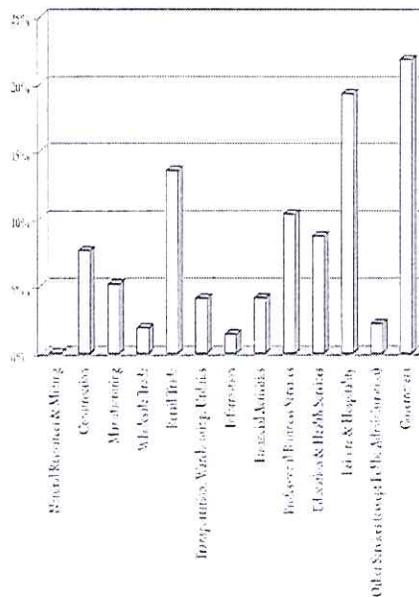
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Source: Mosaic/Economic.com, WZLHA

As the table above illustrates, the leisure and hospitality industries were badly hurt by the Hurricane. Over 11,000 jobs were lost in this industry alone between 2000 and 2006. Recent data indicate that the tourism industry is rebounding. However, despite the hurricane, the City's sales tax revenue is at an all time high, as can be noted from the table below.

According to the 2005 United States Census there were a total of 305 business establishments with approximately 3,145 employees in Long Beach. Employment by industry is not available at the City level; however, between 2000 and 2005 the number of hospitality and leisure establishments grew by almost 40 percent, while the number of manufacturing establishments decreased by over half. A large employer, Oreck Vacuums, is departing Long Beach which will result in a loss of over 250 manufacturing jobs located in the City.

Employment by Industry  
Harrison County (2000 - 2006)



City Sales Tax Collections (2003-2007)

	Bay St. Louis	Waveland	Biloxi	Gulfport	Long Beach	Pascagoula	Gautier	Ocean Springs	Pascatazoula	Miss Point	D'Arville
2007	\$687,319	\$1,533,469	\$5,670,690	\$11,964,770	\$809,652	\$286,798	\$1,454,149	\$2,543,882	\$3,363,141	\$805,447	\$2,417,806
2006	\$553,468	\$935,820	\$4,299,340	\$14,492,500	\$868,499	\$247,028	\$1,785,379	\$2,660,176	\$3,848,916	\$9,25,994	\$2,791,642
2005	\$743,092	\$1,294,138	\$6,388,473	\$9,142,005	\$763,048	\$647,035	\$1,009,455	\$1,905,679	\$2,783,665	\$738,087	\$1,855,590
2004	\$670,496	\$1,044,125	\$6,124,095	\$8,599,187	\$751,206	\$588,912	\$1,002,325	\$1,804,857	\$2,567,602	\$664,691	\$1,663,206
2003	\$650,885	\$927,564	\$5,578,470	\$8,364,259	\$823,008	\$233,008	\$898,589	\$1,712,189	\$2,590,153	\$686,349	\$1,583,585

Source: Mississippi State Tax Commission

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Employment Trends  
City of Long Beach (2000 and 2005)

	2000*	2005	(% Change)
Total Jobs	5,074	5,143	3.6
Establishments	314	305	-2.9
Construction	56	39	-33.3
Manufacturing	11	5	-54.5
Wholesale Trade	13	13	0.0
Retail Trade	58	56	-3.4
Transportation, Warehousing, & Utilities	5	5	0.0
Information	2	0	-100.0
Financial Activities	36	33	-5.6
Professional & Business Services	50	47	-6.0
Education & Health Services	29	31	6.9
Leisure & Hospitality	26	36	38.5
Other Services (except Pub. Admin)	39	34	-12.8

Source: U.S. Census, W-2's

Employers with Over 1,000 Jobs  
Long Beach Region

Name	* Employees
Kessler Air Force Base	13,600
Northrop Grumman	10,977
Naval Construction Battalion Center	5,489
NASA Stennis Space Center	4,684
Beau Rivage	3,659
Imperial Palace	2,777
Island View Casino	1,683
Hard Rock Biloxi	1,454
Memorial Hospital at Gulfport	1,250
Mississippi Power	1,250
Chevron USA	1,250
Hancock Bank	1,213
Grand Casino Biloxi	1,192

\* Source: Bureau of Economic Analysis, July 2007. Military installations. Guide 2007, MSX.com; Casino.com; May 2007. Model: caazoo.com

## ECONOMIC & LAND USE PROSPECTS

### ECONOMIC STRENGTHS AND WEAKNESSES

Long Beach's regional economy will benefit from casino rebuilding which will stimulate the tourist economy. The economy should also benefit from the federal aid available for economic development. The Port of Gulfport and its proposed expansion could further strengthen the region's exports, particularly if the dollar stays weak. Finally, the region benefits greatly from the stability offered by the military presence.

In terms of weaknesses, in the near term the national housing market crisis will likely reduce the rate of new residential construction, particularly condominium, in the region. Slow housing construction coupled with the low rate of insurance coverage will hinder recovery efforts. The region's modest income levels may deter quality retail development.

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## EMPLOYMENT PROJECTIONS

Over the next 10 years, regional employment is projected to increase by 30 percent (over 30,000 new jobs). Almost 90 percent of the job growth is projected to occur in Harrison County. Harrison County's employment is projected to grow by approximately 26,250 jobs or 31 percent between 2006 and 2015.

Tourism will drive the Long Beach Region's economy over the next 20 years. Over half the County's employment growth is projected to be in the leisure and hospitality industry. Noteworthy employment growth will also occur in government and retail, education and health services, retail and professional and business services industries.

Employment projections indicate a healthy growing regional and local economy.

Employment Projections  
Harrison County and Remainder of the Metropolitan Region  
(2006, 2010, 2015)

	2006			2010			2015		
	Pop.	Chg.	%	Pop.	Chg.	%	Pop.	Chg.	%
Harrison County	83,770	100,787	110,016	17,017	20	4.7	9,229	9	1.2
Remainder of Metro	16,838	18,197	20,753	1,359	8	0.8	2,558	14	1.7
Total Metro- politan Region	100,608	118,984	130,771	18,376	18	1.7	11,787	10	1.4

Source: Moody's economy.com, W-ZHA

## POPULATION AND HOUSEHOLD PROJECTIONS

Moody's economy.com is a reliable source for population and household projections. Moody's projects that the Region and the County will continue to lose population and households through 2007. Moody's projections indicate an economic recovery by 2008 and significant population growth in the region and County from 2008 through to 2025.

Twenty year population projections are not available for the City of Long Beach. W-ZHA has assumed that the City will continue to account for approximately 9 percent of the County's population over the next 20 years. Given this assumption the City's population will grow to almost 18,000 by 2025, a 17 percent increase over today's population.

Population Projections  
Harrison County and the City of Long Beach  
(2006, 2010, 2015, 2020, 2025)

	2006		2010		2015		2020		2025	
	Pop.	Chg.	Pop.	Chg.	Pop.	Chg.	Pop.	Chg.	Pop.	Chg.
Region	127,008	230,674	259,626	269,186	277,673	1.6%	11.2%	-1.1%	3.2%	
Harrison County	171,875	172,627	190,339	195,750	199,771	0.1%	10.6%	2.3%	2.1%	
Long Beach	15,372	15,492	17,122	17,667	17,980	0.7%	10.6%	2.9%	2.1%	

\*The Region is defined as Harrison County, Hancock County and Stone County  
Source: Moody's economy.com, W-ZHA

## LAND USE OPPORTUNITIES

**Housing.** New households to the City and Region and the changing character of existing households will drive the housing market. New households alone will demand approximately 710 dwelling units over the next 9 years. Over this same time frame, "churn" (or existing households moving) within the market will create the potential for another 580 dwelling units. This results in an average of approximately 140 new dwelling units per year to 2015. Building permits from 2000 to 2004 averaged approximately 125 per year.

New housing units in Long Beach will continue to be predominantly single family. From 2000 to 2004 (the most recent "normal" market period), single family houses represented 63 percent of the housing permits. Given the development opportunities currently available along Long Beach's waterfront, it is likely that a greater proportion of new housing will be in structures of 5-units or more. Rather than approximately 30 percent of housing permits, W-ZHA does not consider it unreasonable to project that 40 percent of new housing units in Long Beach over the next 10 years will be multi-family dwelling units in structures of 5-units or more. This assumption results in the potential for 515 multi-family dwelling units. Assuming that a higher density attached product will represent approximately 5 percent of new construction (64 units), new single family detached construction will represent 55 percent of new housing supply (710 units) between 2006 and 2015.

Housing Potential  
City of Long Beach (2006-2015)

	2006-2015
New People	1,750
Avg. Household Size	2.6
New Households	673
New Housing Supply	707
Existing Housing Stock	6,458
Replacement @1%	581
New Housing Potential	1,238
Avg. Annual	143

Source: U.S. Census, W-ZHA

**Retail and Service Office.** Three major factors drive the potential for retail development in Long Beach. One factor is Long Beach's ability to capitalize on the Region's tourist market. The second is Long Beach's ability to capitalize on the 30,000-plus vehicles on Highway 90 each day. The third factor is the expenditure capacity of Long Beach's resident market.

In terms of the resident market, Long Beach is located approximately 15-minutes from the 25th Avenue/Route 49 interchange with I-10. Route 49 contains a range of retail store-types from a Regional mall to a full complement of big-box convenience stores. Route 49 is an auto-oriented, regional retail destination.

To the west, Bay St. Louis' Main Street offers arts and entertainment in an attractive pedestrian environment. Since

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the Hurricane. Bay St. Louis has become a node for community-oriented, big box retailing. Bay St. Louis is over 15-minutes away from Long Beach.

Long Beach's regional retail potential is compromised by its competition to the east and west and by the lack of a direct link to I-10. To access the City from the I-10 or Highway 90, visitors drive through the 49 interchange or Bay St. Louis. Until such an interstate connection is realized, Long Beach's retail potential will be limited to serving the local Long Beach community with the potential for a limited amount of tourist oriented specialty shopping.

By 2015, Long Beach has the potential to support another community shopping center of approximately 150,000 square feet. Retail opportunities include a small department store, home improvement stores, another grocery store, and eating and drinking establishments. There may also be a narrow opportunity to attract a small Walmart to Long Beach's under-served trade area. Logical locations for such a center are on Highway 90 or on 25th Street near Klondyke and Canal roads.

It is difficult to enumerate the potential of Long Beach's tourist market. However, with harbor development and a quality site plan there should be potential for a mixed-use project containing new retail space on, or adjacent to, Highway 90. There may also be potential for some ground floor retail in Downtown Long Beach. Considerable unmet local expenditure potential exists for eating and drinking establishments in Long Beach. Cafes and restaurants clustered in the Downtown area could service

the local community and draw the visitor market. With a heavy emphasis on eating and drinking establishments, tourist-related retail potential will likely not amount to more than 30,000 to 60,000 square feet by 2015.

Keeping income constant, population growth alone will support approximately 40,000 square feet of service office space. Banks, accounting firms, and real estate brokers are examples of service office.

*Industrial.* Industrial areas provide jobs for residents and tax revenues to the City. Construction, manufacturing, wholesale trade, and transportation and warehousing are the primary industrial examples. As of 2006, these industries accounted for 19 percent of Harrison County's employment. As of 2005, there were 62 industrial establishments in Long Beach, representing 20 percent of the City's total business establishments. Employment figures are not available by industry for the City.

Given recent trends it is unlikely that manufacturing employment will grow in Long Beach. Given residential and commercial growth, the construction industry will likely continue to grow. Long Beach may also be able to capitalize on the County's projected growth in the transportation, warehousing and utilities industry. A stronger connection to the interstate would greatly enhance the City's capture of job growth in the transportation, warehousing, and utilities industries. In all cases, industrial uses demand locations with excellent access to the local and regional market.

## DOWNTOWN RENEWAL IMPLEMENTATION STRATEGY

The downtown of a city is an integral part of its economic base, character and quality of life. Efforts to rehabilitate the downtown of the City of Long Beach need to be deliberate. Many visionary ideas were outlined at the Governor's Renewal Charrette (October 2005) and the subsequent Long Beach Downtown Renewal Plan (2006). This portion of the Comprehensive Plan, provides phased recommendations, taking into account the applicable ideas given in these documents and comments from Long Beach citizens, to form a Downtown Renewal Implementation Strategy.

### Development Stages:

- I. Adopt the Transect Map, Smart Code, and Architectural Guidelines.
- II. Create a GIS data base of existing and proposed developments.
- III. Repair and expand marina.
- IV. Identify and develop Jeff Davis Avenue as the "Main Street" for Long Beach.
- V. Incorporate an alley system south of the railroad tracks to provide ROW for utilities, access for service vehicles, and garages.

- VI. Create a gateway square at the intersection of Cleveland and Klondyke.
- VII. Study feasibility of extending roads that originate in-land and terminate at the rail line, to cross the tracks and extend south to intersect with Highway 90.
- VIII. Create a civic plaza at the intersection of Jeff Davis extended, Klondyke and Pineville Roads.
- IX. Concentrate mid-rise, high density development (8 to 10 story buildings) along Highway 90 to define the northern edge.
- X. Establish a park along Western edge of Highway 90 between highway and edge of the property.

### GOING DIGITAL - GIS

Access to digital information for all coastal cities would facilitate collaboration and efficient use of resources. Geographic Information System (GIS) mapping and analysis software is commonly used by a variety of governmental agencies. GIS has a many capacities; for example:

- GIS would permit the City to visualize diverse scenarios for future proposals.

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Essential Program Actions	Implementation Plan for Initial Five-Years					
	Within 6 mo.	Yr. 1	Yr. 2	Yr. 3	Yr. 4	Yr. 5
Adopt Transect Map, Smart Code, and Architectural Guidelines						
Pass resolution to purchase GIS						
Apply for funding						
Training for Planning Commission, Staff & Board of Aldermen						
Request for GIS data						
Reach agreement for Marina Expansion						
Designate parking for Main Street						
Incorporate alley system to new developments and redevelopments						
Create Gateways to Long Beach						

- GIS would permit other localities to access information on existing and proposed infrastructure.
- GIS would facilitate impact analysis for proposed developments.
- GIS would allow for more efficient analysis of existing capacity and potential future needs.

The following steps should be taken by the City:

- I. *Within 6 months* of passing this Comprehensive Plan, the Planning Commission should pass a resolution to purchase GIS software and require all future development proposals to include digital submissions.
- II. *Within 6 months* of passing the Comprehensive Plan, the Planning Commission should adopt the Transect Map, Smart Code and Architectural Guidelines.
- III. *Within one year and during the successive five years* of this Comprehensive Plan, - the City should seek funding to train existing employees, and members of the Planning Commission and Board of Aldermen on the uses and capabilities of GIS.
- IV. *Within one year* of passing the Comprehensive Plan, the Mayor's office should request GIS data on existing and proposed projects from the City Engineer and Harrison County Planning.

*Cost Estimate & Funding Options for Going Digital.*

ArcGIS run about \$1,500 for a single license and less for more. Training for employees will run approximately \$2,500 per person. Federal grants are available to help local governments train their staff in the use of GIS. Funds may also be available through state redevelopment agencies, the state Department of Transportation, or the regional Metropolitan Planning Organization. The Planning Commission should collaborate with the Mayor of Long Beach to put together a grant proposal requesting such assistance.

**COLLABORATION WITH THE MARINA**

The proximity of the harbor to the downtown district provides a wonderful attraction for residents and visitors to the City. Based on the City of Long Beach Port Commission Marina Expansion

Plan - Preliminary Report of March 7, 2007, the redevelopment of the harbor has the following mission:

- Be environmentally friendly.
- Aligned with family-oriented leisure time activities.
- Be multi-use in nature.
- Accommodate problematic needs (adequate parking and slip availability).
- Support the residents of Long Beach and the Gulf Coast.
- Be operationally sustainable and economically self-supporting.
- Aligned with the endorsed Master Plan.

**Development Stages:**

- *Within 6 months* of passing of this Comprehensive Plan, the Planning Commission, Mayor's office, Board of Alderman, and the Marina Expansion Commissioners need to collaborate on reaching an agreement for expansion of Long Beach Marina
  - Identify responsible parties for overseeing the expansion; and
  - Establish time line for expansion.
- *Within five years* of passing of this Comprehensive Plan, all Harbor expansion will be completed

The expansion of the marina will follow the guidelines set forth by the approved Long Beach Port Commission Marina Expansion Plan. Expansion proposals should contribute to the following:

- Enhance and extend the central business district's ability to enhance commerce and tourism;
- Envision and seek new commercial development resulting in new tax revenues;
- Align with the City of Long Beach Downtown Renewal Plan (2006) and this Comprehensive Plan;
- Enhance and expand recreational and leisure facilities for the residents of Long Beach and the entire MS Gulf Coast.

*Cost Estimate & Funding Opportunities for Marina Expansion.*

Cost estimates for harbor expansion will be provided by the Marina Expansion Subcommittee. The harbor is governed by the federal government. As such, funding for the expansion of

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the marina will primarily come from the federal government. Collaboration between the Harbor Authority, the Mayor, Planning Commission and Board of Aldermen is necessary to ensure that development of the marina addresses the interests of all parties.

## CREATING MAIN STREET

Jeff Davis Avenue is currently a two-way, two lane local roadway with designated diagonal and parallel parking. Using the 2006 Long Beach Downtown Renewal Plan as a basis, the City of Long Beach will create the following changes along the entire stretch of Jeff Davis Avenue:

- East side of the street - designated diagonal parking along the entire stretch of the Jeff Davis.
- South side of the street - designated parallel parking along the entire stretch of Jeff Davis.

### Development Stages:

- *Within 2 years* of passing this Comprehensive Plan, Jeff Davis Avenue street improvements will be completed with designated street parking as mentioned. This improvement will run parallel to the planned street improvements outlined in the Mississippi Gulf Coast Area Transportation Study - 2030 Long Range Transportation Plan.
- *Within 1 year* of passing this Comprehensive Plan, the City Engineer will create preliminary drawings to determine the capacity of street parking is available on Jeff Davis Ave. The City Engineer will follow guidelines set out in the Long Beach Smart Code.

### Cost Estimate & Funding Options for Main Street.

The City of Long Beach should pursue funding through the Mississippi Department of Transportation for implementing the above recommendations for Jeff Davis Avenue. There is currently approved \$1,688,400 for street improvement for Jeff Davis. The City will also pursue block grants to cover additional costs for implementing this recommendation. Surface parking costs approximately \$3,500 per space.

## INCORPORATING SAFER DEVELOPMENTS

Due to the devastation from Hurricane Katrina, many parcels remain empty. To ensure safety and to improve the aesthetics of neighborhoods in the new regulations will require the provision of ROW for utilities for redevelopment of subdivision projects. This standard will be *applied immediately* as projects are submitted for approval. Redevelopment south of the railroad tracks must meet the following requirements:

- Provide ROW (minimum of 12 feet) for utility access.
- Garage and vehicular access permitted from alley only.
- Follow guidelines set out in the architectural standards.

## CREATING GATEWAYS TO LONG BEACH

As outlined in the Long Beach Downtown Renewal Plan, a gateway provides a sense of identity to residents and sense of arrival for visitors. Four primary methods can be used to create a gateway:

- Pairing of buildings or landscape elements to form a portal or threshold;
- Arrival at a figural object, such as a statue or tower;

- Arrival at a figural space, plaza, or park that is in contrast to its context;
- Signage announcing arrival at a place.

Due to the scarcity of funding, the order in which the gateways will be created should align with the proposed street improvements funded through the Gulf Regional Planning District Commission. Proposed street improvements to Klondyke, Pineville, Jeff Davis, and Cleveland will be designed to accommodate the recommended gateway. The Planning Commission will be responsible for ensuring that all proposed developments around these gateways follow the recommendations in the Long Beach Downtown Renewal Plan (2006) and City of Long Beach Architectural Guidelines.

### Development Stages:

- *Within 2 years* of passing this Comprehensive Plan, the City will purchase the needed parcels designated for the gateway on Jeff Davis.
- *Within 4 years* of passing this Comprehensive Plan, the City will apply for grant to implement the gateway on Jeff Davis.
- *Within 5 years* of passing this Comprehensive Plan, the City will apply for grant to implement the gateway on Cleveland/Klondyke
- *Within 5 years* of passing this Comprehensive Plan, the Jeff Davis Gateway will be completed.
- *Within 5 years* of passing this Comprehensive Plan, the City will purchase the parcels needed to construct the gateway at Cleveland/Klondyke.

### Cost Estimate & Funding Options for Gateways.

Two primary paths will permit the City to create the gateways as proposed at the intersections of Cleveland/Klondyke and Jeff Davis/Klondyke/Pineville:

- The City may have to purchase needed land from owners of the designated parcels.
  - Currently, the land value for Long Beach is approximately \$0.16/sq. ft. of empty lot.
- Future developers of these parcels will be responsible for aligning the buildings, streets, sidewalk, and other related infrastructure to create the proposed gateways as outlined in the Downtown Renewal Plan (2006).

## FUNDING OPTIONS

Improvements for the City of Long Beach will greatly depend on grants and other federal provisions. The adjacent table provide potential funding sources taken from <http://www.grants.gov>. In order to obtain needed funding, the Planning Commission and the Mayor's will designate a person responsible for checking and applying for appropriate grants.

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POTENTIAL FUNDING SOURCES FROM FEDERAL GRANTS

Grant Name	Funding Agency Name	Funding Type	Min. Funding	Max. Funding	Category of Funding Activity													
					D = Discretionary G = Grant	Community Dev.	Env./Natural Resources Science/ Tech/ Dev.	Transportation	Disaster Relief/Prevention	Regional Development	Economic Development	Health Education	Energy	Housing	Food and Nutrition	Arts Training	Other	
Supplementary Appropriations Disaster Relief Opportunity			N/A	N/A		X			X	X								
Economic Dev. Assistance Program (Public Works and Economic Development Act of 1965)			N/A	N/A		X					X							
Connecting to Collections Statewide Planning Grant			\$1	\$40,000														X
Coastal and Estuarine Land Conservation Program	National Oceanic & Atmospheric Admin			\$3,000,000		X							X					
Research Apprenticeship Program for High School Students	Environmental Protection Agency			\$1,250,000		X							X					X
Cntr for Marine Res + Envi Tech Research Prog at the Univ of Mississippi	Mineral Management Service		\$0	\$841,662		X							X					X
University Transportation Cntrs Prog: Tier 1 UTCs	Research & Innovative Technology Admin	D		\$3,000,000				X										
National Dropout Cntr for Students with Disabilities CFDA #4326w	U. S. Dept of Education	D		\$700,000									X					
Technical Assistance Cntr on Outcomes for Infants, Toddlers and Preschool Children	U. S. Dept of Education	D		\$800,000									X					
Natl Cntr to Improve the Recruitment and Retention of Qualified Personnel for Children with Disabilities	U. S. Dept of Education	G		\$500,000									X					
Map Modernization Mgmt Support Program		Cooperative Agreement																X
Boating Infrastructure Grant Prog	U. S. Fish and Wildlife Services		50 awards	\$13,000,000		X	X	X										X
Community Based Marine Debris Prevention and Removal Project Grant	National Oceanic and Atmospheric Admin		\$15,000	\$150,000		X	X	X										
Severe Repetitive Loss			75 awards	\$160,000,000					X									
Community-based Marine Debris Prevention and Removal Project Grant			\$15,000	\$250,000		X	X	X										
Highway for LIFE Technology Partnerships Prog.	DOT Federal Highway Admin.	G	\$200,000	\$500,000					X									
Natural Gas Base Grant	Pipeline & Hazardous Material Safety Admin	G	\$0	N/A					X									
Flood Mitigation Assistance Grant Prog	Dept of Homeland Security		50 awards	\$32,000,000														X
Pre-Disaster Mitigation Grant Program	Dept of Homeland Security	G		\$3,000,000														X
Repetitive Flood Claims Grant Program	Dept of Homeland Security	G	25 awards	\$10,000,000														X

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## FLOOD HAZARD MITIGATION & EMERGENCY MANAGEMENT STRATEGY

### FLOOD HAZARD MITIGATION

The U.S. Congress established the National Flood Insurance Program ("NFIP") with the passage of the National Flood Insurance Act of 1968. The NFIP is a Federal program enabling property owners in participating communities to purchase insurance to protect against flood losses in exchange for State and community floodplain management regulations that reduce future flood damages. Participation in the NFIP requires that the City adopt and enforce a floodplain management ordinance with minimum regulatory requirements designed to reduce flood risk to new construction in floodplains. In return, the Federal Government will make flood insurance available within the City as a financial protection against flood losses. Failure by the City to adopt or enforce those minimum standards would place all property owners within the City at risk of losing flood insurance.

The NFIP Community Rating System ("CRS") is a voluntary incentive program that recognizes and encourages community floodplain management activities that exceed the minimum NFIP requirements. As a result, flood insurance premium rates are discounted to reflect the reduced flood risk resulting from the community actions meeting the three goals of the CRS:

- Reduce flood losses;
- Facilitate accurate insurance rating;
- Promote the awareness of flood insurance.

Since Hurricane Katrina, FEMA has re-evaluated and updated the Flood Insurance Rate Maps ("FIRM") for the City of Long Beach. In the months following Katrina, FEMA released Advisory Base Flood Elevations (ABFEs). The release of these maps was intended to provide coastal communities and residents with an estimate of anticipated floodplain limits and base flood elevations within the floodplain. On November 15, 2007, FEMA released preliminary Flood Insurance Rate Maps for the Mississippi Gulf Coast, including the City of Long Beach. According to the Mississippi Coastal Mapping Project calendar, the local government comment period expired on April 25, 2008. Currently FEMA is working to review and resolve appeals and protests that arose during the comment period. The final maps Digital FIRMs ("DFIRMs") are scheduled to be provided to community officials in October 2008. Localities are expected to adopt final DFIRMs and updated floodplain management ordinances by April 2009, at which time new insurance requirements will take effect.

The following FEMA-defined flood zones exist in the City of Long Beach:

- Zones B, C, and X are the flood insurance rate zones that correspond to areas outside the 1% annual chance floodplain, areas of 1% annual chance sheet flow flooding where average depths are less than 1 foot, areas of 1% annual chance stream flooding where the contributing drainage area is less than 1 square mile, or areas protected from the 1% annual chance flood by levees. No Base Flood Elevations ("BFEs") or depths are shown within this zone. Insurance purchase is not required in these zones.

- Zone A is the flood insurance rate zone that corresponds to the 1% annual chance floodplains that are determined in the Flood Insurance Study by approximate methods of analysis. Because detailed hydraulic analyses are not performed for such areas, no BFE or depths are shown within this zone. Mandatory flood insurance purchase requirements apply.
- Zone V includes areas along coasts subject to inundation by the 1% annual chance flood event with additional hazards associated with storm-induced waves. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.

### DEVELOPMENT RESTRICTIONS IN FLOOD HAZARD AREAS

Structures built within Special Flood Hazard Areas as shown on a NFIP map have a 26% chance of suffering flood damage during the term of a 30-year mortgage. Because of this additional risk, development within these areas is restricted in the following ways:

- A development permit is required.
- New construction, substantial improvements, and manufactured homes must be anchored to prevent flotation, collapse, or lateral movement.
- Materials and utility equipment must be resistant to flood damage.
- Electrical, heating, ventilation, and other service facilities must be designed and/or located to prevent water within the components.
- Water supply systems must be designed to minimize or eliminate flood infiltration.
- Sanitary sewer systems must be designed to minimize or eliminate flood infiltration into the systems and discharge from the systems into flood waters.
- On-site waste disposal systems must be located or constructed to avoid contamination during flooding.
- Residential and non-residential construction must meet base flood elevation requirements.
- Structures located in A-Zones, or areas having a 1% annual chance of flooding, may be flood-proofed instead of being elevated.

Because areas designated as floodways are extremely dangerous due to the velocity of water, additional provisions apply:

- Encroachments are prohibited without certification by a registered professional engineer that the encroachment will not result in increased flood levels.
- Manufactured homes are prohibited in floodways.

Because areas designated as coastal high hazard areas ("V-Zones") have special hazards associated with wave wash, the following additional provision applies:

- All structures must be located a certain distance landward of mean high tide.
- All structures must meet base flood elevation requirements.

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- All structures must be securely anchored.
- A registered professional engineer or architect must certify that the design, specifications, and plans meet the above requirements.
- No fill may be used for structural support.
- Alteration of sand dunes and mangrove stands is restricted.
- Manufactured homes are prohibited in V-Zones.

For streams without established based flood elevations and/or floodways, the following provisions apply:

- Encroachments are restricted to a certain distance from the stream.

For subdivision applications, the following provisions apply:

- Subdivisions must be designed to minimize flood damage.
- Public utilities and facilities must be designed to minimize flood damage.
- Adequate drainage must be provided to reduce exposure to flood hazards.
- Base flood elevation data must be provided for any subdivision application greater than fifty lots or five acres.

Because areas designated as areas of shallow flooding (AO-Zones) have special hazards associated with the lack of a defined channel and an unpredictable and indeterminate path of flooding, the following provision applies:

- New construction and substantial improvements must meet elevation requirements specified on the Flood Insurance Rate Map.

#### EMERGENCY MANAGEMENT PLANNING

The Mississippi Emergency Management Law of 1995 as codified at Title 53, Chapter 15 of the Mississippi Code of 1972, annotated, confers emergency powers on the Governor, the Mississippi Emergency Management Agency, and the executive heads of governing bodies of municipalities and counties of Mississippi to meet that responsibility. The Harrison County Board of Supervisors has appointed a County Emergency Manager to carry out these responsibilities in conjunction with local agencies and municipalities within the County.

The Harrison County Office of Emergency Management, located in Gulfport, has prepared an Emergency Management Plan that is accessible on the County's website: <http://co.harrison.ms.us/departments/civil/>. The concept and assignment of responsibilities outlined in the plan serve as the basis of the conduct of emergency operations by the Harrison County Office of Emergency Management. This plan was developed in accordance with existing Federal and State statutes, in coordination with the National Response Plan (NRP) and is National Incident Management System (NIMS) compliant. The County's plan is revised and updated at least biannually, or more frequently as warranted.

At this time, only limited information concerning hurricane preparedness and evacuation routes is available on the Long Beach website. It is recommended that the information provided to all citizens of Harrison County concerning this issue be made available to City residents through the City's website, and

that local officials and staff seek the assistance of the Harrison County Office of Emergency Management to increase the level of emergency management planning and preparation for the City.

#### RECOVER AND REBUILD

The long-term recovery of Long Beach is tied to rebuilding and redevelopment of its residential and commercial areas. Both of which will be affected by flood hazard avoidance and mitigation measures. The redevelopment of traditionally commercial areas, particularly in Downtown Long Beach, will be especially challenging given the new FEMA building elevation requirements. However, Long Beach is not alone in facing these daunting urban design challenges; communities all along the Gulf Coast will be impacted by the revised FEMA requirements which will require elevated structures.

*The Community Plan for Henderson Point-Pass Christian Isles (Community Plan) adopted on March 1, 2007* explored the issue in advance of the actual revisions to the flood elevation requirements. Examples of building types with the first level of permanent space elevated 24 feet above grade were generated by the team working on the Community Plan. Potential solutions for neighborhood centers depicted housing units above elevated retail space with elevator access and walkways between buildings to create an elevated "streetscape."

Suggested ground floor uses included parking screened from view behind street-screens; an open air pavilion which could be used to accommodate farmers' markets, art shows, or flexible artist studios; and a festival place or bandstand which could be used to host and community gatherings or other community oriented uses. Temporary retail spaces and a garage large enough to accommodate a cargo truck behind were also suggested. Inventory could be unloaded into front retail space in the morning and, at the end of the day, reloaded and stored or driven away. This solution offers a permanent retail presence at street level with the flexibility of responding to a hurricane evacuation notice. The second floor above ground level would be available to accommodate additional commercial uses connected with elevated boardwalks and topped with a level of residential units.

Drawing from models such as Miami, and the suggestions of planners in the post-Katrina charrette, nearby Pass Christian's newly adopted SmartCode suggest these spaces be filled with flexible retail space or artists' studios and kiosks and rolling push carts for vendors that store their goods elsewhere. Kiosks are defined as small open-fronted buildings or booths of less than 75 square feet from which newspapers, magazines, refreshments, tickets, information pamphlets and similar goods may be sold or through which a police presence or similar community service could be offered. Kiosks are permitted by right in T-4 and T-5; Open Market Buildings are also permitted by right in T-2 through T-5, and can be used for open air markets, outdoor cafés, restaurants and display galleries. Such temporary quarters can also accommodate pushcart peddlers with storage and parking available off-site.

The same new FEMA base flood elevation requirements that will challenge commercial development may also challenge

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residential development in areas close to Downtown Long Beach. Innovative suggestions from the Pass Christian SmartCode included a new community type to be used to infill or redevelop residential areas. Named "Urban Conservation Development (UCD)," the new community type is also known as a Treehouse Neighborhood. UCDs are envisioned as areas of at least 20 acres that are primarily clustered residential amidst significant set-asides for conservation.

UCDs may be developed or redeveloped within flood hazard areas where at least 50% of the land area to be developed has a minimum building elevation greater than six feet above average

grade. Within a UCD, up to 100% of structures may front on elevated pedestrian walk rather than on a vehicular thoroughfare. Parking associated with a site may be located up to ¼ mile away from the building site. Mixed use neighborhood centers are to be located near common public stairs, ramps or elevators that provide access to elevated walkways from grade-level streets.

These and other ideas being explored as the region rebuilds will become useful as Long Beach accommodates increased demand for a variety of residential development within the proposed Transect Plan.

## INTERGOVERNMENTAL OPPORTUNITIES

Section 17-13-3 of the Mississippi Code Annotated 1972 encourages local governments to cooperate and to contract with other local governmental units on a basis of mutual advantage and thereby provide services and facilities in a manner pursuant to forms of governmental organization that will accord best with geographic, economic, population and other factors influencing the needs and development of local communities." Practically speaking, intergovernmental cooperation is any means used by the various levels of governmental entities to share information, visions, and plans in an effort to coordinate policies and address issues of mutual interest. Cooperative efforts can range from information sharing to joint planning and setting of policies. It can also involve entering into resource sharing agreements for buildings, equipment, and staff.

Local land use issues range from roadways and traffic congestion to rivers and environmentally sensitive areas, all of which rarely stop at jurisdictional boundaries. Economies of scale can be reached when local governments' team together to address issues affecting one or more parties. Examples of the benefits of partnering include the following:

- Cost savings can be realized through infrastructure improvements - roads, parks, water and sewer systems - that otherwise would be too costly for individual communities to provide to their residents.
- Communities can effectively address and resolve issues of regional concern through communication and cooperation among different levels of government.
- Communities that cooperate on land use planning issues can establish consistency among their goals, objectives, and actions, leading to a greater level of effectiveness.
- Cooperation between jurisdictions increases predictability for citizens, developers, staff, and elected officials, leading to provision of services, additional opportunities, and cost savings.
- Open communication provides opportunities for avoidance of potential conflicts and swifter resolution of conflicts that prove to be difficult to avoid in their entirety.

## RELATIONSHIPS WITH OTHER GOVERNMENTAL UNITS

### *Harrison County*

- Unincorporated areas of Western Harrison County and Pineville
- Neighboring Cities of Pass Christian and Gulfport

Long Beach's location provides an important opportunity to establish and maintain valuable cooperative relationships with neighboring city and county governments. Long Beach officials maintain cooperative relationships with Harrison County Utility Authority for the provision of wastewater and solid waste management services. In addition, Long Beach officials are currently participating in a study to consider county-wide dispatch for emergency management services. County residents in areas near Long Beach currently receive the benefit of proximity to Long Beach emergency services (fire and police). When the call goes out, City police and fire often arrive on site before the County emergency services. The new ballfields currently being constructed and ready for use in early 2009 represent another example of City/County cooperation; the land was provided by the City with funding for construction provided by the County. The Long Beach Police Department's Investigation Division meets monthly to discuss crime leads with neighboring jurisdictions. Because the school district boundaries go beyond the City limits, the City and County narcotics officers work closely together.

### *Regional Agencies*

- Southern Mississippi Planning and Development District
- Gulf Regional Planning Commission

Its location within Harrison County affords Long Beach with working relationships with two regional organizations that serve the County: the Southern Mississippi Planning and Development District and the Gulf Regional Planning Commission. Both organizations were created under Section 17-1-33 of the Mississippi Code to act in an advisory capacity as coordinating agencies for programs, provide planning assistance in responding to state and federal programs, and to provide other technical and advisory assistance to local governments.

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The Gulf Regional Planning Commission ("GRPC") was authorized by state law in 1967 and provides general planning support to its 14 member jurisdictions through land use, mapping, and comprehensive planning assistance. GRPC also serves as the Metropolitan Planning Organization for the region and is responsible for regional transportation planning for the southern portions of Harrison, Hancock, and Jackson counties, and the 11 cities located in this area.

The Southern Mississippi Planning and Development District ("SMPDD") plays an important role in the coordination and advising of land use planning and economic development in the 6-county region of southern Mississippi. SMPDD assists the local governments within its jurisdiction with economic development and mapping and in making informed decisions to encourage planned physical, economic, and political development in the region.

Long Beach maintains an active and cooperative relationship with both regional organizations and takes advantage of land use planning resources provided by both GRPC and SMPDD.

*State of Mississippi and Federal Agencies*

Long Beach maintains relationships with a number of State and Federal agencies critical to the achievement of City comprehensive planning goals as listed below:

- Mississippi Emergency Management Agency (MEMA)
- Mississippi Department of Environmental Quality (MDEQ)
- Mississippi Development Authority
- Federal Emergency Management Agency (FEMA)
- U.S. Army Corps of Engineers'
- Mississippi Coastal Improvement Program

*School Districts*

- Harrison County School District
- University of Southern Mississippi

Long Beach maintains cooperative relationships with the Harrison County school district and USM. The City considers USM a cornerstone of the City's pro-education character and recognizes the connection between the university's presence within its boundaries and the City's continued growth, prosperity, and development. The two are currently working together to develop an environmentally-friendly, lighted sidewalk to reconnect the downtown area of Long Beach and neighboring USM. Long Beach is interested in increasing these cooperative relationships as a means of establishing joint educational programs and school siting.

*Quasi-Governmental Organizations*

- Visitor and tourism activities
- Meeting and Convention Planning
- Harrison County Development Commission
- Harrison County Utility Authority
- Harrison County Council of Governments

In an effort to maintain informal lines of communication, Long Beach officials participate in networking and information sharing with peers in Harrison County through regular participation

Potential Intergovernmental Partnership

	Governmental Agency				
	County Utility Authority	Regional Transportation Authority	City of Gulfport	City of Long Beach	Federal Emergency Mgmt. Authority Harrison County Planning Commission
* Lead role - responsible for implementing action					
* Major role - partners with leading commission					
• Contributing role - provide assistance to the leading commission					
<b>Police/Fire Protection &amp; Public Utility</b>					
Portable water supply improvement	* >			*	
Wastewater system improvement	* >			*	
<b>Civic Building Improvements</b>					
City hall reconstruction				* >	•
Fire station construction				* >	•
New school on Pineville Road construction				* >	•
<b>Transportation Improvements</b>					
Jeff Davis Avenue improvement		*		*	
Jeff Davis Avenue on-street parking		*		* >	
Railroad Street improvement		* >		*	
Beatline Road extension - 4-lane divided		* >	*	*	
Klondyke Road improvement		* >		*	
<b>Industrial (N/A)</b>					
<b>Recreation</b>					
New park off Commission				* >	
<b>Retail</b>					
<b>Other</b>					
Implementing SmartCode				* >	•
Creating a gateways				* >	
Digitizing Long Beach				* >	

in Harrison County Council of Governments meetings. The Council of Governments is organized and operated as a voluntary, cooperative association of local governments. Regular meetings of the Council of Governmental are held six times per year and allow for discussion of a range of issues affecting both governmental and non-governmental stakeholders within the County.

*Opportunities for Additional Intergovernmental Cooperation*

Long Beach should create or improve communication avenues with the state and regional agencies. Harrison County, Pass Christian, Gulfport and other municipalities as appropriate for the discussion of issues of mutual concern. Issues that were raised during the Mississippi Renewal Charrette that may be of concern or that may contribute to the long-term recovery and renewal of Long Beach are included in the following list.

- Land Use
  - Discussion of periodic annexation needs and concerns.
  - Regularly share information regarding development proposals bordering the City limits with neighboring jurisdictions. For residential development, the impact on City and County service demands should be considered. For retail development, the impact on existing retail centers should be considered
  - Establish a statewide building code, inclusive of

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- standards and regulations for wind loads.
- Discuss development of a continuous waterfront boardwalk extending in front of the casinos and other private waterfront properties.
- Adopt enabling legislation giving localities authority to develop transfer or purchase of development rights regulations.
- Work with county economic development officials and county and state transportation officials to support development of the Industrial Park. Improved transportation access to the Industrial Park will be key to its further development.
- Develop a regional eco-industrial park.
- Encourage compact development patterns to preserve open spaces and protect environmentally sensitive areas.
- Identify and secure land adequate for future solid waste needs.
- Encourage development of affordable housing throughout the region.
- Conduct a retail charrette to develop additional small retail opportunities.
- Create a design and development center to offer local governments and private developers practical, technical assistance from land use planners, code experts, architects, and engineers provided through government agencies, universities, and volunteer organizations.
- Utilities
  - Discuss the feasibility of regional shared water and sewer systems.
  - Discuss the feasibility of integration of water and solid-waste treatment.
  - Relocate waste-water plants further inland.
  - Upgrade waste-water collection systems and outfalls.
  - Establish county-wide waste water management.
  - Provide counties and municipalities with the authority to adopt higher septic standards.
- Environment
  - Renewal of barrier islands and creation of wetland habitats with dredged storm material.
  - Use of recycled concrete to protect sensitive shorelines and create fishing reefs.
  - Consider promotion of storm water management through a county-wide district.
  - Develop management plans for invasive species.
  - Promote and provide transportation alternatives that reduce vehicular dependence and improve air quality.
- Transportation
  - Calm Highway 90 traffic through its conversion to a parkway or boulevard section.
  - Develop plans for eventual relocation of the CSX railroad and development of the CSX right of way as an east/west rapid transit corridor.
  - Develop an additional east/west arterial.
  - Develop improved truck access to the Industrial Park.
  - Develop additional evacuation routes including improvement of east/west and north/south connections.
  - Plan for development of a trolley transit system along the coast to connect the coastal communities.
  - Plan for development of transit connections to airports and improvement of vehicular connections from Highway 90 to the airports.
  - Discuss potential development of cruise ship port accessibility
  - Plan for development of an inland port or staging facility in preparation for shipment of unloaded cargo to its final destination.
  - Study potential for a vehicular/pedestrian ferry system between bays with public transit at the landings.
- Other
  - Collaborate with the Institutions of Higher Learning and the State Board for Community and Junior Colleges and local governments to create a partnership between the University of Southern Mississippi, Mississippi Gulf Coast Community College, and Pearl River Community College to meet the educational and economic development needs of the Gulf Coast.

**COMMUNITY FACILITIES & SERVICES STUDY**

**POLICE & FIRE PROTECTION**

*Police & Fire Assets*

- Emergency service facilities include one new police station and two fire stations. The new police station provides community meeting space. The second fire station is underway and should be completed by the fall of 2009 or early 2010. Funding is provided through the Mississippi Development Authority and the U.S. Department of Housing and Urban Development. The Fire Department has three fire trucks and five command vehicles.
- The fire and police communication systems are combined, allowing for coordination during emergencies. Since Katrina, multiple communications backups have been installed. The multi-channel radio system can switch to one channel during emergencies to allow police and fire coordination.
- Emergency dispatchers work out of the fire station, but dispatch for both fire and police, allowing for strong coordination.
- Overall, Long Beach has low crime rates.
- The Long Beach Police force employs 35 sworn officers, with 51 total staff. Nationally, the ratio of both officers and total police employees per 1000 citizens is significantly related to crime rates. With a current estimated population of 15,372, Long Beach has a ratio of 2.28 officers/1000 citizens and a ratio of 3.32 employees/1000 citizens. As a comparison, a study of Washington state municipalities in the mid 1990s found ratios of officers/1000 citizens ranging from 1.7 to 2.6 and employees/1000 citizens ranging from 2.5 to 3.7. The study noted that the Pacific Coast had lower

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police staffing levels than other regions in the country. Although it is difficult to compare staffing levels across municipalities due to differences in demographics, climate, etc., these ratios indicate that Long Beach's police staffing levels fall within reasonable ranges.

- The investigation division meets monthly with neighboring jurisdictions to discuss crime leads, leading to good intergovernmental cooperation.
- County and City narcotics officers also work in close cooperation with each other as school district boundaries go beyond the City limits.
- The Fire Chief does not oppose multi-story construction as long as current fire standards are met.
- Ambulance service is provided by American Medical Response, a private company.
- Current response times are 4-10 minutes, depending on traffic.

*Police & Fire Challenges and Opportunities*

- Salaries for Long Beach police officers are low compared to nearby towns. The low pay leads to high levels of turnover, resulting in a "young" department. Few employees have been with the department more than five years. Frequent turnover leads to higher training costs and a loss of knowledge of the community.
- Domestic abuse is the most common call requiring officer response.
- The biggest challenge for the Fire Department is that there are very limited dormitory facilities at the fire station, which provides a logistical problem during response to extreme emergencies. Currently the fire station contains 8 beds and 3 showers.
- The Fire Chief sees a need for a 3rd fire station and a training facility in the future.
- The second biggest challenge is that some road conditions are not ideal for fire protection:
  - Intersection of Klondyke, 28th, and Commission needs wider turning radius.
  - Cleveland, Railroad, and Pineville roads have significant congestion during morning and afternoon rush hours due to school drop off/pick up.
  - Need access to Mitchell Road to improve emergency access to Reeves Elementary School.
  - Need Daugherty to extend to 28th.
  - Roads are too narrow for cars to pull to the side for fire trucks to pass: on portions of Klondyke and Cleveland Ave from 28th Street to Highway 90.
  - Larosa extension would help access to school and would permit a fire truck to access homes without having to back-up a dead-end street.

**PUBLIC LIBRARY**

The library was renovated and its collection rebuilt after Katrina and is "better than ever before" according to Mayor Billie Skellie. The Mayor does not see any need for additional library space in the near future; however, there may be a need for a satellite facility on the northern edge of town in 15 years.

*Library Assets*

- The one central library is located Downtown and logs approximately 200 daily visits.
- The library offers story time for children and has 20

computers available for public use.

*Library Challenges and Opportunities*

- Library staff and hours are currently limited.
- There is no formal after-school program at the Public Library.
- Parking is limited at the library facility.

**OTHER PUBLIC BUILDINGS**

- A new City Hall building to replace the facility destroyed by Katrina will be underway soon and is expected to be completed in the fall of 2009 or early 2010. Funding is provided through the Mississippi Development Authority and the U.S. Department of Housing and Urban Development.
- A senior recreation center is being constructed on Daugherty Road and is scheduled for completion in early 2009.

**DRAINAGE, POTABLE WATER SYSTEM & SANITARY SEWER SYSTEM**

*Infrastructure Assets*

- Although there are a good many pressing utility issues almost three years post-Katrina, much of the work will be completed with pending FEMA grants (\$20 million), particularly south of the railroad: new water mains, sewer cleanout, new sewer boxes, and new road asphalt throughout the storm surge area. This work is scheduled to be completed by 2010.
- Water and sewer are being extended along 28th street through the combined efforts of the City of Long Beach, Mississippi Development Authority, and the U.S. Department of Housing and Urban Development.
- The Corps has committed to improving Canals Two and Three.
- Long Beach and Pass Christian have a joint water treatment facility with a capacity of 7 million gallons per day. There is substantial unused capacity available to service new development.
- The City is blessed with adequate water supply: they have one elevated tank on Nicholson, one on Johnson Road that is shared with the Harrison County Development Commission, and they are constructing a new well and tank at Marcy near the railroad.
- In addition, the City has approximately 40 lift stations and 8 existing wells.
- The water system is looped, so that if one facility is lost the system can be back fed to continue to provide potable water in most situations.
- New developments are required to connect to the sanitary sewer system.

*Infrastructure Challenges and Opportunities*

- There are regular drainage problems in many parts of the City; the fix will take funding which the City currently does not have.
- There is no comprehensive drainage plan.
- Prior to Hurricane Katrina, there were plans for some improvements along Central Avenue, Peachtree Drive and Mt. Bass that were on the verge of implementation. At that time there was room in the debt service to enable the City

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to obtain bonds for funding; however, that is not possible at this time and there are more pressing infrastructure issues to be addressed.

- There is an area off 28th Street that does not have sewer service.
- Since Katrina, the water treatment system is running at about 30% capacity because of a drop in demand. Revenues are down, but debt service requirements remain the same.
- Water service is deficient in a few areas of the City according to the state rating system. It would take approximately \$200k to bring these areas up to state standards

## SOLID WASTE MANAGEMENT

The Harrison County Utility Authority is responsible for solid waste management. The Utility Authority contracts with Waste Management for solid waste collection and transport to the Pecan Grove Landfill and Recycling Center. This is the only active Municipal Solid Waste Landfill in Harrison County, and is used to collect both commercial and residential solid waste. The Pecan Grove Landfill is currently 177 acres and is not expected to reach capacity for approximately 15 years. Recycling services are performed by Advanced Disposal.

## NATURAL GAS SYSTEM

CenterPoint Energy, Inc. (formerly Reliant Energy), headquartered in Houston, Texas, services a large area of Harrison County, including the City of Long Beach.

## PARKS & RECREATION

### *Recreation Assets*

- The City has effectively used grants and other funding sources to recently add two Kaboom parks; the City is currently working on a new Senior Recreation Center, scheduled for completion in early 2009.
- USM permits Long Beach residents to access the USM tennis courts and fitness trail at the 3rd Street entrance.
- Some churches and civic organizations provide public access to their facilities:
  - Coast Episcopal – gym open to public
- Existing Recreation Groups:
  - Gulf Coast Running Club
  - Gulf Coast Bicycle Club <http://www.gulfcoastbicycleclub.com>
- Harbor reconstruction is farther ahead than other nearby harbors damaged by Katrina.
- The County is considering replacing the boardwalk in concrete.
- New ballfields will be ready for use in early 2009. The land was provided by the City with funding for construction provided by the County.

### *Recreation Challenges and Opportunities*

- The City has received a grant (\$1.6 million) to build a new park or Town Green with an amphitheater on a portion of the Harper McCaughan Elementary School site downtown and is currently negotiating a long-term lease with the School District.
- The City has received a grant from MDOT for a new multi-use path along one of the canals, but negotiating the easements is difficult.

- The City has leased space from St. Patrick's Church for use as a park; however, the church is planning to move and trying to sell the property.
- Some parks are not well known and are under-utilized.
- ATVs illegally ride on the road and private property in neighborhoods.
- CSX is strongly resistant to giving any access for trails on railroad property.
- Some of the grant money will end soon, taking the Parks & Recreation staff from five back to two positions.
- Parks & Recreation is generally under funded by the City government. Public Works helps maintain Parks & Recreation facilities.
- There is no park or open space dedication requirement for new subdivisions.
- Flood insurance is unavailable south of Highway 90, making financing of projects very difficult.
- The harbor parking lot is fully used by boat trailers in the summer, limiting possibilities for temporary retail.

## ANIMAL CONTROL ASSETS

In the past there were issues with stray dogs; however, the ordinance was strengthened in recent years and it is no longer considered to be a problem. The City employs a full-time animal control officer and contracts with the Humane Society in Gulfport for any stray animals that are caught. The City is not interested in owning and maintaining its own shelter within the City limits at this time.

## MOSQUITO CONTROL

Harrison County Department of Mosquito Control provides services for the entire County including incorporated areas such as the City of Long Beach. The primary mission of the Mosquito Control Department is to provide mosquito control to all populated areas of Harrison County. Additionally, the department conducts an ongoing mosquito-borne disease surveillance program and as time and resources permit, provides assistance to residents in horse fly, deer fly, and sand fly "no-secums" control.

## PUBLIC HEALTH

Public health services are provided by the Mississippi State Department of Health. Public Health District 9 serves Harrison County with offices located in western Gulfport, adjacent to the City of Long Beach. Services available include family planning, maternity and perinatal care, immunization, child health, children's medical programs, children's health insurance, breast and cervical cancer, hypertension and tuberculosis screening, early intervention, diabetes control, and social work.

## HISTORIC RESOURCES

The Quarles property in Long Beach, known locally as "Greenvale," is listed on the National Register of Historic Places. Built in 1894, Greenvale is one of the few remaining historic buildings in Long Beach and should be restored and celebrated as a town treasure. The area around the home should be developed as an open space accessible to all residents. The family cemetery located behind the house should be respectfully maintained.

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Quarles, W. J., House and Cottage (added 1980 - Building - #80002244) 120 and 122 E. Railroad St., Long Beach  
 Historic Significance: Person  
 Historic Person: Quarles, William James  
 Significant Year: 1892  
 Area of Significance: Agriculture, Communications, Education, Commerce  
 Period of Significance: 1875-1899  
 Owner: Private  
 Historic Function: Domestic  
 Historic Sub-function: Single Dwelling  
 Current Function: Domestic  
 Current Sub-function: Single Dwelling

- The decrease in assessed valuation since Katrina (\$110M to \$103M) presents a serious funding challenge. In addition, since enrollment has dropped, state funding has also dropped. At the same time, construction prices have increased.
- The possibility of annexation in the future will not affect school enrollment or revenues, as the areas of potential annexation are already, and would remain, part of the Harrison County School District.
- There is no true auditorium in the community.
- The school system is under a state mandate to increase physical education hours for students, although the school day will remain the same.
- There are no paid crossing guards. A volunteer program was attempted, but did not find enough volunteers.
- Reeves Elementary has only one vehicular access point, limiting accessibility for emergency purposes.
- In particular, there are significant drainage problems at the stadium and along the ditch between the high school and stadium.
- Like many parcels in Long Beach, several of the school properties suffer from poor drainage.
- The District has long range plans to build a high school on Pineville Road, on the same site as the new elementary school, but as yet there is no demand for a second high school facility.

## PUBLIC SCHOOLS

### Public Schools Assets

- The public school system is well regarded and one of the reasons people choose to move to or stay in Long Beach.
- Facilities include a District Central Office, a Bus Maintenance Facility, three elementary schools (Reeves, Quarles, and Harper McCaughan), one middle school (Long Beach Middle School), and one high school (Long Beach High School).
- Harper McCaughan Elementary was destroyed during Hurricane Katrina and a replacement facility is being built on Pineville Road, further from the coast. The former Harper McCaughan Elementary School (approximately 5-6 acres) site represents a development opportunity for the City. A park is planned for a portion of this site.
- Student Population at School Facilities

### Schools Challenges and Opportunities

- The District cannot host district basketball playoff games because the gym is too small.
- Neighboring school districts pay higher teacher salaries, threatening the ability of Long Beach to attract and retain quality teachers.
- Long Beach High School in particular has aging facilities that do not compare well with neighboring school districts.

	Pre-Katrina	Present	Ideal Max
Elementary School			
Quarles	445	403	500-550
Reeves	481	405	500-550
Harper McCaughan	511	395	
Future Pineville			771
Middle School			
Long Beach	830	607	820
High School			
Long Beach	1005	861	1050
Other Education			
Alternative	30	30	30

## TRANSPORTATION ANALYSIS

### TRANSPORTATION ASSETS

- Most neighborhood streets are quiet, with no heavy traffic.
- A downtown streetscape project will provide new sidewalks, buried utilities, new planters, etc. along Jeff Davis Avenue and one block on either side.
- Highway 90 is the only state maintained road in the City and is a designated scenic route.
- The Federal Highway Administration will be providing asphalt overlay for Klondyke, Pineville, Railroad and Beatline.
- Long Beach and USM are working together to provide a sidewalk to reconnect downtown to USM.

### TRANSPORTATION CHALLENGES & OPPORTUNITIES

- Many road surfaces are in poor condition, (needing approximately \$4M to repave). There has been no money

in the City budget for road maintenance for the last 12 years. There is no comprehensive pavement maintenance program.

- There are only ten street crossings of the railroad throughout the City. CSX would like to remove existing at-grade crossings and requires that any new crossings be grade-separated.
- Most arterial roads would benefit from the addition of sidewalks and/or bike lanes or multi-use trails: Beatline, Railroad, Pineville, Cleveland, Klondyke, and Mitchell. Most of these roads have ditches and in order to close ditches to add sidewalks and/or bike lanes, a comprehensive drainage plan is necessary.
- Reeves Elementary School needs a second evacuation route; if there is a hazardous materials spill on the nearby railroad, students would have to be evacuated to the north.
- The City requires sidewalks in new developments, but most

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- of the older neighborhoods lack sidewalks.
- All new development to the southeast and northwest of the railroad should be required to include sidewalks and bike lanes.
- The City is close to I-10; however, there is no direct exit connecting downtown to the Interstate.
- Truck access routes are limited in the City; additional truck access to the Long Beach Industrial Park will be necessary should annexation of this area occur as envisioned. Limited arterial access to the Industrial Park is a barrier to expanding needed industrial development in the area.
- Long Beach Water controls easements along Canals Two and Three, opening up an opportunity to provide trails along

the canals.

- Additional connections are needed across Canal Two, even if they are only bike/pedestrian connections; currently there are only three places in Long Beach to cross Canal Two.
- Speeding is a problem on Old Pass Road.
- Could Jeff Davis connect to Klondyke?

#### Potentially Deficient Roads by 2030

Route	To/From	MI	Existing/Committed		
			VOL	VC	LOS
28th St.	Klondyke Rd to Canal Rd	1.01	18,914	1.28	D
Beatline Rd	Interstate 10 to Daugherty Rd	2.94	19,200	1.96	F
Railroad St	Klondyke to Jeff Davis Ave	0.45	19,285	1.76	E
US90	Cleveland Ave to Lewis Ave	1.25	38,022	1.41	D

Source: Mississippi Gulf Coast Area Transportation Study

## ANNEXATION ANALYSIS

The Physical Setting chapter of the Comprehensive Plan discusses the need to conduct an annexation study of areas to the north and west of Long Beach. The areas that are potentially appropriate for annexation (proposed annexation area or "PAA") adjacent to Long Beach are the Long Beach Industrial Park to the west of Beatline Road; the area to the north bounded by 28th Street, Beatline Road, I-10, and Canal Road; and the Cross Creek Property to the north of I-10. Annexation of this area will generally assist the City in overcoming some of its connectivity problems with the rest of Harrison County, as well as improve the tax base to assist with recovery as development occurs in the area. This preliminary Annexation Analysis is offered using as a basis the indicia of reasonableness established by the Mississippi Supreme Court.

### NEED FOR EXPANSION

The total land area within the corporate limits of Long Beach is 10.1 square miles. Long Beach lies between the City of Pass Christian and the unincorporated community of Pineville to the west and the City of Gulfport to the east. Unincorporated land wraps around the northwestern and northernmost edge of Long Beach stretching eastward toward Gulfport. Population and economic forecasts performed for this Comprehensive Plan indicate fairly sizable increases in store for the region as it continues to recover from Hurricane Katrina. While developable land does remain within the current borders of Long Beach, the City must be prepared to annex portions of the unincorporated area in order to be positioned to properly accommodate and service the projected growth. Much of the remaining undeveloped land in Long Beach is either currently slated for development, under developable because of wetlands or severely limited as to the types of development it can support because of the flood regulations.

### PATH OF GROWTH

Long Beach has no direct access to the Interstate highway system (I-10, to the north, an east-west connector to the rest of Harrison

County), which is problematic in the event of an evacuation. New development in the area is gravitating northward, toward that I-10 lifeline and outside of current City boundaries. Previously mentioned studies have shown that population and economic growth will occur as the region continues to recover, and that Long Beach can expect to capture a significant share of that growth. Additional revenue is needed to provide for infrastructure improvements necessary to serve the projected growth. Annexation of the existing Long Beach Industrial Park on the western border of the City can provide immediate revenue to fuel the growth that is likely to continue north of the current boundaries. Annexation of that northern area as proposed would capture a portion of the projected growth for Long Beach while providing needed connectivity between Long Beach, and the rest of Harrison County for purposes of improving hurricane evacuation.

### POTENTIAL HEALTH HAZARDS

Potential health hazards exist in the PAA due to the lack of a central sanitation system and soil conditions that are not conducive to large numbers of private wells and wastewater treatment systems. Waterway contamination due to poorly functioning septic systems has been identified as an issue that needs to be addressed in the Pineville Community Plan.

In addition, drainage problems both within Long Beach and the PAA can result in standing water that can present potential health hazards. With annexation of the PAA, storm water management can be addressed in a comprehensive manner, on a watershed basis, as recommended by this Comprehensive Plan, which will assist in the elimination of that potential health hazard.

### FINANCIAL ABILITY

In addition to potable water and wastewater treatment, the City provides residents and businesses within its corporate limits with services such as electric service, garbage collection, fire and police

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protection, and schools. The PAA is currently served by Harrison County Public Schools; an arrangement that would continue after annexation. Therefore expansion of the Long Beach Public School system to serve the school age population of the PAA will not be necessary.

Long Beach and Pass Christian share a joint water treatment facility with a maximum capacity of 7 million gallons per day. Substantial unused capacity is available to service new development, and in fact, new development within the service area is required to connect to the system. Several areas outside of the City limits are already provided with water and sewer services based upon a friendly annexation agreement; all of these areas fall within the PAA.

Additional revenue provided by the annexation of the Long Beach Industrial Park will assist in bolstering Long Beach's ability to provide the promised services in a timely manner. It is clear that while this effort will benefit Long Beach economically with an increase in revenue, it is not necessary to shore up existing deficiencies in the current economy. The City has been and can continue to provide needed municipal services to both existing residents and businesses within the City's current boundaries and within the PAA without the proposed annexation.

#### NEED FOR PLANNING

The *Draft 2030 Harrison County Comprehensive Plan* incorporates separate Community Plans that cover the PAA. The Community Plan for Pineville, adopted in March 2007, addresses for the area bounded by I-10, Canal Road, 28th Street, and Beatline Road, and the Long Beach Industrial Park. The area north of I-10 is included in the *Community Plan for Western Harrison County*. The plans complement the County's Smart Growth planning process based upon the principles of Smart Growth, New Urbanism, and Green Development to guide the future development of the County. Both of these community plans were reviewed as part of the annexation analysis.

Both the Pineville and the Western Harrison County plans include a Concept Plan and a Sector Map developed with citizen input and intended to be used together. The Concept Plans convey general ideas about development patterns, public and private investments, and extension or expansion of existing facilities and services. The Sector Maps convert the land use elements of the Concept Plans into a map that displays additional information about land use intensity and physical arrangements of proposed development patterns. Combined, the two provide strong visual representations of land use policies set by the communities.

The Pineville Concept Plan designates the proposed annexation area primarily as Reserved Open Space ("O-2"), with some Restricted Growth Area ("G-1") and a bit of Controlled Growth Area ("G-2") along Beatline, 28th Street and at the intersection of Canal Road with I-10. In addition the intersection of Beatline with I-10 is designated Intended Growth Area ("G-3"); the industrial park to the west of Long Beach and the Pine Bayou Golf Course along Canal Road south of 28th have both been designated Special Districts.

The most restrictive sector shown within the PAA is O-2, composed of undeveloped parcels larger than 20 acres outside of incorporated cities and wastewater service areas that are either vacant or in agricultural or forestry use. It also includes areas that should be, but are not yet, protected from development. Along 28th Street, Canal Road, and scattered through the western area along Beatline Road, is G-1 which consists of existing rural development and includes neighborhood centers and clustered residences with parcel sizes ranging from one-half acre lots within neighborhood centers to lots up to 20 or more acres outside of the centers. Neighborhood centers may also have a small amount of business or civic uses. G-1 areas may also be located outside of sewer service areas.

G-2 and G-3 are both areas where development is encouraged because they have the necessary infrastructure in place, or are planned for infrastructure improvements, and can support intended growth. Special Districts such as the industrial park are unique development areas that are isolated from existing neighborhoods.

The Pineville Sector Map clearly conveys the community's intent that growth in the PAA occur along existing arterials, with the interior area bounded by Beatline, I-10, Canal, and 28th remain low density rural residential or open space in character.

The recommended annexation area north of I-10 is included in the Western Harrison County planning area. Similar to Pineville, Western Harrison County is primarily a rural area with limited local employment opportunities. The area recommended for annexation is located north of I-10 and south of Landon Road, between Beatline Road and Canal Road. Landon Road and Canal Road are residential corridors; the intersection of Canal Road and Landon Road offers one of the most extensive commercial clusters in the Western planning area.

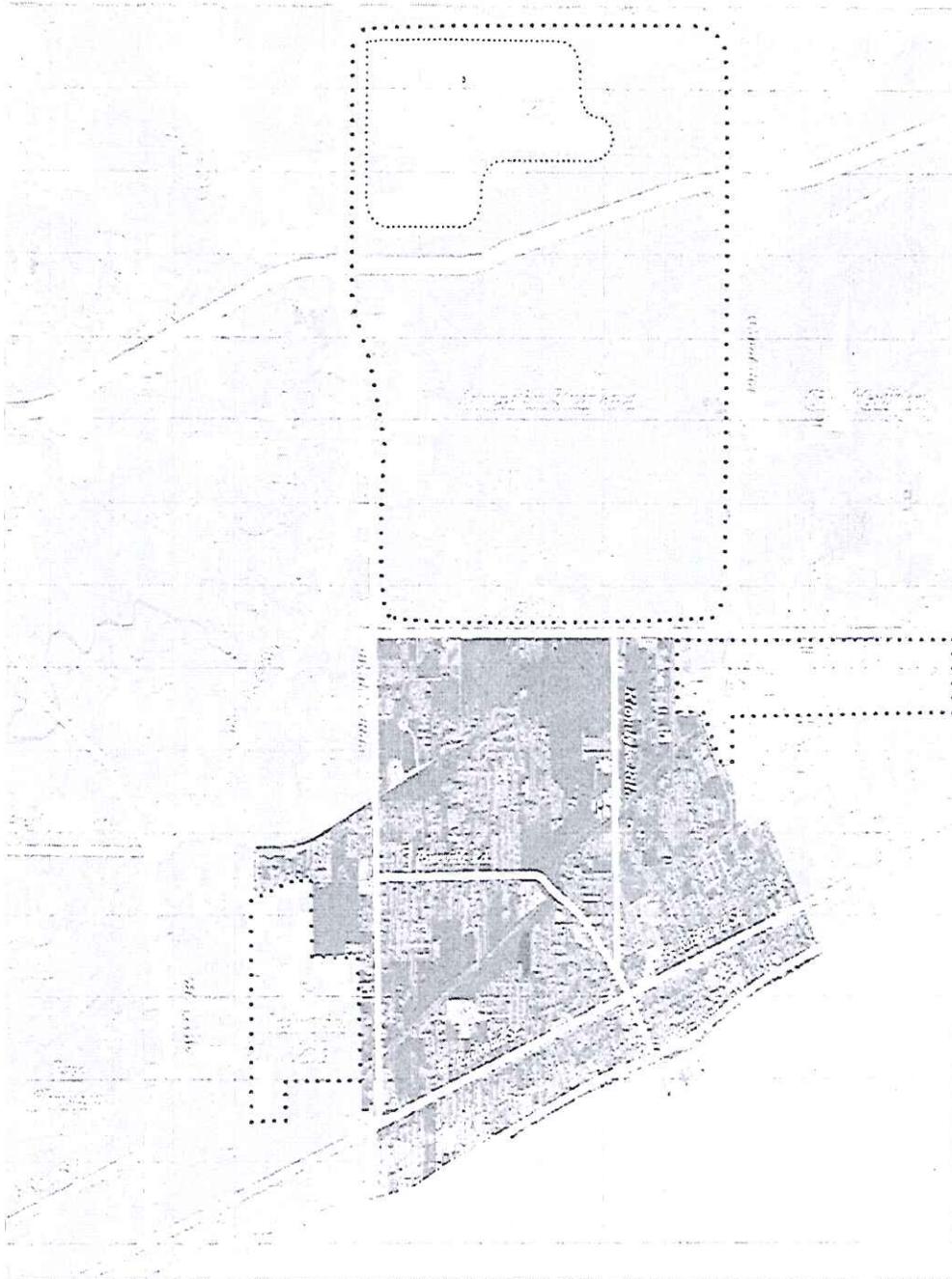
The Sector Map for the PAA recommends a Special District north of I-10 and east of Beatline, which reflects the proposed expansion campus for the USM on the Cross Creek Property. East of the Special District is a swath of O-2 and G-3 at the intersection of I-10 and Canal Road.

#### NEED FOR ZONING

The Harrison County Zoning Ordinance was adopted in 2000 and has been amended a number of times, the latest being January, 2008. The Zoning Ordinance covers the entire County and accommodates for a range of uses from agricultural and very low density residential to scattered commercial districts and industrial uses. Pineville commercial uses are clustered around the three exits of I-10, and the intersection of Canal Road and 28th Street. The remaining area proposed for annexation is zoned A-1, E-1 very low density residential, or R-1. Industrial zoning in Pineville is confined to the Long Beach Industrial Park.

While the Community Plans for the PAA have only recently been completed and provide an excellent foundation for the future of the area, there is a need to update the zoning post-Katrina and in concert with more recent planning efforts. Although it

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could be argued that the PAA would benefit from the additional planning and services that could be provided with annexation to Long Beach, given the County's intention to preserve the rural and open space character of most of the PAA, the potential increase in the City's tax base is limited to the industrial park and the expansion area for USM. Impacts to the City's community facilities and services from the additional rural residential land in contrast to limited increases in the tax base should be fully evaluated in a separate annexation study.

**NEED FOR MUNICIPAL SERVICES**

According to their respective community plans, water and sewer service is limited in both Pineville and Western Harrison County.

Private water wells and septic systems are prevalent throughout the area, except the Long Beach Industrial Park. Contamination of waterways has been identified as an issue that needs to be addressed in the Pineville Community Plan, and the Western Harrison County plan recommends that property owners connect to sewer service where it is available. Although potable water is provided to the PAA in Western Harrison County by Sutter Water Service, Inc., wastewater service is not currently available in the area.

**PRESENCE OF NATURAL BARRIERS**

Although a portion of the PAA contains wetlands and as a result is not developable, there are no natural features that would be

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considered a physical barrier between the City limits and the PAA.

## PAST PERFORMANCE

This category is based upon an examination of a municipality's record of keeping promises made in previous annexations as some indication of whether or not the municipality would fulfill its promises of providing services to the PAA. According to the Mayor of Long Beach, the previous annexation occurred in the early 1980's. The City expanded police and fire protection services immediately upon annexation by adding personnel, equipment, and facilities.

Only utility services were not provided to the area immediately; because of the rural nature of the area previously annexed, there simply were not enough customers to fund the extension of services. That situation is about to change, however, as Long Beach, working with the Mississippi Development Authority and the U.S. Department of Housing and Urban Development, will be extending water and sewer north of the railroad from Klondyke to Beatline beginning early in 2009.

## IMPACT ON RESIDENTS & PROPERTY OWNERS

The recent completion of community plans for both Pineville and Western Harrison County generated a great deal of public interest and support for the future of both communities. The public's desire for their respective community is centered on remaining rural in character, restoring lost infrastructure, improving connectivity with Long Beach, Gulfport and the rest of the region, and preserving natural areas. Largely rural residential in nature, both communities are dependent upon strong connections with Long Beach, Pass Christian, Gulfport, and DeLisle for employment, shopping, entertainment, government offices, and other services. It appears as if much of the limited existing commercial and industrial uses within both planning areas are located within the PAA, which may be considered a negative impact by Harrison County. The provision of municipal services, however, might be viewed as a positive for newly annexed residents.

## IMPACT ON THE VOTING STRENGTH OF PROTECTED MINORITIES

Harrison County and Long Beach are ethnically homogeneous, as indicated from the chart below which is based upon data obtained from the U.S. Census. It is possible that the minority

population of Long Beach will benefit from the annexation with an increase in voting strength.

	Non-Hispanic White	African American	Other
Pineville	73%	18%	9%
Western Harrison County	87%	11%	2%
Long Beach	35%	58%	6%

## BENEFITS ENJOYED & NOT PAID FOR

The PAA does receive the benefit of proximity to Long Beach emergency services which are not currently supported by PAA taxpayers. When the call goes out, City police and fire often arrive on site before the County.

## ANNEXATION ANALYSIS CONCLUSION

This section of the Plan considers the potential for annexation of these areas in light of the indicia of reasonableness established by the Mississippi Supreme Court; however, it should be considered a preliminary analysis and does not preclude the need for more detailed study prior to the City making a formal application for annexation. Further study would explore in greater detail the potential for development and redevelopment in Long Beach and the PAA, as well as the ability of the City to provide necessary community facilities to the area as promised. As part of the annexation study, the City should consider undertaking the following studies:

- A comprehensive, watershed-based storm water and drainage study of the City and the PAA to determine how annexation might enable the City to correct existing drainage problems;
- An economic and market analysis to determine the depth of the City's need for expansion to improve its tax base and the ability of the PAA to fulfill that need;
- A fiscal impact analysis to determine the City's ability to provide the promised services within a reasonable time frame; and,
- Any other studies deemed necessary to support the recommendation for annexation.

## SMARTCODE ANALYSIS

Many of our best loved places were thoughtfully planned and deliberately made, such as Charleston and Savannah; whereas our traditional towns and villages often simply evolved as compact, walkable, mixed-use places restricted by their geography, technology, or their economic circumstances. These places were often defined by how far a person could walk; the result was neighborhood, village, or town centers surrounded by residential

areas and rural landscapes. With the advent of the industrial revolution, care was taken to protect residential areas from the intrusion of noxious uses and a segregation of land uses was emphasized. With the improvement of automobile technologies, development of highways and increases in automobile travel, patterns changed again with land uses now often spread loosely across the landscape.

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Zoning codes that permit this type of development cause our homes to be separated from our schools, offices, churches, restaurants, and shopping, as well as from industrial uses. Together with subdivision codes, they include design standards that favor the automobile over the pedestrian and make it difficult to get from one place to another without a car. These planning practices have been common since World War II and have resulted in commercial strips, big box stores with huge underutilized parking lots, and congestion in the suburbs coexisting with vacant storefronts along main streets. Farmland is consumed, forests and habitats are fragmented, and a simpler, friendlier way of life is forgotten.

In recent years the planning discipline has become infused with talented architects and urban designers and the profession has begun to chart a course toward traditional neighborhood design or new urbanism, two terms that are widely used today as communities seek to define their future in terms of their past. However, in most places the traditional towns and neighborhoods of the past remain unbuildable with existing codes, as is the case in Long Beach. SmartCode was created to address this need for a design-based regulatory device to frame development.

SmartCode is not a building code. Building codes address life/safety issues such as fire and storm protection. Examples of building codes include the International Building Code ("IBC"), International Residential Code ("IRC"), and International Code Council ("ICC") documents.

## FORM-BASED

SmartCode is a form-based code, meaning it envisions and encourages a certain physical outcome, or form, of the region, community, block or building. With this type of code, as the emphasis shifts away from land use, uses can begin to be mixed in appropriate areas and walkability and connectivity within a community can be enhanced. It is this emphasis on building form and mix of uses that differentiates zones rather than segregation of land uses that distinguishes form-based codes such as the SmartCode from conventional zoning codes.

SmartCode is the primary implementation tool recommended as a replacement for existing land development codes in Long Beach. Its use will enable Long Beach to create a predictable public realm by controlling physical form, with a lesser focus on land use. The intention is to increase pedestrian life, local safety, and community identity, while simultaneously providing tools to protect and restore natural environments. This is accomplished by carefully defining or calibrating each element of the built environment based upon the existing character of each zone.

## TRANSECT-BASED

The transect is the backbone of the SmartCode. The recommended Transect Plan organized Long Beach's natural, rural, suburban, and urban landscapes into categories or zones of density, intensity, and complexity. We all recognize that certain forms belong in certain environments: for example, an apartment building belongs in a more urban environment and a ranch house belongs in a more rural setting. Some streets are more urban, some are more rural. SmartCode responds to these differences

not by limiting them, but by defining them, and placing them where they belong.

SmartCode encourages autonomous neighborhoods by encouraging an appropriate mix of uses within a single zone. A typical neighborhood might consist of residential uses plus modest commercial uses that serve residents' daily needs such as a bank, coffee shop, general store, laundry, restaurant, or perhaps a pharmacy. Moving away from a neighborhood or town center, the residential density gradually decreases from apartments to townhomes to single-family detached homes. SmartCode encourages a pedestrian scale of development by moving building facades close to the sidewalk, narrowing streets, slowing traffic, delegating parking areas either to the street or the interior of the block, away from the public realm. By improving walkability and connectivity residents don't need to drive for their every need; simultaneously, the community's traditional form, or urbanism, and rural lands can be enhanced.

## UNIFIED DEVELOPMENT CODE

In addition to being form-based, and transect-based, SmartCode is a unified land development ordinance integrating zoning, subdivision, urban design and basic architectural standards into one simplified, manageable document. The standards of other disciplines can be integrated into SmartCode design principles, including the guidelines from the Institute for Transportation Engineers ("ITE") for traffic engineering, Leadership in Energy and Environmental Design ("LEED") for building sustainability, and the specialties of public works, town planning, architecture, landscape architecture, and ecology.

## LOCALLY CALIBRATED

SmartCode enables community visions to become reality by coding the specific outcomes that are desired in particular places. Although there is no licensing fee and SmartCode is available for free download and use, it is meant to be locally customized by professional planners, architects, and attorneys. Those elements that are part of the built environment - building configuration, disposition, and function; public and private frontages; public lighting and landscaping; and vehicular lane dimensions and parking requirements - are carefully measured and enumerated to local conditions within each Transect Zone. The process of determining the details of a SmartCode is known as calibration, or defining the code in terms of local physical and legal conditions.

SmartCode may be used to replace a number of other documents in use in a community; however, it is important to remember that SmartCode may not be able to replace all land development regulations in their entirety. Local ordinances typically contain a number of required elements mandated by statutory law. These pieces must remain in order for the document to pass legal tests. In addition, there may be local experiences that are codified in existing ordinances that the community may wish to retain; or there may be items that may need to be strengthened over the parameters contained in SmartCode. If stronger architectural guidelines are desired, for example, a community may consider adopting supplemental regulations or a pattern book.

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## PUBLICLY VETTED

The extensive public process required to develop, calibrate, and adopt a SmartCode means that citizens, property owners, developers, City staff, and elected officials alike know what is expected. Through the process of obtaining the buy-in of all stakeholders, SmartCode earns an unusual political power. An adopted SmartCode represents a community's expectations of future development. Proposed projects that meet SmartCode requirements will not have to be scrutinized, because what the community intends has already been specified in reliable detail. The result is a stronger connection between plans and regulations, and ultimately a streamlined development process resulting in faster, less cumbersome approval of appropriate development.

## A SMARTCODE FOR LONG BEACH

Both the Long Beach Downtown Renewal Plan from the 2005 Governor's Mississippi Renewal Charrette and the 2006 Long

Beach Master Plan recommended implementation of a SmartCode for Long Beach. The SmartCode/Transect Committee Narrative from the 2006 Master Plan stated that "Long Beach is now the Smart City with a Smart Plan and a SmartCode." The mission of this plan is to mesh the concepts and principles from earlier documents, with the community's vision for the future and the reality of the needs, zoning, and geography of Long Beach. SmartCoding will give ironclad protection to traditional suburban neighborhoods while enhancing the connectivity and walkability to the Town Center. SmartCode will implement the vision of this plan, forming a bridge between the fabric of Long Beach that survived Katrina and the new development waiting in the wings.

## CAPITAL IMPROVEMENTS PLAN

### DOWNTOWN IMPROVEMENTS

*Gateway Markers* - This project will install Gateway monuments or signs at both US Highway 90 entrances to Long Beach.

*Alley System* - New developments south of the railroad tracks will incorporate an alley system.

*Civic Plaza* - As part of an overall intersection improvement project at the intersection of the Jeff Davis extension, Klondyke, and Pineville Road, this project will create a Civic Plaza. With this plaza, Downtown Long Beach will have two major public spaces as the "bookends" to the downtown: the marina at the southern end and the civic plaza at the northern end. The Civic Plaza should be designed to serve two important needs: as a lively urban space for downtown visitors and as an important recreation space for surrounding neighborhoods.

*Gateway Square* - As part of an overall intersection improvement project at the intersection of Klondyke and Cleveland, create a Gateway Square with an open green space defining the intersection. This green space should serve as an "arrival moment" along a key entryway to Long Beach.

### WATER AND WASTEWATER IMPROVEMENTS

*Potable Water Supply System Improvements* - The proposed project will provide transmission system improvements along US 90, in the southwest portion of the City, and in the 28th Street area, connecting existing water mains from Beatline and Klondyke Roads with new 10" connector pipe. This improvement will service the southern portion of the City with higher water supply, providing more fire protection to the proposed higher-density communities proposed in the Smart Code.

*Wastewater System Improvements* - This funded project planned by the Mississippi Gulf Region Water and Wastewater Plan will serve the Cities of Long Beach and Pass Christian, providing wastewater transmission mains along US 90 and in the 28th Street area.

*Canal #2 and #3 Improvements (funded by Army Corps of Engineers)*

*Drainage Improvements: Central Ave, Peachtree Dr, Mt Bass*

*Water Service Deficiency Improvements* - This project will improve water service in order to correct areas that are "deficient" according to the state rating system.

### CIVIC BUILDING IMPROVEMENTS

*City Hall* - A new, two-story City Hall will be constructed on the site of the previous City Hall, which was destroyed by Katrina. Construction for the new City Hall is being funded by MDA and HUD.

*Fire Station* - A second Fire Station is under construction and should be completed by early 2010. Construction for the new Fire Station is being funded by MDA and HUD.

*Senior Recreation Center* - A new senior recreation center on Daugherty Rd. is currently under construction and scheduled for completion in early 2009.

*Pineville Rd Elementary School* - A new elementary school is under construction to replace the Harper McCaughan Elementary School destroyed by Katrina. The new elementary school will serve an estimated maximum of 770 students, expanding capac-

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Essential Program Actions	Cost Estimate	Funded	Data Source	Year (first year begins December 2008)						
				1	2	3	4	5	<10	by 2025
<b>Downtown Improvements (see pages 56-57)</b>										
Gateway Markers		N/A								
Alley System		by developer								
Civic Plaza										
Gateway Square										
<b>Water and Wastewater Improvements</b>										
Portable Water Supply	\$1,900,000	Yes								
Wastewater System Improvement	\$3,100,000	Yes								
Canal #2 and #3 Improvements			Army Corps							
Drainage Improvements										
Water Service Deficiency Improvements	\$200,000	Yes								
<b>Civic Building Improvements</b>										
City Hall		Yes	MDA/HUD							
Fire Station		Yes	MDA/HUD							
Senior Recreation Center, Daugherty Road		Yes								
Pineville Road Elementary School		Yes								
New High School										
<b>Transportation Improvements (see pages 24-27)</b>										
Jeff Davis Avenue Improvements	\$1,688,400	Yes	FHWA							
Arterial Street Resurfacing		Yes	FHWA							
Railroad Street Improvements	\$26,924,000	Yes	FHWA							
Beatline Road Extension	\$3,115,000	Yes	FHWA							
Klondyke Road Improvements	\$8,890,000	Yes	FHWA							
Multi-Use Canal Trails										
Reeves Elementary Secondary Evacuation Route										
Daugherty Road Extension										
Klondyke/28th Intersection Improvements										
Commission/28th Intersection Improvements										
Larosa Extension										
Long Beach/USM Sidewalk Project	\$509,906	Yes	Grant/USM							
Pavement Maintenance	\$4,000,000	Yes								
Long Beach Industrial Park Truck Access Improvement										
<b>Potential Improvements</b>										
Town Green by old Harper McCaughan	\$1,600,000	Yes	Grant							
Arterial Sidewalk/ Bike Lane Installation		by developer								
Neighborhood Sidewalk/Bike Lane Installation		by developer								
Second Library										
Firehouse Dormitory Options										
Third Fire Station/Training Facility										
<b>Studies for Future Capital Improvements</b>										
Street Grid Connectivity Improvements		by developer								
Highway 90 Boulevard Conversion										
Comprehensive Drainage Study										

Mississippi Gulf Coast Transportation Plan: Committed Transportation Improvement by Stage

Route	To/From	Type	Stage	Time Period	Total Cost
Jeff Davis	Railroad Street to US90	Improving existing 2-lane road	1	2007 - 2010	\$1,688,400
Railroad St	Beatline Rd to Jeff Davis Ave	Improving existing 2-lane road	2	2011 -2020	\$16,383,000
Railroad St	Jeff Davis Ave to Lewis Ave	Improving existing 2-lane road	2	2011 -2020	\$10,541,000
Beatline Rd	Railroad to US90	New 4-lane divided road	2	2011 - 2020	\$3,115,000
Klondyke Rd	Commission Rd to Railroad St	Improving existing 2-lane road	2	2011 - 2020	\$8,890,000

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ity for the district (Harper McCaughan had a maximum of approximately 510 students).

*New High School* - The Pineville Rd school site also has adequate space for a new high school, including ball fields and parking. When enrollment and revenues justify the expansion, the School District will build a new high school.

**TRANSPORTATION IMPROVEMENTS** (see pages 40-44)

*Jeff Davis Avenue Improvements* - Improvements to Jeff Davis Avenue will include diagonal parking along the north side of the street, parallel parking along the south side of the street, buried utilities, and new pavement, curbs, sidewalks, and ADA accessible curb ramps.

*Arterial Street Resurfacing* - The Federal Highway Administration has provided funding for asphalt overlays for Klondike, Pineville, Railroad, and Beatline.

*Mississippi Gulf Coast Transportation Stage 1* - Re-paving existing Railroad Street.

*Mississippi Gulf Coast Transportation Stage 2* - Convert Beatline Road into a 4-lane divided road, re-pave existing Klondyke Road

*Multi-Use Canal Trails* - The Long Beach Master Plan has designated locations for multi-use trails to connect the community. These trails are located primarily along canals. Long Beach will seek grant funds, negotiate access easements, and work with property developers so that the trail network is completed by 2025.

*Reeves Elementary Secondary Evacuation Route* - Reeves Elementary School currently has only one vehicular emergency evacuation route. This route would be compromised in the case of a toxic spill or some other emergency related to the railroad. The School District and the City of Long Beach will work together to develop a secondary evacuation route from the back of the school through Marjorie to Mitchell Rd.

*Daugherty Rd Extension* - In order to reduce congestion on Beatline and Klondike, Daugherty Rd will be extended to 28th Street.

*Klondyke/28th Intersection Improvements* - This project will address intersection deficiencies that impact fire truck access.

*Commission /28th Intersection Improvements* - This project will address intersection deficiencies that impact fire truck access.

*Larosa Extension* - This project will extend Larosa to N. Cleveland to the East in order to provide a secondary fire access to the School.

*Long Beach/USM Sidewalk Project* - The LB/USM Sidewalk project will provide an environmentally-friendly lighted sidewalk to connect the downtown to the University of Southern Mississippi (USM). The proposed plan will follow the theme of the USM's newly renovated 3rd street entrance to the Gulf Park campus/fitness trail and connect to downtown Long Beach with

a lighted 6' sidewalk on both sides of 3rd St between Jeff Davis Avenue and USM. The project will use existing rights of way, be funded with grants and/or donations, and coordinate with the City's renovation of Jeff-Davis Avenue. It is envisioned to be completed in 3 phases and include landscaping and eventually lighting along the path.

*Pavement Maintenance* - Long Beach will establish a comprehensive pavement maintenance program. Maintaining adequate surface asphalt conditions protects the underlying roadbed and lengthens the useful life of pavement. Many road surfaces are in poor condition, and current needs require approximately \$4 million for repaving. In order to preserve existing road investments, Long Beach will develop a prioritization for road resurfacing and seek grant funds so that by 2018, all roads will be in adequate condition.

*Long Beach Industrial Park Truck Access Improvements* - If the Industrial Park is annexed into Long Beach, an alternate truck route will be developed along Beatline to provide more adequate truck access to the Industrial Park.

**POTENTIAL IMPROVEMENTS**

*Town Green* - A Town Green will be developed on the site of the old Harper McCaughan Elementary School. The Green may include an amphitheater or other active uses, as well as provide some development opportunities along the edge. The project will be designed to support commercial and residential development in downtown Long Beach.

*Arterial Sidewalk/Bike Lane Installation* - The City will install sidewalks and bike lanes on arterials north of the tracks (Beatline, Railroad, Pineville, Cleveland, Klondyke, and Mitchell) as capital or grant funds become available. Most of these roads have ditches and in order to close ditches to add sidewalks and/or bike lanes, a comprehensive drainage plan is necessary.

*Neighborhood Sidewalk/Bike Lane Installation* - The unified development code will require neighborhood sidewalks and/or bike lanes as appropriate when new developments are permitted.

*2nd Library* - When population growth and funding opportunities justify it, a new library will be built to service neighborhoods near 28th St.

*Firehouse Dormitory Options* - The City will develop options for housing additional emergency service personnel during an extended emergency.

*3rd Fire Station/Training Facility* - The City will develop a third Fire Station that has additional training facilities. In order to provide ongoing revenue and maximize use of the facility, the City should investigate renting the training facilities to surrounding fire departments.

**STUDIES FOR FUTURE CAPITAL IMPROVEMENTS**

*Highway 90 Boulevard Conversion* - In cooperation with regional and state transportation agencies, the City will promote complet-

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ing a feasibility study to consider the possibility of converting portions of Highway 90 into a Boulevard street design. A boulevard design would support both residential and commercial activity as well as potential on-street parking while still providing substantial through capacity.

*Comprehensive Drainage Study* - Long Beach will seek funding for a comprehensive drainage study to analyze drainage conditions

throughout the City, develop and prioritize potential solutions, and provide cost estimates and suggested funding sources. This study will include analysis of open drainage ditches along arterial roads and the possible addition of bike lanes, sidewalks, and/or multi-use trails along those arterials.

## ECONOMIC DEVELOPMENT

There are a wide variety of "development tools and incentives" available to pursue economic development. Communities often develop strategies which apply a number of different strategies to pursue economic development activities. Basic economic development tools include: Regulation, Land Assembly, Infrastructure Development, Promotion and Marketing, Financing and Tax Incentives. The major federal, state, and local tools available to Long Beach within each strategy area are summarized below.

### PLANNING

The Mississippi Development Authority is the State of Mississippi's lead economic and community development agency that is charged with pursuing state economic development goals and priorities. The Economic Development Group focuses its efforts in traditional business recruitment and retention, community development, tourism development and export development.

The City's Master Plan provides the City's Vision for future land use development in Long Beach.

### REGULATION

Communities often use their regulatory powers to direct where and how development occurs. Regulations can be designed to prohibit, require or encourage certain types of development at certain locations. Regulations are powerful economic development tools. The City of Long Beach regulates land use within its boundaries.

### LAND-ASSEMBLY

The ability to assemble land and offer clear title to a prospective investor is an important economic development tool. With land control, the public sector/quasi-public sector is able to convey this land to an investor on terms suitable to achieve economic development objectives.

### INFRASTRUCTURE DEVELOPMENT

It is difficult to attract private investment without adequate physical infrastructure. Infrastructure includes a good road and transit system, affordable and accessible utilities, adequate water and sewer capacity, and adequate parking. Local governments rely on a mix of federal, state and local revenues to operate and maintain roads, bridges, transit and other forms of infrastructure.

The conventional sources of infrastructure finance are the federal, state and city governments. Major programs that support infrastructure finance and development are as follows:

- Through its Public Works and Economic Development Program, the United States Economic Development Agency (EDA) has grants to support the construction or rehabilitation of essential public infrastructure and facilities necessary to generate or retain private sector jobs and investments, attract private sector capital, and promote regional competitiveness, including investments that expand and upgrade infrastructure to attract new industry, support technology-led development, redevelop brownfield sites and provide eco-industrial development. The average grant is \$1.2 million.
- The EDA also has the Economic Adjustment Assistance Program provides a wide range of technical, planning and infrastructure assistance in regions experiencing adverse economic changes that may occur suddenly or over time. This program is designed to respond flexibly to pressing economic recovery issues and is well suited to help address challenges faced by U.S. regions and communities.
- The United States Department of Transportation Federal Highway Administration administers the National Scenic Byways Program which makes funds available for pedestrian and bicycle improvements along scenic byways.
- The Federal Transit Administration administers the Rural and Small Urban Area program. This program provides money to support transit development in rural and small urban areas.
- The City of Long Beach can use Community Development Block Grant (CDBG) monies from the Mississippi Development Authority (MDA) to finance community development activities. MDA is the State's designated agency responsible for administering CDBG funds. CDBG money can be used to provide low interest financing and/or grants to support projects that achieve one of the following three objectives: (1) benefit low- and moderate-income persons; (2) aid in the prevention or elimination of slums or blight; and, (3) meet urgent needs because existing conditions pose a serious and immediate threat to the health or welfare of the community and other financial resources are not available to meet such needs.

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- The Development Infrastructure Grant Program supports water, streets, wastewater, flood control and public building development to support economic development. MDA also administers the Local Government Capital Improvements Revolving Loan Program (CAP) and the Small Municipalities & Limited Population Counties Grant Program. CAP is designed to support the construction or repair of local infrastructure and/or economic development asset. Loans for downtown improvements are capped at \$350,000.
- The Small Municipalities & Limited Population Counties Grant Program offers grants to small municipalities (cities with less than 10,000 people) to finance project to promote the economic development of the State.
- The Mississippi Department of Transportation offers Transportation Enhancement Funds to assist in the development of bicycle paths near State highways.
- The Boat Access Program provides funds for the development of boat access facilities. This program is administered by the Mississippi Department of Marine Resources.
- The United States Environmental Protection Agency's *Brownfields Program* provides direct funding to municipalities for brownfields assessment, cleanup, revolving loans, and environmental job training. To facilitate the leveraging of public resources, EPA's Brownfields Program collaborates with other EPA programs, other federal partners, and state agencies to identify and make available resources that can be used for brownfields clean-up and redevelopment activities.
- The United States Department of Agriculture provides loans for homeowners and communities to build and repair homes and provide water and sewer services. Programs include *Self Help Loans* and *Housing Repair and Rehabilitation Loans*.
- The *Gulf Opportunity Zone (GO Zone)* is a federal initiative. It includes federal incentives as well as state incentives oriented to capital investment in targeted locations. Many developments in the GO Zone qualify for tax exempt bond finance. This incentive saves the borrower approximately 1.5 to 2.5 percent a year on borrowing costs.
- The City of Long Beach can apply *Community Development Block Grant* monies from the Mississippi Development Authority to support economic development. Economic development grants may be used to fund eligible infrastructure improvements in support of better paying jobs. The use of this money is directly associated with the creation or retention of jobs of which at least businesses with less than 250 employees and \$1 million for businesses in excess of 250 employees.
- The City may also apply to U.S. Housing and Urban Development Department for *Section 108 Loan Guarantees*. Cities use the loan guarantees to fund housing rehabilitation, economic development and large-scale physical development projects. The projects are financed by essentially borrowing on the City's CDBG fund – to be paid back using project revenues or future CDBG allocations.
- *Tax increment financing* is available through the City and Harrison County. In tax increment financing, projected increases in property tax revenues are used to secure a revenue bond. Bond proceeds are used (generally) to fund the infrastructure necessary to support the economic development project.

#### PROMOTION AND MARKETING

With increased competition among communities for industrial and commercial investment, the marketing of cities and their development opportunities has become predominant component of economic development. The national marketing for Cleveland as the "Renaissance City" or Toledo as the "Amateur Sports Capital" are good examples. The major players involved in the marketing and promotion of Long Beach are as follows:

The Mississippi Development Authority is primarily responsible for business recruitment and retention in the State. MDA's Tourism Division promotes Mississippi as a tourism and recreation destination.

The State's *Economic Development Marketing Grant Program* assists non-profit economic development organizations to market their municipalities for business and industrial development. The program is targeted to the attraction of out-of-state businesses. State dollars must be matched 1:1 by the applying entity.

The State's *Tourism Matching Grants Program* is administered by the MDA. The goal of the program is to increase travel into and within the Mississippi. Eligible projects are those that attract markets outside of the State and generate economic impact on the area through tourism promotion.

#### FINANCING

Attractive financing programs are important tools for economic development professionals employ to encourage private investment. These programs offer financing with low interest rates or liberal terms; terms not be available in the private market. These programs also include grants often in the form of a capital match. The increase in economic activity produced by such financing programs produces social and economic benefits sufficient to justify the public investment. Typical benefits include increased employment opportunities, enhanced incomes, and a fortified tax base. The following highlights some of the major programs available:

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Commissioner Lipski made motion seconded by Commissioner Heinzl and unanimously carried recommending to the Mayor and Board of Aldermen adoption of the Comprehensive Plan, as submitted.

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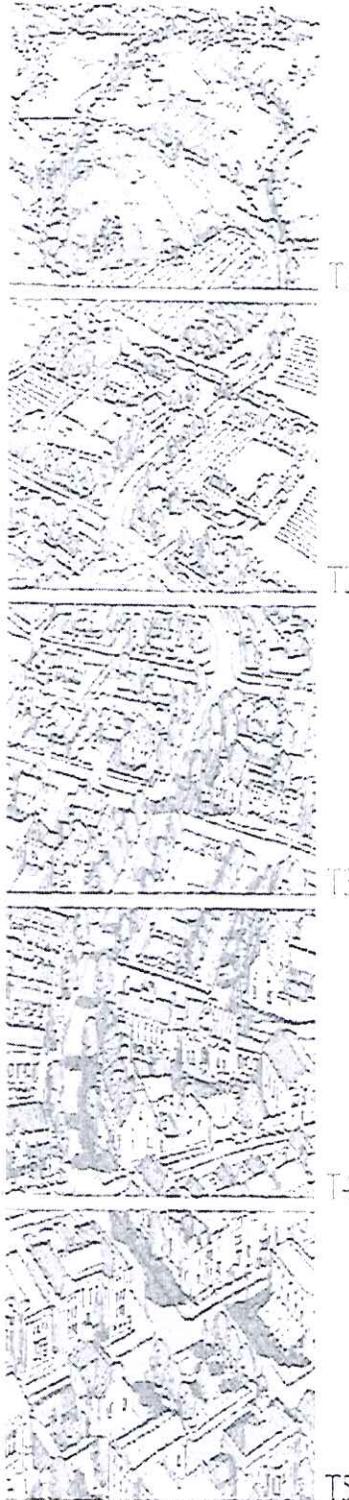
It came for consideration under UNFINISHED BUSINESS the recommendation for adoption of the Smart Code Plan and Transect Map (public hearing held October 14, 2010) as follows:

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VERSION 9.2



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**HOW TO USE THE LONG BEACH SMARTCODE**

The following information explains how the Long Beach SmartCode (the "SmartCode" or the "Code") is organized and may best be used. This "how to" information is advisory only, and is not part of the Code adopted by the City of Long Beach Mayor and Board of Aldermen.

**Organization**

The Long Beach SmartCode establishes standards and procedures for new development, infill development, or redevelopment within the City. It also adopts the Long Beach Zoning Map which is filed in the City Clerk's office. The Zoning Map designates a Transect Zone for all lands within the current boundaries of City of Long Beach.

**Article 1. General Provisions** contains information on the legal framework of the Code, including its intent, purpose, and guiding principles for the Code. It also contains information on the applicability of the Code and specific rules of construction, succession, calculations, and Transect Zone boundaries.

**Article 2. General to All Zones** introduces the Transect Zones as the structure for requirements related to density, building form and use, and provides guidance for phasing of development, lot sizes and configuration, building height, public Thoroughfares and Frontages, and parking standards.

**Article 3. Specific to Zones** establishes the regulations that apply within each Transect Zone. Uses and development standards for each Transect are specified including Building Disposition, Building Configuration, Building Function and Density; parking, environment, sign and landscape standards, etc. Also included in Article 3 is a new zone to replace the old Planned Unit Development district: the New Community District can be proposed either by the City, a property owner, or developer for land areas that are consolidated and planned as a unit. Use of the New Community District requires review by the Planning Commission and approval by the Board of Aldermen with public hearings. A Final Regulating Plan for a New Community District can be prepared, reviewed, and adopted simultaneous with the approval process for the District itself or within two years of the approval date of the Preliminary Regulating Plan. Separate approval of a Final Regulating Plan requires a second round of review and approvals by the Planning Commission and Board of Aldermen. If a Final Regulating Plan is not approved within two years of Preliminary Regulating Plan approval, then the specific preliminary approval will lapse. The New Community District replaces the former Planned Unit Development process and may be applied in consolidated land areas greater than ten acres in size.

**Article 4. Standards & Tables** illustrates the components of the Code such as Thoroughfare Standards and density, intensity, and parking requirements by Transect Zone. Much of the text in Article 3 is displayed and described in graphic form in the diagrams and tables found in Article 4. Table 1 is a description of the Transect Zones; Table 2 is a summary of SmartCode requirements; Table 3 sets out the uses allowed in the various Transect Zones and the type of permit required for each use, whether administrative or by public hearing. A summary of SmartCode standards in table format is located within Article 4 as are descriptions of different Frontage types, Thoroughfare types, Civic Space types, etc.

**Article 5. Supplemental Regulations** sets forth regulations that apply in addition to those found elsewhere in the Code, such as special emergency provisions, tree provisions, sand beach access, and sign standards. In addition, regulations that apply to special use categories such as recreational vehicles, mobile home parks, mobile homes/temporary housing, and home occupations are included in Article 5.

**Article 6. Thoroughfare Standards** sets forth guidelines and definitions for public Thoroughfares, as well as a catalog of Thoroughfares appropriate to various Transect Zones.

**Article 7. Procedures and Non-conformities** sets out the rules for applying the Code. This article contains the regulations for the further development of nonconforming uses and structures – those existing uses and structures that upon passage of the Code will not conform to the new regulations. It details the review processes by which development and redevelopment will be permitted by the City, requirements for each permit by type, and general criteria by which applications will be reviewed and approved. This article also outlines enforcement provisions in the event that any provisions of the Code are violated.

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Article 8. Definitions of Terms & Uses defines key terms in the Code. Terms that are defined in Article 8 are capitalized in the body of the Code.

Appendices include the Floodplain Damage Prevention Ordinance (Appendix A), the Subdivision Ordinance (Appendix B), the Architectural Design Standards and Guidelines (Appendix C), and the Summary Chart of Sign Regulations (Appendix D).

**Instructions for Navigating the Long Beach SmartCode**

To determine which Code sections are applicable to a site, both the Code and the Zoning Map must be consulted. The Zoning Map designates the Transect Zone for all properties in the City. The Code sets forth the standards for development within each Transect Zone. The first step is to refer to the Zoning Map, found in the City Clerk's office, to locate the site and determine which Zone is to be applied to the site.

The second step is to refer to the Long Beach SmartCode for the relevant regulations associated with a particular Transect Zone. Begin by referring to the general regulations set forth in Article 2 that apply to all Transect Zones. Next, use Article 4 to determine the building function uses and standards allowed within each Transect Zone and determine whether the proposed project is permitted by right, by administrative review (Warrant) or by public hearing (Variance). Article 3 should then be consulted to determine the specific requirements by Transect Zone for building disposition and configuration of structures on the property, as well as other standards such as signage, landscape, and environmental standards for development. Finally, consult the supplemental regulations in Article 5 for additional requirements which may be applicable.

**Determining Which Procedures Apply**

In order to build on or develop a property, City zoning approval is required; sometimes this is a simple confirmation by staff that the proposal complies with the Code (by right development). Otherwise a particular permit or approval may be required. Article 7 describes how an application is initiated and processed, the criteria for review, and any other parts of the Code that may apply.

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ARTICLE 1. GENERAL PROVISIONS

1.1 Authority

- 1.1.1 The action of the City of Long Beach, Mississippi (the "City") in adopting this Code is authorized under the Constitution and statutes of the State of Mississippi, known as The Code of Mississippi (1972), particularly the provisions of Sections 1-27, inclusive of Title 17, Chapter 1, as amended.
- 1.1.2 This Code is adopted as one of the instruments of implementation of the public purposes and objectives of the adopted Comprehensive Plan of the City of Long Beach, Mississippi, as amended (the "Comprehensive Plan"). This Code is declared to be in accord with the Long Beach Comprehensive Plan, as required by the Code of Mississippi (1972), Annotated, as amended.
- 1.1.3 This Code was adopted and may be amended by vote of the Mayor and Board of Aldermen of Long Beach, Mississippi (the "Board of Aldermen").

1.2 Title

- 1.2.1 This Code shall be known and may be cited as the "City of Long Beach, Mississippi SmartCode" or the "SmartCode" or the "Code."

1.3 Purpose and Intent

- 1.3.1 This Code was adopted for the purposes of promoting the health, safety, morals, and general welfare of the City of Long Beach, Mississippi and its citizens, including without limitation, protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl, and improvement of the built environment.  
This Code and the Zoning Map also reflect and respond to the changes in circumstances resulting from the impact of hurricanes and changes in Federal Emergency Management Agency ("FEMA") regulations.
- 1.3.2 To further the goals and objectives of the Comprehensive Plan and the purpose of this Code, the City is divided into Transect Zones ("T-Zones" or "Zones") of such number, characteristics, area, common unity of purpose, adaptability, or use as will accomplish the goals and objectives of the Comprehensive Plan and this Code.
- 1.3.3 The Long Beach SmartCode is intended to advance both conservation and Development in a manner which responds to the existing conditions of the City, its regional context, its natural features, infrastructure, and buildings. The Long Beach Comprehensive Plan outlines several Key Principles that this Code is meant to enable, encourage, and qualify:
  - a. Sustainability
  - b. Flood Hazard Avoidance and Mitigation
  - c. A Learning Center
  - d. Economic Recovery Leading to Prosperity
  - e. A Sense of Place

1.4 Guiding Principles

1.4.1 The Transect

- a. The Long Beach Comprehensive Plan and this Code are based upon the organizational principles of the Transect. Originally developed for use in the natural environment, the Transect is defined as a geographical cross-section that reveals a sequence of environments, from bay to coastal plain to piedmont, as an example. When applied to the built environment, the Transect identifies a continuum of the physical environment from the most rural to the most urban.  
Within this continuum, the Transect is subdivided into Zones (Transect Zones) defined by their contextual similarities such as Density, complexity, and intensity similar to the manner in which the countryside relates to traditional towns and villages.
- b. Use of the Transect in planning efforts lends itself to the creation of logical development and conservation areas, and is intended for use by localities to encourage the evolution of a settlement pattern over time. Transect planning integrates environmental and zoning methodologies to create a framework that identifies and defines a continuous range of habitats. Planners and designers can then use the framework to specify rural to urban contexts for development appropriate to their location within the Transect. Based upon each location, distinct building, streetscape, and roadway standards are defined or calibrated to preserve and enhance the character of a given place.
- c. Transect Zones both exist as a place and evolve over time. As place, Transect Zones define fixed, identifiable characteristics which when they are applied guarantee that new or infill development will fit within that place as it occurs.  
The evolution of separate and distinct places into communities over time is almost imperceptible as villages evolve into towns through a gradual increase in Density and intensity that occurs naturally over a period of many

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years. Use of the Transect in community planning encourages the making of places that build upon historic character as this natural evolution, or succession, occurs.

- d. The City of Long Beach is comprised of a rural to urban context that includes natural areas, rural agricultural areas, suburban neighborhoods, commercial corridors, and a downtown commercial area; each with identifiable characteristics. A Transect planning effort was conducted for Long Beach in 2007-08 in conjunction with development of the City's Comprehensive Plan. A "transect plan" was developed as part of that effort, and identifies a series of Transect Zones that transition from low to high density. A goal of pedestrian-friendly, mixed-use oriented Urbanism within certain neighborhoods and downtown, and the preservation of rural areas, was expressed in the Comprehensive Plan and guided the arrangement of the Transect Zones, Thoroughfares and Civic Spaces. As development is accomplished according to the Comprehensive Plan over time these goals will be realized.
- e. The Long Beach Transect Zones as defined in the SmartCode are generally sequential in intensity and Density, manifesting a range of responses to natural, rural, and urban conditions. The specific design of each component as it occurs should be appropriate to its Transect Zone: T1 Rural Preserve, T2 Rural Reserve, T3 Suburb, T3Plus Suburb Plus, T4 Neighborhood, T4B Neighborhood Beach, T4Plus Neighborhood Beach Plus, T4C Neighborhood Commercial, T5 Main Street, T5B Downtown High Density, and a variety of Special Districts. As described in Article 3 of this Code, Transect Zones T1, T2, T3, and T3Plus (the least urban) emphasize the presence of natural environments. Transect Zones T4, T4B, T4BPlus, T4C, T5, and T5B prioritize the built environment.

1.4.2 The City

- a. The City should retain its natural infrastructure and visual character derived from topography, woodlands, farmlands, riparian corridors and coastlines.
- b. Growth strategies within areas annexed to the City in future should encourage Infill and redevelopment.
- c. Development contiguous to urban areas should be structured in the pattern of Infill Traditional Neighborhood Development ("TND") and be integrated with the existing urban pattern.
- d. Development non-contiguous to urban areas should be organized in the pattern of Clustered Land Development ("CLD"), or TND.
- e. Affordable Housing should be distributed throughout the City and region to match job opportunities and to avoid concentrations of poverty.
- f. Transportation Corridors should be planned and reserved in coordination with land use.
- g. Green corridors should be used to define and connect Urbanized areas.
- h. The City should include a framework of transit, pedestrian, and bicycle systems that provide alternatives to the automobile.

1.4.3 The Community

- a. Neighborhoods should be compact, pedestrian-oriented and Mixed Use.
- b. Neighborhoods should be the preferred pattern of development and districts specializing in a single use should be the exception.
- c. Ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- d. Interconnected networks of Thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
- e. Within Neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages, stages, and incomes.
- f. Appropriate building Densities and land uses should be provided within walking distance of transit stops.
- g. Civic, institutional, and Commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.
- h. Schools should be sized and located to enable children to walk or bicycle to them.
- i. A range of Open Space including Parks, Squares, and playgrounds should be distributed within Neighborhoods and downtown.

1.4.4 The Block and the Building

- a. Buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
- b. Development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
- c. Design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.
- d. Architecture and landscape design should grow from local climate, topography, history, and building practice.
- e. Buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.

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- f. Civic Buildings and public gathering places should be provided as locations that reinforce community identity and support self-government.
- g. Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the City.
- h. Preservation and renewal of historic buildings should be facilitated to affirm the continuity and evolution of society.
- i. Harmonious and orderly evolution of urban areas should be secured through form-based codes.

**1.5 Applicability**

- 1.5.1 The Flood Damage Prevention Ordinance (Ordinance 363) remains in effect and is included herein as Appendix A. The Long Beach SmartCode replaces the zoning ordinance for the City of Long Beach, Mississippi, also known as Ordinance 344, as amended; and portions of the City of Long Beach, Mississippi Subdivision Ordinance (Ordinance 477), as amended. Remaining portions of the Subdivision Ordinance that continue to be applicable can be found in Appendix B. The following locally adopted ordinances are incorporated within the SmartCode in their entirety: the Tree Preservation and Protection Ordinance (Ordinances 364, 490, and 491), the Green Space Ordinance (Ordinance 426), and the Sign Ordinance (Ordinance 533).
- 1.5.2 The regulations set by this Code within each Transect Zone shall apply uniformly to each class or kind of Structure, or land, except as hereinafter provided. No Building, Structure, or land shall hereafter be used or occupied, and no Building or Structure or part thereof shall hereafter be Erected, constructed, reconstructed, moved or structurally altered nor any Development commenced except in conformity with all applicable regulations in the Long Beach SmartCode.

**1.6 Long Beach Zoning Map**

- 1.6.1 The Transect Zones are established as shown on the Long Beach Zoning Map (the "Zoning Map"), which is on file in the Office of the City Clerk of the City of Long Beach, Mississippi. The Zoning Map is the official zoning map for the City of Long Beach. The Zoning Map and all notations, references, and other information shown thereon shall be and hereby are made a part of this Code by reference as fully as though set forth herein in detail. The former Zoning Map as adopted by Ordinance 344 is hereby repealed.
- 1.6.2 Amendments and changes to the Zoning Map shall be recorded by the City Clerk not later than 48 hours after such amendment becomes effective. All amendments and changes to the Zoning Map shall be recorded at the end of each fiscal year upon a new copy of the "Official Zoning Map, City of Long Beach, Mississippi."
- 1.6.3 The Mayor and Board of Aldermen of the City of Long Beach, Mississippi may from time to time order the revision of the Zoning Map so as to include all changes to date and take the place of the original map which is a part of this Code. No change shall be made upon such revised map that has not been approved by the Board of Aldermen.
- 1.6.4 Regardless of the existence of purported copies of the "Official Zoning Map, City of Long Beach, Mississippi," which may from time to time be made or published, the Official Zoning Map in the Office of the City Clerk shall be the final authority for Transect Zones in the City of Long Beach.

**1.7 Conflicts**

- 1.7.1 Where the requirements of this Code vary with the applicable requirements of any statute, rule, regulation, ordinance, or code, the most restrictive or that which imposes the higher standard shall govern. Notwithstanding, the standards of this Code shall prevail where conflicts exist between the Long Beach Subdivision Ordinance and the standards of this Code.
- 1.7.2 This Code does not abrogate or affect any easements, covenants, deed restrictions, property owner association rules, or agreements between private parties, except that where there are regulations set out in this Code that are more restrictive than such easements, covenants, deed restrictions, homeowner association rules, or agreements between private parties, the restrictions of this Code shall govern.

**1.8 Pending Actions and Development Approvals**

- 1.8.1 The adoption of this Long Beach SmartCode shall not affect nor prevent the prosecution of any action pending at the time of the adoption of this Code under prior ordinances, or the conditions of any Development approved under the prior ordinances. The conditions of a Development approval under prior ordinances shall continue in full force and effect unless a new approval is obtained, at which time the Development shall come into conformance with these regulations if required under Article 7, Section 7.5 of this Code.

**1.9 Rules of Construction**

- 1.9.1 In their interpretation and application, the provisions of the Code shall be the minimum requirements or maximum limitations, as the case may be, adopted for the promotion of the public health, safety, morals, or general welfare.
- 1.9.2 Words used in the present tense include the future tense. Words used in the singular number include the plural, and words used in the plural include the singular.
- 1.9.3 "Map" means the "Official Zoning Map of the City of Long Beach, Mississippi."

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- 1.9.4 The word "person" includes a firm, partnership, trust, company, association, organization, individual, copartnership, or corporation.
- 1.9.5 The word "lot" includes the word "plot" or "parcel."
- 1.9.6 The word "bicycle" includes other wheeled devices such as Segways, scooters, rollerblades, and motorized chairs when used to refer to paths, Bicycle Lanes, or Bicycle Routes that may be constructed or modified to accommodate them.
- 1.9.7 The word "used" or "occupied" as applied to any land or building shall be construed to include the word "intended, arranged, or designed to be used or occupied."
- 1.9.8 The metric contained on the diagrams and tables of Article 4 are an integral part of this Code. However, they should be considered guidelines, with the exception of those found on Tables 6A through 6G Form-Based Code Graphics for each Transect Zone, which are also legally binding.
- 1.9.9 Where in conflict, numerical metric shall take precedence over graphic metric.
- 1.9.10 Provisions of this Code are activated by "shall" when required; "should" when recommended; and "may" when optional.
- 1.9.11 Unless specified to the contrary, the word "including" shall be interpreted as though followed by the phrase, "but not limited to."
- 1.9.12 Capitalized terms used throughout this Code may be defined in Article 8 Definitions of Terms & Uses. Those terms not defined in Article 8 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of the other existing codes and ordinances of the City of Long Beach, those of this Code shall take precedence.
- 1.10 Transect Zone Boundaries**
- 1.10.1 Where Transect Zone boundaries approximately follow Thoroughfare centerlines or Right-of-Way lines, the centerline or Right-of-Way line shall be construed to be the Transect Zone boundary.
- 1.10.2 Where Transect Zone boundaries approximately follow Lot Lines, the Lot Lines shall be construed to be the Transect Zone boundary.
- 1.10.3 Where Transect Zone boundaries are approximately parallel to the centerline or Right-of-Way line of a Thoroughfare, the Transect Zone boundary shall be construed as being parallel to the centerline or Right-of-Way line and at such distances therefrom as indicated on the Zoning Map. If no distance is given, such distance shall be determined by the use of the scale on the Zoning Map.
- 1.10.4 Where the boundary of a Transect Zone follows a railroad, the Transect Zone boundary shall be deemed to be located in the middle of the main tracks of the railroad line.
- 1.10.5 Where there is any uncertainty, contradiction, or conflict as to the intended location of any Transect Zone boundary lines due to the scale, lack of detail, or illegibility of the Zoning Map accompanying this Code, an interpretation as to the location of the boundary line shall be determined by the Zoning Official, pursuant to Article 7, Section 7.2.2.
- 1.10.6 Where a Transect Zone boundary line divides any Lot or Parcel which was in single ownership at the time of passage of this Code or any amendment thereto, the property shall be considered to have multiple Transect Zones and each portion of Lot or parcel shall be governed by the Zone regulations in which it is located.
- 1.10.7 Whenever any Street, Alley or other public Way is vacated by official action of the Board of Aldermen, the Transect Zone adjoining each side of such Street, Alley, or public Way shall be, unless otherwise indicated, automatically extended to the center of same, and all area included therein shall then and henceforth be subjected to all appropriate regulations of the extended districts.
- 1.11 Zoning of Annexed Areas**
- 1.11.1 All territory which may hereafter be annexed to the City shall be classified as "T2", as the case may be, upon annexation and for a period of up to three months until rezoned by the Board of Aldermen through a proper review and approval process as described in Article 7, and in accordance with state law.
- 1.11.2 Upon annexation, the provisions of this Code shall be applicable and mandatory in all respects within the annexed territory.
- 1.11.3 Annexation may be initiated by the City or by the property owners within the territory to be annexed. The rezoning process may likewise be initiated by either the City or the property owners, so long as that within a reasonable period of time, a reclassification of zoning has occurred through the proper review and approval by the Planning Commission and Board of Aldermen after a public hearing.

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- 2.1 Transect Zones**
- 2.1.1 The Long Beach SmartCode Transect Zones are described in Article 4, Table 1 and include the standards summarized in Article 4, Table 2 and further described in Article 3. They range in Function and Density from low Density, primarily Residential areas to high density Mixed-Use areas across the Transect, with Zones identified as T1, T2, T3, T3Plus, T4, T4B, T4BPlus, T4C, T5, T5B, CS, CC, ED, HD, ID, and RC.
- 2.1.2 The New Community District, as defined in Article 3, Section 3.13 is available to landowners of consolidated parcels greater than ten acres in area, or by request of the City staff, Planning Commission or Board of Aldermen. Designation of qualifying sites as a New Community District must be approved by the Board of Aldermen through proper review and approval as outlined in Article 7, Section 7.2.8.
- 2.2 Phasing**
- 2.2.1 All Development shall conform to this Code regardless of phasing. Each phase of a Development project shall conform to this Code in its entirety.
- 2.3 Lots and Frontages**
- 2.3.1 Lots assembled under single ownership within one Transect Zone may be developed as a single Lot. Lots assembled under single ownership that encompass more than one Transect Zone shall be developed according to the corresponding Transect regulation applicable to each Lot or portion thereof. In such cases, there shall be no transfer of density or intensity of Development capacity between Zones. Where Lots are assembled under single ownership, the side or rear Setbacks at the adjoining property lines within the collective property may be eliminated by Warrant. Lot assembly shall require a unity of title acceptable to City Attorney.
- 2.3.2 Lot area shall be the area within the Lot property lines, excluding any portions of street Rights-of-Way or other required dedications.
- 2.3.3 Lots facing streets on more than one side shall have designated Principal Frontage(s) and may have Secondary Frontage(s). A Principal Frontage shall be that facing the street of higher pedestrian importance, or intensity (based upon traffic volume, number of lanes, etc.) as determined by the Zoning and Planning Department of the City of Long Beach (the "Planning Office"). If two streets are of equal importance, each Frontage shall be considered a Principal Frontage. Lots with two or more Frontages may consider other non-fronting Property Lines as sides. A Pedestrian Passage may be the Principal Frontage for a Lot not Enfronting a vehicular Thoroughfare. Lots shall have at least one Principal Frontage.
- 2.3.4 For the purposes of this Code, Lots are divided into Layers which control Development on the Lot. See Article 4, Table 16d.
- 2.3.5 Where the property to be developed abuts an existing Building, a Warrant may be granted so that the proposed Building matches or provides a transition to adjacent Setbacks.
- 2.3.6 For new Buildings in the T4C, T5, T5B, CS, CC, ED, HD, ID, and RC Zones, where a dominant Setback pattern exists, the new Building shall provide a transition in Setback to the adjacent existing Buildings or shall match that of one of the existing Abutting Buildings. In these cases, a Warrant shall not be required.
- 2.3.7 No Accessory Building or Structure shall be Erected in any required Front Yard, and no separate Accessory Building shall be Erected within ten feet of any other Building or five feet of any Lot, except as specified herein.
- 2.3.8 Every Building, group of Buildings, or Structure(s) shall be located on a Lot or tract of land as specified herein. In general, there shall be only one Principal Building on one Lot, plus any Accessory Buildings, except in the case of Buildings of unified design such as college campuses or multi-building apartment complexes.
- 2.3.9 No part of a Yard, or other open space, or off-street parking or loading space required in connection with any Building for the purpose of complying with this Code shall be included as a part of a Yard, open space, or off-street parking or loading space similarly required for any other Building, except as specified herein.
- 2.3.10 Every Building or Structure hereafter Erected or moved upon a Lot shall be so located on a building site as to provide safe and convenient access for servicing, fire protection, and required off-street parking.
- 2.3.11 Every Building or Structure hereafter Erected or moved upon a Lot shall have provided an address number as may be required by the City.
- 2.4 Density Calculations**
- 2.4.1 Density shall be calculated in terms of units as specified by Article 4, Tables 2, 3, and 4. The referenced tables provide the maximum allowable densities. The buildable Density or Intensity on any particular site will be affected by other regulations in this Code and, thus, the stated maximums of this Code may exceed the actual capacity that a site can sustain when other regulations of this Code are applied to the site. The inability to reach the maximum Density or intensity because of the necessity to conform to the other regulations of this Code shall not constitute hardship for purposes of a Variance.
- 2.4.2 Lodging units shall be considered as equivalent to one-half of a Dwelling Unit.

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2.5 Environmental Standards

- 2.5.1 Transect Zones manifest a range of responses to natural and urban conditions. In case of conflict, to the extent not inconsistent with applicable state or federal law, the natural infrastructure shall have priority in the more rural Zones (T1-T3Plus) and the urban infrastructure shall have priority in the more urban zones (T4-T5B).
- 2.5.2 The preservation of natural features of land such as trees, vegetation, geological, and other characteristics and the preservation of features of archaeological significance are declared to be in the public interest, which may justify the relaxation of Setbacks or required off-street parking by Warrant. The Zoning Official shall determine that the trees, vegetation, other natural characteristics, or archaeological features are in the Buildable Area of the site and not in Setback areas required for Development of the site.
- 2.5.3 In any area that is located outside a designated Floodplain but where a stream is located, no Building or fill may be located within a distance of the stream bank equal to five times the width of the stream at the top of the bank or 20 feet on each side, whichever is greater.
- 2.5.4 Development shall conform to the natural contours of the land and natural and preexisting man-made drainage ways shall remain undisturbed, to the greatest extent practicable.
- 2.5.5 Lot boundaries shall be made to coincide with natural and preexisting man-made drainage ways within subdivisions to avoid the creation of Lots that can be built upon only by altering such drainage ways, to the greatest extent practicable.
- 2.5.6 To the extent not inconsistent with state or federal laws, the management of stormwater shall primarily be through retention and percolation on the individual Lot or through swales on the Public Frontage, where appropriate.
- 2.5.7 Where underground storm drainage systems are available, there shall be no retention or detention of stormwater required on the individual Lot.
- 2.5.8 All Development shall be designed and constructed in accordance with all applicable federal, state, and local laws, regulations, ordinances, and codes relating to the preservation or enhancement of the water quality of stormwater runoff both during and after construction. Developers shall file copies of any needed state water quality permits with the Building Code Official prior to beginning work. Stormwater ponds utilizing naturalized design, constructed wetlands, bioswales, and low impact infiltration techniques may be located within required yards by Warrant.

2.6 Landscape Standards

- 2.6.1 All landscaping, landscaped areas, landscape development, Buffer Areas and trees planted or preserved as required by this Code shall be maintained in a healthy, vigorous, and disease-free condition through proper and efficient watering, pruning, fertilizing, and disease management, and/or replacement as necessary. Bioswales and low impact stormwater infiltration techniques may be integrated into required landscaping by Warrant.
- 2.6.2 All landscaping shall consist primarily of native species tolerant of local conditions. Where deemed necessary in order to preserve and maintain required landscaping, the City may require that landscaped areas be provided with an irrigation system with a readily available water supply located within 100 feet of said area.
- 2.6.3 In order to preserve driver visibility in all locations where an access way to a parking area, commercial structure, or any other vehicular use area intersects a Thoroughfare or an intersection of two or more Thoroughfares, landscaping shall not obstruct crossvisibility within ten feet of the intersection of such access way and Thoroughfare(s), at a level between 30 inches and six feet.
- 2.6.4 Landscaping, except grass or ground cover as permitted by this Code, shall not be located within three feet of the edge of any access way pavement.
- 2.6.5 In addition to the standards set forth in Article 3, and Article 4 for public and private Frontages within Transect Zones T4C, T5, T5B, CD, CC, HD, ED and RC, the following standards shall apply to land upon which any Commercial Structure or Apartment Building is located, more particularly, that part of said land surrounding such structure; and all parking lots shall be landscaped as follows:
- a. Where the rear or side of a Building faces a Street, a buffer strip consisting of shade trees shall be planted (or allowed to remain where they exist), according to Article 4, Tables 12A and 12B, Table 13, and Table 15, but no more than 35 feet apart and no more than five feet from any adjoining paved surface. Any such shade trees planted in accordance with the provisions of this Section shall be of the type indicated on Table 15. In the T5 Transect Zone, no buffer strip shall be required along the side of a Building that faces a Street.
  - b. Businesses or apartments having eight or fewer parking spaces shall have green space comprised of trees, shrubs, grasses, etc. equal to the length of the building and at least five feet wide.
  - c. Parking spaces for businesses or apartments having nine to 35 parking spaces must be divided into sections separated by green spaces at least four feet wide and equal to the length of the parking section.
  - d. Additionally, businesses or apartments having 36 or more parking spaces must have a green space of at least four feet in width along the perimeter of each such parking area.
  - e. Medium sized shade trees shall be planted no more than 35 feet apart, and large sized shade trees shall be planted no more than 50 feet apart in the green spaces provided according to Section 2.6.5 c. and Section 2.6.5.d. above.

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- 2.6.6 Landscaping Quality Standards.
- a. Required trees shall be at least ten feet in overall height upon planting.
  - b. Required shrubs shall be at least 24 inches in height upon planting.
  - c. Species of trees shall be those with moderate to dense canopies. Trees planted in parking lots shall be chosen to result in the maximum reduction of "heat island effects" through canopy density. See Article 4, Table 5.
  - d. Any tree or shrub planted or maintained as required herein which dies or is removed, shall be replaced within 90 days of its removal.
  - e. Ground covers used in lieu of grass in whole or part shall be planted in such a manner as to present a finished appearance and to reasonably complete coverage within one year of planting.
  - f. Grass areas shall be planted in a species generally recognized as one grown to cover a permanent lawn in the Long Beach, Mississippi geographical area; provided, however, that this provision shall not be deemed to restrict the use of appropriate seasonal grasses allowing the reduction of irrigation and maintenance.
  - g. Areas subject to erosion must be sodded.
  - h. Mulches shall be applied at a minimum depth of two inches within the dripline of trees and shrubs at installation, except where the dripline is covered by lawn grass.
  - i. Compliance with the Tree Protection Preservation and Requirements of Article 5, Section 5.6 is required within all Transect Zones.
- 2.6.7 Buffer Areas.
- a. Whenever the boundary of a Building site in CS, CC, ED, HD, ID, or RC adjoins a Residential Building site within the T3, T3Plus, T4, T4B, T4B Plus or T4C Transect Zones, a Buffer Area not less than 15 feet in width shall be provided along the Lot Line adjoining such Zone and a Fence, Wall or row of evergreen shrubs which forms a visual barrier shall be provided along the Lot Line adjoining the same. Evergreen shrubs shall be planted no more than five feet apart.
- 2.7 Sign Standards
- 2.7.1 Standards for signage specific to Transect Zones can be found within Article 3. Supplemental Regulations concerning signage within the City, including requirements for sign permits and the process for approval can be found in Article 3, Section 3.8.
- 2.8 Fences and Walls
- 2.8.1 Notwithstanding other provisions of this Code, Fences, Walls, and hedges may be permitted in any required Yard, or along the edge of any Yard, provided that no Fence, Wall, or hedge that obstructs visibility shall be Erected, altered, or placed in or around any required front Yard to exceed four feet in height above ground, and provided that a Fence or Wall along the Rear Lot Line or along Side Lot Lines to the rear of the Setback Line shall not exceed seven feet in height. In any event no Fences, Walls, or hedges shall obstruct sight lines for vehicular traffic.
- 2.8.2 A Building Permit is required to construct or otherwise erect any Fence, Wall or hedge in the City of Long Beach, Mississippi; and same shall be issued by the Building Code Official after the applicant has paid the then current permit fee and furnished the Building Code Official with an acceptable drawing or set of plans establishing what is to be constructed of what materials, and where same is to be situated in relation to other Structures on the applicant's property, and in relation to existing streets, Rights-of-Way, and Easements.
- 2.8.3 Barbed wire Fences, or use of barbed wire along the top of a Fence or Wall, shall be permissible only in T1, T2 or ID, subject to approval by the Board of Aldermen upon making a written finding that use of barbed wire is reasonably necessary to the safety, welfare, and security of the property. Chainlink Fences shall not be permissible in required Front Yards.
- 2.9 Dark Sky Provisions
- 2.9.1 Outdoor lighting installations shall be designed to illuminate at the minimum level necessary for safety and security, and to avoid harsh contrasts in lighting levels between the project site and adjacent properties.
- 2.9.2 All outdoor lighting fixtures shall be designed, located, installed, and maintained aimed downward or toward other structures on the Lot, in order to prevent glare, light trespass, and light pollution on adjacent properties or the night sky.
- 2.9.3 Architectural features may be illuminated by uplighting provided that the light is effectively contained by the Structure, the lamps are low intensity to produce a subtle lighting effect, and no glare or light trespass is produced. For national flags, statues, public art, or other objects of interest that cannot be illuminated with down-lighting, upward lighting may only be used in the form of two narrow-cone spotlights that confine the illumination to the object of interest.
- 2.10 Measurement of Building and Structure Height
- 2.10.1 Except as specifically provided herein as a maximum Building Height, or cap, the Height of Buildings shall be measured in Stories. The height of Fences, Walls, and hedges shall be measured in feet. The height of Buildings, Fences, Walls, and

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- hedges shall be measured from the height baseline appropriate to the site. Outside of Special Flood Hazard Areas regulated by the City's Flood Damage Prevention Ordinance, the Building Height baseline shall be measured from the average sidewalk elevation. Where no sidewalk exists, the average of the record profile grade elevation of the street abutting the Principal Frontage of the Building, as determined by the Public Works Department, shall be used. In the event that the Base Flood Elevation, as established by FEMA, is higher than the sidewalk or grade elevations, the height of the first Story (but not the height of Fences, Walls, and hedges) shall be measured from the Base Flood Elevation.
- 2.10.2 Building Height shall be measured to the eave or roof deck as specified in Article 4, Table 8.
- 2.10.3 A Story is a Habitable Floor within a Building of a maximum 14 feet in height from finished floor to finished floor. Height limits shall be further applied as follows:
- a. Height limits shall not apply to Attics, which shall not exceed 14 feet in height.
  - b. Basements are not considered Stories for the purposes of determining Building Height; however, if more than 1/2 of a subterranean level is found to be above the measuring point, then it is considered a Story, rather than a Basement.
  - c. A ground level Retail Story may exceed this limit, up to a maximum of 25 feet. A single Retail floor level exceeding 14 feet, shall be counted as two Stories. Where the first three Stories are Retail, their total maximum combined height shall be 39 feet.
  - d. Mezzanines may be allowed in the 3rd Layer and may not exceed 33% of the floor area. Mezzanines extending beyond 33% of the floor area shall be counted as an additional floor.
  - e. The Height of a Parking Structure concealed by a Liner Building shall not exceed the Height of the Liner but shall not be limited by stories. Otherwise, in a Parking Structure or garage, each above-ground level counts as a single Story regardless of its relationship to Habitable Floors.
- 2.10.4 Except as specifically provided herein, the height limitations of this Code shall not apply to any roof Structures for housing elevators, stairways, tanks, ventilating fans, water collectors, solar energy collectors, wind turbines, or similar equipment required to operate and maintain the Building; nor to spires, steeples, belfries, monuments, masts, clock towers, chimney flues, flagpoles, vents, or similar Structures which may be allowed to exceed the maximum Height by Warrant, and which shall take into account screening and potential damage to adjoining properties from the possible collapse of such elements; nor to fire or Parapet Walls, which shall not extend more than five feet above the maximum Height in T4, T4B, T4C, T5, and T5B and ten feet in CS, CC, ED, HD, ID, and RC.
- 2.10.5 Unless otherwise provided herein, the Height limitations of this Code shall not apply to essential services such as stand-alone water towers or tanks, electrical power, and communication transmission lines.
- 2.10.6 Except as specifically provided herein, the Height limitations of this Code shall not apply to communication structures such as radio and television transmission and relay towers, aerials, and observation towers, nor to agricultural structures such as barns and free standing silos, tanks, and windmills, provided such communication and agricultural structures shall not exceed in Height their distance from the nearest potential off-site structure.
- 2.10.7 Public, Semi-public, or Religious Facilities, such as schools, churches, hospitals, monuments, sanatoriums, libraries, governmental offices, and stations, may be Erected to the higher of 60 feet or the Transect Zone's Height limit.
- 2.11 Thoroughfares**
- 2.11.1 Thoroughfares shall be designed in accordance with Article 6 of this Code. Vehicular lane and parking assemblies can be found in Article 4, Tables 11A, 11B, and 11C. Additional requirements can be found in the Subdivision Ordinance, Article VI found in Appendix B.
- 2.11.2 Where possible, Rear Alleys or Rear Lanes should be provided as new Development occurs in all Transect Zones. The provision of Rear Alleys or Rear Lanes is required of new Development within T5 and T5B.
- 2.11.3 To clear sight lines for drivers, visibility at intersections shall be required as described in Section 6.1.2.
- 2.11.4 Street Tree Planters shall have a minimum dimension of 4' x 4', increased where possible to a 5' x 5' dimension.
- 2.11.5 Setback requirements from Thoroughfares shall be as shown on Article 4, Tables 2, 6, 7, and 11C.
- 2.12 Frontages**
- 2.12.1 Public Frontages should be designed and allocated within Transect Zones as specified in Article 4, Tables 12A and 12B.
- 2.12.2 Within the Public Frontage, Street Trees and street lights should be as provided in Article 4, Tables 14 and 15.
- 2.13 Parking and Loading Standards**
- 2.13.1 Off-Street Parking Standards
- a. Off-street parking requirements for individual Transect Zones shall be as set forth in Article 4, Table 4. In the event that Buildings, Structures, or uses are enlarged, expanded or changed after the effective date of this Code, a Certificate of Occupancy for such expanded, enlarged, or changed Structure, Building, or use shall not be issued unless the off-street parking standards of this Code have been met.

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- b. Off-street parking dimensions and the reduction of parking requirements due to the sharing of parking facilities shall be as set forth in Article 4, Table 5.
- c. No Certificate of Occupancy will be issued upon completion of any Building or group of Buildings unless and until all off-street parking and loading requirements conform to the requirements established by this Code.
- d. Within Transect Zones T5 and T5B, certain Buildings and Structures may be exempt from off-street parking requirements where on-street parking is available, as provided by Article 4, Table 4.
- e. Parking for the disabled shall be provided as required by the applicable City, state and federal codes and ordinances.
- f. Off-street parking should be accessed by an Alley, when available, and otherwise from the Secondary Frontage. Off-street parking shall be accessed from the Primary Frontage only if neither of these options is available.
- g. Parking shall be implemented so as to provide safe and convenient access to and from public Thoroughfares.
- h. Vehicular access through non-Mixed Use, Residential properties for non-Residential Uses shall be prohibited.
- i. Off-Street Parking spaces shall be located with sufficient room for safe and convenient parking without infringing on any public Thoroughfares or Sidewalk.
- j. Off-street parking spaces located or situated in a manner that requires cars to back into a Street (but not an Avenue, Boulevard, or Highway) shall be permissible within T3, T3Plus, T4, T4B, T4BPlus and T4C. Backing into Alleys shall be permissible in all Zones.
- k. Storage of Commercial trucks, buses, vans, sign trailers, trailers or semi-trailers for freight, luggage or the like, shall not be permitted within T3, T3Plus, T4, T4B, T4BPlus, T4C, T5, or T5B. Parking shall be permitted only for Commercial trucks and vans that do not exceed the size of non-Commercial vehicles.
- l. Inoperable vehicles and automotive vehicles or trailers of any kind or type without current license plates shall be stored only in storage facilities or other approved places where they are completely concealed from public view.
- m. Except in connection with permitted active, continuing construction on the premises, construction equipment such as earth moving machines, excavators, cranes, and the like shall only be allowed in Zones CS, CC, ED, HD, ID, and RC as permitted by this Code.
- n. Vehicles parked on Driveways may not Encroach onto the public Right-of-Way.
- o. Off-street parking facilities shall be surfaced with concrete, asphalt concrete, or asphalt. Other materials such as shells, pervious materials or structurally supported grass may be approved by Warrant. All parking facilities shall be properly graded for drainage and maintained in good condition, free of weeds, dust, rubbish, trash and debris.
- p. Wheel stops or curbs shall be provided and located so that no part of any parked vehicle will extend beyond the boundaries of the parking facility.
- q. Entrances and exits to parking facilities shall be located as to minimize traffic congestion.
- r. Off-street parking or loading areas shall not be used for the sale, repair, or dismantling of any vehicles or equipment, or for storage of materials or supplies.
- s. Parking facilities on adjoining Lots may share access points and driveways subject to a recorded covenant running with the property on which the facilities are located, by Warrant.
- t. In parking Lots exceeding 50 spaces and two parking bays, Sidewalks shall be located between every other (alternate) parking bay, a parking bay being the vehicular access aisle and parking spaces on one or both sides served by it. If parking bays exceed 300 feet in length without vehicular access to adjacent bays or to another Thoroughfare, a Sidewalk shall be provided between each parking bay.
- u. Blocks of parking bays containing more than 200 parking spaces shall be established if the total number of parking spaces to be provided exceeds 200. Such Blocks shall be defined by landscaped strips having at least a 15 foot clear width and such width shall be protected by curbs or wheel guards. Each such landscaped strip shall be raised and protected by curbs and shall contain a four foot wide Sidewalk extending the full length of the strip. Vehicular access aisles within the Block shall be connected to one or more Thoroughfares at least 24 feet wide or such greater width as may be required to accommodate the volume of traffic anticipated and along which no parking spaces shall be provided or allowed.
- v. Landscaping of off-street parking facilities shall be provided according to Section 2.6 herein, and Article 4, Table 15.
- w. Lighting shall be provided in all off-street parking facilities accommodating ten or more vehicles and such lighting shall be so arranged that the source of light does not shine directly into Abutting properties and does not interfere with traffic. Such lighting shall meet all standards applicable in this Code. See Article 4, Table 14.
- x. Sidewalks shall have a four foot clear width and shall be maintained free of standing water. Any Sidewalk may be replaced by a line of canopy trees, according to Article 4, Table 15, spaced according to their eventual size and providing shade to the surrounding parking lot. Low impact design ("LID") techniques such as bio-filters and infiltration trenches may be utilized between the trees. When such LID techniques are utilized, breaks in the

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- Curb shall be installed rather than raised medians so as to increase the effectiveness of the LID techniques in mitigating stormwater flow.
- 2.13.2 Off-Street Loading and Unloading Standards
- a. Every Building used for business, trade, or industry shall provide space for the loading and unloading of vehicles. Such off-street loading space shall have access to an Alley, or if there is no Alley, to a Thoroughfare.
  - b. Off-street vehicular loading shall be required as illustrated in Article 4, Table 5. Off-street vehicular loading requirements may be met through the provision of shared on-street loading zones as described in Section 2.13.3.d herein.
  - c. Off-street loading facilities shall be located on the same site as the Building, Structure or Use for which they are provided, with the exception of facilities pursuant to Section 2.13.3.d. Access, maneuvering area, ramps, and other appurtenances shall be furnished off of the street Right-of-Way and shall be so arranged that vehicles are not required to back from the area into the Thoroughfare.
- 2.13.3 On-Street Parking and Loading Standards
- a. In T1, T2, and T3 Transect Zones, on-street parking shall be used only by vehicles up to 8,000 pounds gross vehicle weight (manufacturer's capacity rating) and having wheels not to exceed 17 inches in diameter.
  - b. Parking, Storage or Use of Major Recreational Equipment.
    - i. For the purposes of this Code, major recreational equipment includes boats and boat trailers, travel trailers, pickup campers or coaches designed to be mounted on automotive vehicles, motorized dwellings, and tent trailers.
    - ii. Major recreational equipment may be parked or stored on any Lot within T2, T3, T3Plus, T4, T4B, T4BPlus and T4C, provided that such equipment is not visible from the Thoroughfare in T4, T4B, T4BPlus, and T4C.
    - iii. No such equipment shall be used for living, sleeping, or housekeeping purposes when parked or stored on a Residential Lot, or in any location not approved for such use.
  - c. On-street loading may only occur between the hours of 9 PM and 9 AM.
  - d. Off-street loading requirements within T5 and T5B can be satisfied through the implementation of shared on-street, time-limited loading zones. Within these designated zones, on-street loading shall be prohibited between the hours of 9 AM and 9 PM, with on-street parking only permitted between those hours.
- 2.14 Sidewalk Standards
- 2.14.1 Sidewalks shall be provided, at the owner's expense, as designated by City for all new construction or construction of commercial or residential structures that are damaged or renovated at a value greater than 50% of their true value, in all districts. True value shall be as determined by the Harrison County Tax Assessors ad valorem tax valuation for the most recent year available.
- 2.14.2 Construction and design standards and specifications for sidewalks are contained in this Code and all such facilities shall be completed in accordance with these standards.
- 2.14.3 At the time when the City accepts any public improvement offered for dedication to the public, the owner shall guarantee that he/she will correct all defects in such improvement that may occur within a period of two (2) years from the date of City's occupancy permit.

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- 3.1 Generally
- 3.1.1 This Article sets forth the standards applicable to Development within each Transect Zone that are specific to:
- a. Building Disposition
  - b. Building Configuration
  - c. Building Function
  - d. Parking and Density Calculations
  - e. Parking Location Standards
  - f. Environmental Standards
  - g. Landscape Standards
  - h. Sign Standards
  - i. Ambient Standards
- 3.1.2 Regulating Plans submitted under Article 7 shall provide the following information, in compliance with the standards required for Development within each Transect Zone as described in this Article.
- a. For Preliminary Regulating Plan and Building approval:
    - i. Building Disposition
    - ii. Building Configuration
    - iii. Building Function
    - iv. Parking and Density Calculations
    - v. Parking Location Standards
  - b. For Final Regulating Plan and Building approval, in addition to the above:
    - i. Environmental Standards
    - ii. Landscape Standards
    - iii. Sign Standards
    - iv. Ambient Standards
    - v. Special Requirements
- 3.1.3 Land owners or developers may have Regulating Plans and Building plans prepared on their behalf.
- 3.2 Rural Preserve Transect Zone (T1) and Rural Reserve Transect Zone (T2)
- The Rural Preserve Transect Zone (T1) consists of land that should be protected from development in perpetuity. Areas designated as T1 are natural areas and include bodies of water; land unsuitable for development due to the presence of wetlands, flood hazard areas or other ecological criteria; public open space; and areas protected by conservation easements. Permitted uses include wilderness and some agricultural uses By Right, such as grain storage, greenhouses, stables or kennels.
- The Rural Reserve Transect Zone (T2) is coded to accommodate very low-density Residential development and agricultural uses. Many areas designated T2 are environmentally sensitive areas already constrained by regulatory requirements. T2 areas include land to be protected from development patterns that may sacrifice those environmentally sensitive land forms, natural vistas, and scenic features that define Long Beach's rural heritage.
- 3.2.1 Generally (T1 and T2)
- a. Buildings in the T1 Rural Preserve are permitted only by Variance. Permission to build in T1 and the standards for such shall be determined concurrently as Variances, in public hearing of the Zoning Board of Appeals.
  - b. Buildings may be built in the T2 Rural Reserve by Warrant, subject to the density limits put forth in Article 4, Tables 2 and 4.
  - c. Buildings in Transect Zones T1 and T2 shall conform to the Functions, Densities, and parking requirements found within Article 4, Tables 2, 3, and 4. Building Functions that do not conform shall require approval by Variance.
  - d. The Public Frontage in Transect Zones T1 and T2 shall include trees of various species, and may include low maintenance understory landscape. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance as described further in Article 4, Table 15. See also Article 4, Tables 12A and 12B.
  - e. The Private Frontage in Transect Zones T1 and T2 shall conform to and be allocated in accordance with Article 4, Tables 2 and 15.
  - f. Exempt signs are allowed as provided in Article 5, Section 7.2.
- 3.2.2 Environmental Standards (T1 and T2)
- a. Modification of the natural conditions shall be according to local, state, and federal regulations and guidelines.
  - b. Within T2, livestock shall be kept a minimum of 25 feet from the boundary of any Transect Zone that is more restrictive, i.e. T5 or greater.

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3.3 Suburb Transect Zone (T3) and Suburb Plus Transect Zone (T3Plus)

The Suburb and Suburb Plus Transect Zones protect existing low-density single-family detached Neighborhoods with lawns and landscaped yards. Front and side yard Setbacks are large and variable; each Lot permits only one main Building and one Accessory Building; Home Occupations are permitted throughout the T3 and T3Plus. Density in T3 is maximized at four units per acre, while Density in the T3Plus Zone may increase up to eight units per acre. Commercial uses are not permitted within T3 and T3Plus.

3.3.1 Building Disposition (T3 and T3Plus)

- a. Newly platted Lots shall be dimensioned according to Article 4, Table 2 and Tables 6A and 6B.
- b. Building Disposition types shall be as shown in Article 4, Table 9.
- c. Buildings shall be disposed in relation to the boundaries of their Lots according to Article 4, Table 2 and Tables 6A and 6B.
- d. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each Lot as shown in Article 4, Tables 6A and 6B.
- e. Lot Coverage by Buildings (i.e. "under roof") shall not exceed that recorded in Article 4, Table 2 and Tables 6A and 6B.
- f. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the Frontage width at the Setback, as specified as Frontage Buildout on Article 4, Table 2 and Tables 6A and 6B.
- g. Setbacks for Principal Buildings shall be as shown in Article 4, Table 2 and Tables 6A and 6B; however, where the property to be developed abuts an existing Building, a Warrant may be granted to that the proposed Building matches or provides a transition to adjacent Setbacks.
- h. In Neighborhoods where a dominant Setback pattern exists, the new Building shall provide a transition in Setback to the adjacent existing Buildings or shall match that of one of the existing Abutting Buildings. In these cases, a Warrant shall not be required.
- i. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Rear Lane Easement. In the absence of a Rear Lane, the rear Setback shall be as shown in Article 4, Table 2 and Tables 6A and 6B.
- j. To accommodate slopes over ten percent, relief from front Setback requirements is available by Warrant.

3.3.2 Building Configuration (T3 and T3Plus)

- a. The Public Frontage in Transect Zones T3 and T3Plus shall include trees of various species, and may include low maintenance understory landscape. The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance as described further in Article 4, Table 15.
- b. Sidewalks shall generally occur at the edge of the Right-of-Way.
- c. The Private Frontage of Buildings shall conform to and be allocated in accordance with Article 4, Table 2 and Table 15.
- d. Pedestrian Passages may be unpaved and informally landscaped.
- e. Buildings on Corner Lots shall have two Private Frontages as shown in Article 4, Table 16d. Prescriptions for the 2nd and 3rd Layers pertain only to the Principal Frontage. Prescriptions for the 1st Layer pertain to both Frontages. See Article 4, Tables 6A, 6B, and 16d.
- f. All Facades shall be glazed with glass no less than 30% of the first Story.
- g. Building Heights, Stepbacks, and Extension Lines shall conform to Article 4, Table 2 and Table 8.
- h. Habitable Attics are permitted.
- i. No portion of the Private Frontage may Encroach the Sidewalk.
- j. Open porches may Encroach the 1st Layer 50% of its depth. See Article 4, Tables 6A, 6B, and 16d.
- k. Balconies and bay windows may Encroach the 1st Layer 25% of its depth except that balconies on porch roofs may Encroach as does the porch.
- l. Parking or storage space set into the Structure into the 2nd and deeper Layers is permitted provided it is concealed from view of all Thoroughfares.

3.3.3 Building Function (T3 and T3Plus)

- a. Buildings in Transect Zones T3 and T3Plus shall conform to the Functions on Article 4, Tables 2, 3, 4, and 5. Functions that do not conform shall require approval by Variance as specified on Article 4, Table 3. Commercial uses are not permitted within T3 and T3Plus.
- b. Accessory Buildings and Structures shall be permitted By Right throughout the T3 and T3Plus Zones. Accessory Functions of restricted Lodging or restricted Office shall be permitted within Outbuildings with the exception that rental of Accessory Buildings and Structures shall not be permitted within the T3 Transect Zone. Artists working out of their homes may be permitted to sell their work. See Article 4, Table 4.

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- c. Rental of Accessory Buildings and Structures shall be permitted within T3Plus by Warrant when an owner of the property remains an occupant of the Principal Building. See Article 4, Table 3 and Table 4.
- 3.3.4 Parking and Density Calculations (T3 and T3Plus)
  - a. Buildable Density on a Lot shall be determined by the actual parking provided within the Lot as applied to the Functions permitted in Article 4, Tables 3 and 4.
  - b. Required parking may be adjusted for Mixed-Use as shown in Article 4, Table 5.
  - c. On-street parking available along the Frontage Lines that correspond to each Lot shall be counted toward the parking requirement of the Building on the Lot.
- 3.3.5 Parking Location Standards (T3 and T3Plus)
  - a. Parking shall be accessed by Rear Lanes, when such are available on the Regulating Plan.
  - b. Open parking areas shall be masked from the Frontage by a Liner Building or Streetscreen.
  - c. Open parking areas shall be located at the 2nd and 3rd Layers, except that Driveways, drop-offs, and unpaved parking areas may be located at the 1st Layer. See Article 4, Tables 6A, 6B, and 16d.
  - d. Garages shall be located at the 3rd Layer except that side- or rear-entry types may be allowed in the 1st or 2nd Layer by Warrant.
  - e. Driveways at Frontages shall be no wider than ten feet in the 1st Layer. See Article 4, Table 11B.f.
- 3.3.6 Environmental Standards (T3 and T3Plus)
  - a. Impermeable surface shall be confined to the ratio of Lot Coverage by building specified in Article 4, Tables 2, 6A and 6B.
  - b. To the extent not inconsistent with applicable state or federal law, the management of stormwater shall be primarily through retention and percolation on the individual Lot or through Swales in the Public Frontage.
- 3.3.7 Landscape Standards (T3 and T3Plus)
  - a. The 1st Layer may not be paved, with the exception of Driveways as specified in Section 3.3.4.
  - b. The landscape installed shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance. See Article 4, Table 15.
  - c. A minimum of two trees shall be planted within the 1st Layer for each 30 feet of Frontage Line or portion thereof. See Article 4, Table 16a.
  - d. Trees may be of single or multiple species as shown on Article 4, Table 15.
  - e. Trees shall be naturalistically clustered.
- 3.3.8 Sign Standards (T3 and T3Plus)
  - a. Signage is regulated according to this Section as supplemented by Article 5, Section 5.8.
  - b. Signage shall not be illuminated.
  - c. T3 and T3Plus Permitted Signage Chart, below:

SIGN STANDARDS APPLICABLE TO TRANSECT ZONES T3 AND T3PLUS			
Sign Category /Type	Number Permitted	Size / Location Limitations	Additional Limitations
PROJECTING Awning (T3Plus only) Blade (T3Plus only)	1 per Home Occupation, Lodging, Commercial business, tenant, or Residential Building	<i>Awning:</i> 1 line of text, letter height 8", located on vertical face of awning. <i>Blade:</i> Maximum of 4SF; within 1st Layer, perpendicular to Building.	Bottom edge of all <i>Projecting Signs</i> must be a minimum of 8' above Sidewalk or ground level.
FREESTANDING Monument Neighborhood	1 per Neighborhood entrance	Maximum of 18 SF, 42" in height;	For all Signs, Setbacks within T3 and T3Plus are as follows: Front: 15', Side: 20', Rear: 5'.
WALL Nameplate Plaque (T3Plus only) Window (T3Plus only)	1 per Building in proximity to the Principal Entrance or at the mailbox	<i>Nameplate:</i> 1 SF, in proximity to the Principal Entrance or at the mailbox, with 6" letters or numbers maximum. <i>Window:</i> maximum letter height 6", preferred colors black, white, silver, gold.	Landscaping required around <i>Neighborhood Identification Signs</i> .
TEMPORARY Real Estate Political Construction Warning	1 per Lot, or 1 per subdivision entrance in the case of <i>Construction Signs</i> ; <i>Warning Signs</i> are variable	<i>Real Estate and Political:</i> 12 SF, 1 per Frontage abutting a Thoroughfare <i>Construction:</i> 24 SF <i>Warning:</i> 4 SF	<i>Temporary Signs</i> permitted 30 days maximum.

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- 3.3.9 Ambient Standards (T3 and T3Plus)
- a. Streetlights shall be of a general type illustrated in Article 4, Table 14.
  - b. All outdoor lighting fixtures shall be designed, located, installed, and maintained aimed downward or toward other structures on the Lot, in order to prevent glare, light trespass, and light pollution on adjacent properties or the night sky.
  - c. Sound levels measured at the Building Frontage Line shall not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.
  - d. Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Article 4, Table 16e.
- 3.4 Neighborhood Transect Zone (T4), Neighborhood Beach Transect Zone (T4B), Neighborhood Beach Plus Transect Zone (T4BPlus), and Neighborhood Commercial Transect Zone (T4C)  
The Neighborhood Transect Zone allows for the development of fully integrated, Mixed-Use, pedestrian-oriented Neighborhoods. Within the Neighborhood Transect Zone (T4), commercial is permitted on corners only. The Neighborhood Beach (T4B) and the Neighborhood Beach Plus (T4BPlus) Transect Zones permit high density housing, with buildings up to 66 feet in height (T4B) or up to 100 feet in height (T4BPlus) allowed By Right, to encourage development along the beach frontage. The Neighborhood Commercial Transect Zone permits commercial businesses along heavily traveled Thoroughfares and within Neighborhoods mid-block, as well as on corners.
- 3.4.1 Building Disposition (T4, T4B, T4BPlus, and T4C)
- a. Newly-platted Lots shall be dimensioned according to Article 4, Table 2 and Tables 6C-6E.
  - b. Building Disposition types shall be as shown in Article 4, Table 9.
  - c. Buildings shall be disposed in relation to the boundaries of their Lots according to Article 4, Table 2 and Tables 6C-6E.
  - d. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each Lot as shown in Article 4, Tables 6C-6E.
  - e. Lot Coverage by Buildings shall not exceed that recorded in Article 4, Table 2 and Tables 6C-6E.
  - f. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the Frontage width at the Setback, as specified as Frontage buildout on Article 4, Table 2 and Tables 6C-6E.
  - g. In T4C Private Frontages such as Common Yard, Porch & Fence, and Arcade are permitted by Warrant for Building Heights greater than 4' above Base Flood Elevation.
  - h. Setbacks for Principal Buildings shall be as shown in Article 4, Table 2 and Tables 6C-6E; however, where the property to be developed abuts an existing Building, a Warrant may be granted so that the proposed Building matches or provides a transition to adjacent Setbacks.
  - i. In Neighborhoods where a dominant Setback pattern exists, the new Building shall provide a transition in Setback to the adjacent existing Buildings or shall match that of one of the existing Abutting Buildings. In these cases, a Warrant shall not be required.
  - j. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Rear Alley or Rear Lane Easement. In the absence of Rear Alley or Rear Lane, the rear Setback shall be as shown in Article 4, Table 2 and Tables 6C-6E.
  - k. To accommodate slopes over ten percent, relief from front Setback requirements is available by Warrant.
- 3.4.2 Building Configuration (T4, T4B, T4BPlus, and T4C)
- a. The Private Frontage of Buildings shall conform to and be allocated in accordance with Article 4, Table 2 and Table 13.
  - b. Sidewalks shall generally occur at the edge of the Right-of-Way.
  - c. Pedestrian Passages should be paved and landscaped and may provide limited vehicular access.
  - d. Buildings on Corner Lots shall have two Private Frontages as shown in Table 16e. Prescriptions for the 2nd and 3rd Layers pertain only to the Principal Frontage. Prescriptions for the 1st Layer pertain to both Frontages. See Article 4, Tables 6C- 6E, and 16d.
  - e. All Facades shall be glazed with glass no less than 30% of the first Story.
  - f. Building Heights, Stepbacks, and Extension Lines shall conform to Article 4, Table 2 and Table 8.
  - g. Balconies, open porches and bay windows may Encroach the 1st Layer up to 50% of its depth. See Article 4, Table 16a.
  - h. Awnings may Encroach the public Sidewalk without limit and up to 50% of the depth of the Setback. Stoops may Encroach 100% of the depth of a Setback.
  - i. Loading docks and service areas shall be permitted on Frontages only by Warrant.
- 3.4.3 Building Function (T4, T4B, T4BPlus, and T4C)

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- a. Buildings in Transect Zones T4, T4B, T4BPlus, and T4C shall conform to the Functions on Article 4, Tables 2, 3, and 4. Functions that do not conform shall require approval by Variance.
  - b. Commercial uses are permitted By Right on Corner Lots within T4 and T4C. Within T4C Commercial uses are also permitted By Right mid-Block, and along heavily traveled Thoroughfares. Office uses are permitted as per Article 4, Table 4, provided that within T4 and T4C they should be within a typical house form.
  - c. Accessory Functions of restricted Lodging or restricted Office shall be permitted within any Accessory Building or Structure By Right. Rental of Accessory Buildings and Structures shall be permitted by Warrant within T4, T4B, T4BPlus, and T4C. See Article 4, Tables 3 and 4.
  - d. To the extent permitted by applicable FEMA requirements and the City's Flood Damage Prevention Ordinance, the ground floor of any Building or Structure located within a Special Flood Hazard Area may be used for Sidewalk Retail, Loggia, porch, or combination thereof; or other open-air area for recreation, relaxation, gathering, or other use as recommended by the Planning Commission and approved by the Board of Aldermen.
- 3.4.4 Parking and Density Calculations (T4, T4B, T4BPlus, and T4C)
- a. Buildable Density on a Lot shall be determined by the sum of the actual parking calculated as that provided (1) within the Lot, (2) along the parking lane corresponding to the Lot Frontage, and (3) by purchase or lease off-site within 1,000 feet of the site, if available, by Warrant, except when the site is within 500 feet of T3 or less. See Article 4, Table 4.
  - b. Parking requirements within T4C may be adjusted according to the Shared Parking Factor of Table 5 to determine the Effective Parking. The Shared Parking Factor is available for any two Functions within any pair of adjacent Blocks.
  - c. Based on the Effective Parking available, the Density of the projected Function may be determined according to Article 4, Tables 4 and 5.
  - d. The total Density within each Transect Zone shall not exceed that specified by an approved Regulating Plan based on Article 7, Section 7.3.
  - e. Accessory Units do not count toward Density calculations.
  - f. Liner Buildings less than 30 feet deep and no more than two Stories shall be exempt from parking requirements.
  - g. Parking under elevated Structures shall be permitted within the 2nd Layer under the condition that it is screened from Frontage.
  - h. On-street parking available along the Frontage Lines that correspond to each Lot shall be counted toward the parking requirement for the Building on the Lot.
- 3.4.5 Parking Location Standards (T4, T4B, T4BPlus, and T4C)
- a. Parking shall be accessed by Rear Alleys or Rear Lanes when such are available on the Regulating Plan.
  - b. Open parking areas shall be masked from the Frontage by a Building or Streetscreen.
  - c. Driveways at Frontages shall be no wider than ten feet in the 1st Layer. See Article 4, Table 11B.
  - d. All parking areas and garages shall be located at the 2nd or 3rd Layer. See Article 4, Tables 6C-6E, and 16d.
  - e. Required parking within T4C may be provided off-site within 1,000 feet of the site that it serves, subject to approval by Warrant, as per Section 3.4.4a.3.
  - f. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every 20 vehicular parking spaces.
- 3.4.6 Environmental Standards (T4, T4B, T4BPlus, and T4C)
- a. Impermeable surface by Building shall be minimized and confined to the ratio of Lot Coverage by Building shown in Article 4, Table 2 and Tables 6C-6E.
  - b. To the extent not inconsistent with applicable state or federal law, management of stormwater shall be primarily through underground storm drainage systems, where such systems are available, in which case there shall be no retention or detention required on the individual Lot.
- 3.4.7 Landscape Standards (T4, T4B, T4BPlus, and T4C)
- a. The 1st Layer may not be paved, with the exception of Driveways as specified in Section 3.4.5.
  - b. A minimum of one tree shall be planted within the 1st Layer for each 50 feet of Frontage Line or portion thereof. See Article 4, Table 16a.
  - c. Trees in the 1st Layer shall be a single species to match the species of Street Trees on the Public Frontage, or as shown on Article 4, Table 15.
  - d. The Public Frontage in Transect Zones T4, T4B, T4BPlus, and T4C shall include trees planted in a regularly-spaced Allée pattern of single or alternated species with shade canopies of a Height that, at maturity, clears the first Story. The introduced landscape shall consist primarily of native species tolerant of soil compaction as described further in Article 4, Table 15. See also Article 4, Tables 6C-6E, and Table 16d.
- 3.4.8 Sign Standards (T4, T4B, T4BPlus, and T4C)
- a. Signage is regulated according to this Section as supplemented by Article 5, Section 5.8.

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- b. In T4 and T4C, Signage shall not be illuminated. In T4B and T4BPlus Signage may be illuminated, including Neon Signs.
- c. T4, T4B, T4BPlus, and T4C Permitted Signage Chart, below:

SIGN STANDARDS APPLICABLE TO TRANSECT ZONES T4, T4B T4BPlus, AND T4C			
Sign Category /Type	Number Permitted	Size / Location Limitations	Additional Limitations
PROJECTING Awning Canopy Blade Corner Hanging Directional	1 per Home Occupation, Lodging, Commercial business, tenant, or Residential Building	<i>Awning:</i> 1 line of text, letter height 8", located on vertical face of awning. <i>Blade:</i> Maximum of 4SF; within 1st Layer; perpendicular to Building. <i>Canopy:</i> maximum height 3', generally. <i>Corner:</i> 30 SF, permitted on corner locations only.	For all Signs, Setbacks within T4, T4B, T4BPlus, and T4C are as follows: Front: 15', Side: 20', Rear: 3'.  Bottom edge of all <i>Projecting Signs</i> must be a minimum of 8' above Sidewalk or ground level.
FREESTANDING Monument Neighborhood Directory Bulletin Board Kiosk	1 per Neighborhood entrance	Maximum of 2+ SF, 72" in height. Maximum letter height: 18". <i>Kiosk or Directory:</i> maximum height 12'.	Landscaping required around <i>Neighborhood Identification Signs</i> .  <i>Neon Signs</i> are appropriate in T4B / T4BPlus only, within Shopfront glazing; moving <i>Neon Signs</i> are prohibited.
WALL Nameplate Plaque Directory Window Identification Directional Surface Mounted Centered Integrated	Nameplate: 1 per Building. <i>Surface Mounted Letters:</i> 1 per Frontage and 1 per tenant.	<i>Nameplate:</i> 1 SF, in proximity to the Principal Entrance or at the mailbox; 6" letters or numbers maximum. <i>Surface Mounted Letters:</i> within T4B/T4BPlus only; maximum height 3' per linear foot of Building <i>Window:</i> maximum letter height 6", preferred colors black, white, silver, gold.	<i>Temporary Signs</i> permitted 30 days, permit renewal allowed.  <i>Banners</i> must be securely anchored to Building (s), pole(s) or other structural support, but may not be attached to electric, telephone or other utility poles, guys or devices, or within the public Right-of-Way.
TEMPORARY Banner Real Estate Political Sandwich Board Construction Warning	1 per Lot, or 1 per subdivision entrance in the case of <i>Construction Signs</i> ; <i>Warning Signs</i> are variable	<i>Real Estate and Political:</i> 12 SF, <i>Construction:</i> 24 SF <i>Warning:</i> 4 SF <i>Banner:</i> maximum 24 SF	<i>Surface Mounted Letters</i> may be flush mounted or raised up to 6".

- 3.4.9 Ambient Standards (T4, T4B, T4BPlus, and T4C)
  - a. Streetlights shall be of a general type illustrated in Article 4, Table 14.
  - b. All outdoor lighting fixtures shall be designed, located, installed, and maintained aimed downward or toward other structures on the Lot, in order to prevent glare, light trespass, and light pollution on adjacent properties or the night sky.
  - c. Sound levels measured at the Building Frontage Line shall not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.
  - d. Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Article 4, Table 16e.

- 3.5 Main Street Transect Zone (T5), and Downtown High Density Transect Zone (T5B)  
The Main Street and Downtown High Density Transect Zones consist of shops mixed with townhouses, apartments, and offices. Buildings are attached, the street network is tight with wide sidewalks, and Buildings are close to the front Lot Line with interesting Façades and windows for shoppers and walkers. Both environments are active and pedestrian, with the primary difference between the two zones being Density and Building Height.

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- 3.5.1 Building Disposition (T5 and T5B)
- a. Newly-platted Lots shall be dimensioned according to Article 4, Table 2 and Tables 6F and 6G.
  - b. Building Disposition types shall be as shown in Article 4, Table 9.
  - c. Buildings shall be disposed in relation to the boundaries of their Lots according to Article 4, Table 2 and Tables 6F and 6G.
  - d. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each Lot as shown in Article 4, Table 16c.
  - e. Lot Coverage by Buildings (i.e. "under roof") shall not exceed that recorded in Article 4, Table 2 and Tables 6F and 6G.
  - f. Facades shall be built parallel to a rectilinear Principal Frontage Line or to the tangent of a curved Principal Frontage Line, and along a minimum percentage of the Frontage width at the Setback, as specified as Frontage buildout on Article 4, Table 2 and Tables 6F and 6G. In the absence of a Building along the remainder of the Frontage Line, a Streetscreen shall be built coplanar with the Façade.
  - g. Setbacks for Principal Buildings shall be as shown in Article 4, Table 2 and Tables 6F and 6G; however, where the property to be developed abuts an existing Building, a Warrant may be granted to that the proposed Building matches or provides a transition to adjacent Setbacks.
  - h. In T5B Private Frontages such as Common Yard, Porch & Fence, and Arcade are permitted by Warrant for Building Heights greater than 44' above Base Flood Elevation.
  - i. In areas where a dominant Setback pattern exists, the new Building shall provide a transition in Setback to the adjacent existing Buildings or shall match that of one of the existing Abutting Buildings. In these cases, a Warrant shall not be required.
  - j. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Rear Alley or Rear Lane Easement. In the absence of Rear Alley or Rear Lane, the rear Setback shall be as shown in Article 4, Table 2 and Tables 6F and 6G.
  - k. To accommodate slopes over ten percent, relief from front Setback requirements is available by Warrant.
  - l. Buildings shall have their principal pedestrian entrances on a Frontage Line.
- 3.5.2 Building Configuration (T5 and T5B)
- a. The Public and Private Frontages of Buildings should be coordinated with a single paving and landscape design as provided in Article 4, Tables 13 and 14.
  - b. Sidewalks occur at the edge of the Right-of-Way.
  - c. Pedestrian Passages should be paved and landscaped and may provide limited vehicular access.
  - d. The Private Frontage of Buildings shall conform to and be allocated in accordance with Article 4, Table 2 and Table 13.
  - e. Buildings on Corner Lots shall have two Private Frontages as shown in Article 4, Table 16c. Prescriptions for the 2nd and 3rd Layers pertain only to the Principal Frontage. Prescriptions for the 1st Layer pertain to both Frontages. See Article 4, Tables 6F, 6G, and 16d.
  - f. All Facades shall be glazed with glass no less than 50% of the first Story.
  - g. Building Heights, Stepbacks, and Extension Lines shall conform to Article 4, Table 2 and Table 8.
  - h. Awnings, Arcades, and Galleries may Encroach the Sidewalk to within two feet of the Curb but must clear the Sidewalk vertically by at least eight feet. Awnings may Encroach the public Sidewalk without limit.
  - i. Maximum Encroachment Heights (Extension Lines) for Arcades shall be as shown on Article 4, Table 8.
  - j. Stoops, Lightwells, balconies, bay windows, and terraces may Encroach the 1st Layer 100% of its depth. See Article 4, Table 16a.
  - k. Loading docks and service areas shall be permitted on Frontages only by Warrant.
  - l. In the absence of a Building Façade along any part of a Frontage Line, a Streetscreen shall be built coplanar with the Façade.
  - m. Streetscreens should be between three and one half and eight feet in height. The Streetscreen may be replaced by a hedge or Fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
  - n. A first level Residential or Lodging Function shall be raised a minimum of two feet from average Sidewalk grade.
- 3.5.3 Building Function (T5 and T5B)
- a. Buildings in Transect Zones T5 and T5B shall conform to the Functions on Article 4, Tables 2, 3 and Table 4. Functions that do not conform shall require approval by Variance as specified on Article 4, Table 3.
  - b. Accessory Functions of limited Lodging or limited Office shall be permitted within an Accessory Building or Structure. Rental of Accessory Buildings shall be permitted throughout T5 and T5B. See Article 4, Table 4.
  - c. First Story Commercial Functions shall be permitted throughout and shall require mandatory Shopfront Frontages. Office uses are permitted on upper floors when Retail is provided on the first floor of a Building.

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- d. Manufacturing Functions within the first Story may be permitted by Variance.
  - e. To the extent permitted by applicable FEMA requirements and the City's Flood Damage Prevention Ordinance, the ground floor of any Building or Structure located within a Special Flood Hazard Area may be used as Sidewalk Retail, an Open Air Market, Loggia, porch, or combination thereof, or other open-air area for recreation, relaxation, gathering, or other use as recommended by the Planning Commission and approved by the Board of Aldermen.
- 3.5.4 Parking and Density Calculations (T5 and T5B)
- a. Buildable Density on a Lot shall be determined by the sum of the actual parking calculated as that provided (1) within the Lot, (2) along the parking lane corresponding to the Lot Frontage, and (3) by purchase or lease off-site within 1,000 feet of the site, if available.
  - b. Required parking may be adjusted according to the Shared Parking Factor of Table 5 to determine the Effective Parking. The Shared Parking Factor is available for any two Functions within any pair of adjacent Blocks.
  - c. Based on the Effective Parking available, the Density of the projected Function may be determined according to Article 4, Tables 4 and 5.
  - d. The total Density within each Transect Zone shall not exceed that specified by an approved Regulating Plan based on Article 7, Section 7.3.
  - e. Accessory Units do not count toward Density calculations.
  - f. Liner Buildings less than 30 feet deep and no more than two Stories shall be exempt from parking requirements.
  - g. Parking under elevated structures shall be permitted within the 2nd Layer under the condition that it is screened from the Frontage.
- 3.5.5 Parking Location Standards (T5 and T5B)
- a. Parking shall be accessed by Rear Alleys or Rear Lanes, when such are available on the Regulating Plan.
  - b. On-street parking available along the Frontage Lines that correspond to each Lot shall be counted toward the parking requirement of the Building on the Lot.
  - c. Open parking areas shall be masked from the Frontage by a Building or Streetscreen.
  - d. All parking lots, garages, and Parking Structures shall be located at the 2nd or 3rd Layer. See Article 4, Table 6F and 6G.
  - e. Vehicular entrances to parking lots, garages, and Parking Structures shall be no wider than 30 feet at the Frontage. See Article 4, Table 11B.f.
  - f. Pedestrian exits from all parking lots, garages, and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a Building) except underground levels which may be exited by pedestrians directly into a Building.
  - g. Parking Structures shall have Liner Buildings lining the first and second Stories.
  - h. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every 20 vehicular parking spaces.
  - i. Required parking within T5 and T5B may be provided off-site within 1,000 feet of the site that it serves, subject to approval by Warrant, as per Section 3.5.4a.3.
- 3.5.6 Environmental Standards (T5 and T5B)
- a. Impermeable surface by Building shall be minimized and confined to the ratio of Lot Coverage by building shown in Article 4, Table 2 and Table 6F and 6G.
  - b. To the extent not inconsistent with applicable state or federal law, management of stormwater shall be primarily through underground storm drainage systems, where such systems are available, in which case there shall be no retention or detention required on the individual Lot.
- 3.5.7 Landscape Standards (T5 and T5B)
- a. A minimum of one tree to match the species of Street Trees on the Public Frontage shall be planted within the 1st Layer for each 30 feet of Frontage Line. See Article 4, Table 15.
  - b. Trees shall be a species with shade canopies that, at maturity, begin higher than the top of the second Story of Buildings.
  - c. The 1st Layer may be paved to match the pavement of the Public Frontage.
  - d. The Public Frontage in Transect Zones T5 and T5B shall include trees planted in a regularly-spaced Allée pattern of single or alternated species with shade canopies of a Height that, at maturity, clears the first Story. The introduced landscape shall consist primarily of native species tolerant of soil compaction as described further in Article 4, Table 15.
- 3.5.8 Sign Standards (T5 and T5B)
- a. Signage is regulated according to this Section as supplemented by Article 5, Section 5.8.
  - b. Signage shall be externally illuminated, except that signage within the Shopfront glazing may be neon lit.

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- c. A single external permanent Sign band may be applied to the Façade of each Building providing that such Sign not exceed three feet in height by any length. A second external permanent Sign band may be applied to the Façade of each Building facing any interior parking lot when center Block parking is provided.
- d. T5 and T5B Permitted Signage Chart, below:

SIGN STANDARDS APPLICABLE TO TRANSECT ZONES T5 AND T5B			
Sign Category/Type	Number Permitted	Size /Location Limitations	Additional Limitations
PROJECTING Awning Canopy Blade Corner Hanging Marquee	Hanging: 1 per entrance, wall opening or archway. Canopy: 1 per tenant	<i>Awning:</i> 1 line of text, letter height 8", located on vertical face of awning. <i>Blade:</i> Maximum of 6SF; within 1st Layer; perpendicular to Building. <i>Canopy:</i> maximum height 3', generally. <i>Corner:</i> 30 SF, permitted on corner locations only. <i>Marquee:</i> maximum height 6'	For all Signs, Setbacks within T5 and T5B are as follows: Front: 15', Side: 20', Rear: 5'.  Bottom edge of all <i>Projecting Signs</i> must be a minimum of 9' above Sidewalk or ground level.  Landscaping required around <i>Neighborhood Identification Signs</i> .
FREESTANDING Monument Neighborhood Directory Bulletin Board Kiosk	1 per Neighborhood entrance	Maximum of 24 SF, 72" in height. Maximum letter height: 18". <i>Kiosk or Directory:</i> maximum height 12'.	<i>Illuminated Signs</i> , both internal and external, are permitted. <i>Neon Signs</i> within Shopfront glazing are also permitted; however, moving Neon Signs are prohibited.
WALL Nameplate Plaque Directory Window Identification Surface Mounted Centered Integrated	<i>Nameplate:</i> 1 per Building. <i>Surface Mounted Letters:</i> 1 per Frontage and 1 per tenant.	<i>Nameplate:</i> 1 SF, in proximity to the Principal Entrance or at the mailbox; 6" letters or numbers maximum. <i>Surface Mounted Letters:</i> maximum height 3' per linear foot of Building <i>Window:</i> maximum letter height 6", preferred colors black, white, silver, gold. <i>Directory:</i> maximum height 12'.	<i>Temporary Signs</i> permitted 30 days, permit renewal allowed.  <i>Banners</i> must be securely anchored to Building (s), pole(s) or other structural support, but may not be attached to electric, telephone or other utility poles, guys or devices, or within the public Right-of-Way.
TEMPORARY Banner Real Estate Political Sandwich Board Construction Warning Special Decorative Display	1 per Lot, or 1 per subdivision entrance in the case of <i>Construction Signs</i> ; <i>Warning Signs</i> are variable	Real Estate and Political: 1 SF per 5 SF of Frontage with a minimum of 25 SF and maximum of 50 SF., Construction: 24 SF Warning: 4 SF Banner: maximum 24 SF	<i>Surface Mounted Letters</i> may be flush mounted or raised up to 6".

3.5.9 Ambient Standards (T5 and T5B)

- a. Streetlights shall be of a general type illustrated in Article 4, Table 14.
- b. All outdoor lighting fixtures shall be designed, located, installed, and maintained aimed downward or toward other structures on the Lot, in order to prevent glare, light trespass, and light pollution on adjacent properties or the night sky.
- c. Sound levels measured at the Building Frontage Line shall not exceed 70 decibels from sunrise to midnight and 60 decibels from midnight to sunrise.
- d. Outdoor storage shall be screened from view from any Frontage by a Streetscreen in conformance with Article 4, Table 16c.

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- 3.6 Civic District (CD)  
Civic Districts are places and Buildings designated for public and institutional use.
- 3.6.1 Generally
- a. Buildings, Structures and uses that become nonconforming upon the effective date of adoption or amendment of this Code may continue to exist in their current form and expand according to Article 7, Section 7.6.
  - b. Civic Spaces shall be generally designed as described in Article 4, Table 10.
  - c. Uses within Civic Districts may be comprised of one or more Buildings on a Lot.
  - d. Building Setbacks within Civic Districts shall conform to the regulations of the most restrictive Abutting Transect Zone and parking shall be determined by Warrant.
  - e. Buildings within Civic Districts shall have a minimum of one Frontage on a Thoroughfare. Buildings within Civic Districts shall be entered directly from a Thoroughfare.
  - f. The introduced landscape shall consist primarily of native species tolerant of soil compaction as described further in Article 4, Table 15.
  - g. Sidewalks shall generally occur at the edge of the Right-of-Way.
  - h. Thoroughfares within Civic Districts may be exempted by Warrant from one or more of the specified Public Frontage or Private Frontage requirements. See Article 4, Tables 7, 12A, 12B, and 15.
  - i. Signage within Civic Districts shall be approved by Warrant.
- 3.6.2 Building Function and Density (CD)
- a. Buildings within a Civic District shall conform to the Functions, Densities, and Intensities described in Article 4, Tables 3, 4, and 7.
- 3.7 Commercial Corridor (CC)  
Commercial Corridors are established to provide auto-dependent uses in areas not easily accessed by pedestrians.
- 3.7.1 Generally (CC)
- a. Buildings, Structures and uses that become nonconforming upon the effective date of adoption or amendment of this Code may continue to exist in their current form and expand according to Article 7, Section 7.6.
  - b. Streetscreens shall be between three and a half and eight feet in height and may be replaced by a hedge or Fence, in any event, of a height sufficient to screen outdoor uses. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
- 3.7.2 Building Disposition (CC)
- a. Newly platted Lots shall be dimensioned according to Article 4, Tables 7 and 7A.
  - b. A Building shall be disposed in relation to the boundaries of its Lot according to Article 4, Table 9.
  - c. One or more Buildings may be built on each Lot as shown in Article 4, Tables 7 and 7A.
  - d. Setbacks for Buildings shall be as shown in Article 4, Table Tables 7 and 7A.
- 3.7.3 Building Configuration (CC)
- a. Thoroughfares within the Commercial Corridor may be exempted by Warrant from one or more of the specified Public Frontage or Private Frontage requirements. See Article 4, Tables 7, 12A, 12B, and 15.
  - b. Sidewalks shall generally occur at the edge of the Right-of-Way.
  - c. Encroachments shall be as follows: At the 1st Layer, cantilevered Awnings and entry Canopies may Encroach up to 100% of the depth of the Setback; cantilevered balconies, bay windows, and roofs shall be a maximum three feet deep and may Encroach up to a three feet depth of the Setback. Other cantilevered portions of the Building shall maintain the required Setback. At the 2nd Layer no Encroachments are permitted.
  - d. All storage, utility and infrastructure elements including service areas, Loading Docks, transformers, telephone boxes, garbage cans, dumpsters, condensers, meters, backflow preventers, siamese connections and the like shall be located within the 2nd or 3rd Layer and concealed from view from any Frontage or Sidewalk by Streetscreens and opaque gates. Loading and service entries shall be accessed from Rear Alleys when available.
  - e. Vehicular entries, loading docks, and service areas shall be permitted on Principal Frontages.
  - f. Building Heights shall be measured in Stories and shall conform to Article 4, Table 7 and 7A. Additional Height may be permitted by Warrant, provided the applicant has demonstrated that the use specifically requires the proposed height.
  - g. Flat roofs shall be enclosed by Parapets of a minimum height required to conceal mechanical equipment, and a maximum of three and a half feet. Other ornamental Building features may extend up to three and a half feet above the maximum Building Height. Roof decks shall be permitted up to the maximum height. Trellises may extend above the maximum height up to eight feet. Extensions above the maximum height for stair, elevator, and mechanical enclosures or decorative purposes only shall be permitted by process of Warrant.
- 3.7.4 Building Function and Density (CC)
- a. Buildings shall conform to the Functions, Densities, and Intensities described in Article 4, Tables 3, 4, 7 and 7A.

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- b. Commercial and Office uses are permitted By Right within the front 200 feet of the Lot along the Principal Frontage within any Lot so Coded.
- 3.7.5 Parking Location Standards (CC)
  - a. Vehicular parking shall be required as shown in Article 4, Table 4.
  - b. On-street parking available along the Frontage Lines that corresponds to each Lot shall be counted toward the parking requirement of the Building on the Lot.
  - c. All parking, including open parking areas, covered parking, garages, loading docks and service areas shall be masked from the Frontage by a Streetscreen as illustrated in Article 4, Table 16e.
  - d. Buildings mixing uses shall provide parking required for each use according to the Shared Parking Factor identified in Table 5. The Shared Parking Factor is available for use for any two functions within any pair of adjacent Blocks.
  - e. Required parking may be provided off-site within 1,000 feet of the site that it serves, subject to approval by Warrant.
  - f. A minimum of one bicycle rack shall be provided within the Public or Private Frontage for every 20 vehicular parking spaces.
- 3.7.6 Environmental Standards (CC)
  - a. Impermeable surface by building shall be minimized and confined to the ratio of Lot Coverage by Building shown in Article 4, Tables 2 and 7.
  - b. To the extent not inconsistent with applicable state or federal law, management of stormwater shall be primarily through underground storm drainage systems, where such systems are available, in which case there shall be no retention or detention required on the individual Lot.
  - c. Roof materials should be light-colored, high Albedo or a planted surface.
- 3.7.7 Landscape Standards (CC)
  - a. The introduced landscape shall consist primarily of native species tolerant of soil compaction as described further in Article 4, Table 15.
- 3.7.8 Sign Standards (CC)
  - a. In addition to this Section, Signage is regulated according to Article 5, Section 5.8.
  - b. Signage shall be externally illuminated.
  - c. Permitted Signs are as defined in Article 5, Section 5.8.2, except that Kiosk Signs and Directory Signs are not permitted.
- 3.7.9 Ambient Standards (CC)
  - a. Sound levels measured at the Building Frontage Line shall not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.
  - b. All outdoor lighting fixtures shall be designed, located, installed, and maintained aimed downward or toward other structures on the Lot, in order to prevent glare, light trespass, and light pollution on adjacent properties or the night sky.
  - c. Streetlights shall be of a general type illustrated in Article 4, Table 14. Lighting of Building and Abutting Open Spaces shall be compatible with street lighting of Abutting Civic Spaces. Interior garage lighting fixtures shall not be visible from Streets.
  - d. The lighting fixtures of exposed rooftop parking shall be concealed by a Parapet Wall and shall not be seen from surrounding streets.
- 3.8 Educational District (ED)

The Educational District Zone is reserved for sites and Buildings primarily dedicated to Functions of culture and education.
- 3.8.1 Generally (ED)
  - a. Buildings, Structures and uses that become nonconforming upon the effective date of adoption or amendment of this Code may continue to exist in their current form and expand according to Article 7, Section 7.6.
  - b. In the event that property within an Educational District ceases to be used for uses permitted within the Educational District, it may only be developed in accordance with the regulations of the least intense Abutting Transect Zone.
  - c. Buildings shall have a minimum of one primary entrance Enfronting a Thoroughfare.
  - d. Uses may be comprised of one or more Buildings on a Lot.
  - e. Buildings and Parking shall be determined by Warrant.
  - f. Streetscreens where required, shall be between 3.5 and eight feet in Height and may be replaced by a hedge or Fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.

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- 3.8.2 Building Disposition (ED)  
a. A Building shall be disposed in relation to the boundaries of its Lot according to Article 4, Table 7.
- 3.8.3 Building Configuration (ED)  
a. Thoroughfares may be exempted by Warrant from one or more of the specified Public Frontage or Private Frontage requirements. See Article 4, Tables 7, 12A, 12B, and 13.  
b. Sidewalks shall generally occur at the edge of the Right-of-Way.  
c. All storage, utility and infrastructure elements including service areas, Loading Docks, transformers, telephone boxes, garbage cans, dumpsters, condensers, meters, backflow preventers, siamese connections and the like shall be located within the 2nd or 3rd Layer and concealed from view from any Frontage or Sidewalk by Streetscreens and opaque gates. Loading and service entries shall be accessed from Alleys when available.  
d. Vehicular entries, loading docks, and service areas shall be permitted on Principal Frontages.  
e. Building Heights shall be measured in Stories and shall conform to Article 4, Table 7. Buildings requiring additional Height may be permitted by Warrant, provided the applicant has demonstrated that the use specifically requires the proposed height.  
f. Flat roofs shall be enclosed by Parapets of a minimum height required to conceal mechanical equipment, and a maximum of 3.5 feet. Other ornamental Building features may extend up to 3.5 feet above the maximum Building Height. Roof decks shall be permitted up to the maximum height. Trellises may extend above the maximum height up to eight feet. Extensions above the maximum height for stair, elevator, and mechanical enclosures or decorative purposes only shall be permitted by process of Warrant.  
g. Galleries and Arcades shall be a minimum of 15 feet deep and may encroach up to 100% of the depth of the Setback.
- 3.8.4 Building Function and Density (ED)  
a. Buildings within an Educational District shall conform to the Functions, Densities, and Intensities described in Article 4, Tables 5, 6, and 7  
b. Residential Functions are limited to student and faculty housing and social clubs within any Lot so Coded.
- 3.8.5 Parking Location Standards (ED)  
a. Vehicular parking shall be required as shown in Article 4, Table 4.  
b. Buildings mixing uses shall provide parking required for each use according to the Shared Parking Factor identified in Table 5. The Shared Parking Factor is available for use for any two functions within any pair of adjacent Blocks.  
c. Required parking within Educational Districts may be provided off-site within 1,000 feet of the site that it serves, subject to approval by Warrant, except when site is within 500 feet of T3 or less.  
d. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every 20 vehicular parking spaces.  
e. All parking, including open parking areas, covered parking, garages, loading docks and service areas shall be masked from the Frontage by a Streetscreen as illustrated in Article 4, Table 16c.
- 3.8.6 Environmental Standards (ED)  
a. Impermeable surface by building shall be minimized and confined to the ratio of Lot Coverage by Building shown in Article 4, Tables 2 and 7. Unpaved green space shall be a minimum five percent of the total Lot area.  
b. To the extent not inconsistent with applicable state or federal law, management of stormwater shall be primarily through underground storm drainage systems, where such systems are available, in which case there shall be no retention or detention required on the individual Lot.  
c. Roof materials should be light-colored, high Albedo or a planted surface.
- 3.8.7 Landscape Standards (ED)  
a. The introduced landscape shall consist primarily of native species tolerant of soil compaction as described further in Article 4, Table 15.
- 3.8.8 Sign Standards (ED)  
a. In addition to this Section, Signage is regulated according to Article 5, Section 5.8.  
b. Signage shall be externally illuminated.  
c. Permitted Signs are as defined in Article 5, Section 5.8.2, except that Neon Signs are not permitted.
- 3.8.9 Ambient Standards (ED)  
a. Sound levels measured at the Building Frontage Line shall not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.  
b. All outdoor lighting fixtures shall be designed, located, installed, and maintained aimed downward or toward other structures on the Lot, in order to prevent glare, light trespass, and light pollution on adjacent properties or the night sky.

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- c. Streetlights shall be of a general type illustrated in Article 4, Table 14. Lighting of Building and Abutting Open Spaces shall be compatible with Street lighting of Abutting Civic Spaces. Interior garage lighting fixtures shall not be visible from streets.
    - d. The lighting fixtures of exposed rooftop parking shall be concealed by a Parapet Wall and shall not be seen from surrounding Streets.
- 3.9 Harbor District (HD)

The Harbor District includes the Long Beach Marina and as such is reserved for a mix of uses required for the provision of services to recreational boaters and the maintenance of their vessels.
- 3.9.1 Generally (HD)
  - a. Buildings, Structures and uses that become nonconforming upon the effective date of adoption or amendment of this Code may continue to exist in their current form and to expand according to Article 7, Section 7.6.
  - b. Streetscreens where required, shall be between 3.5 and eight feet in Height and may be replaced by a hedge or Fence by Warrant. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
- 3.9.2 Building Disposition (HD)
  - a. One or more Buildings may be built on each Lot.
  - b. Setbacks for Buildings shall be determined by Warrant.
- 3.9.3 Building Configuration (HD)
  - a. Thoroughfares within the Harbor District may be exempted by Warrant from one or more of the specified Public Frontage or Private Frontage requirements. See Article 4, Tables 7, 7B, 12A, 12B, and 15.
  - b. Sidewalks shall generally occur at the edge of the Right-of-Way.
  - c. Encroachments shall be as follows: At the 1st Layer, cantilevered Awnings and entry Canopies may Encroach up to one hundred percent 100% of the depth of the Setback; cantilevered balconies, bay windows, and roofs shall be a maximum four feet deep and may Encroach up to a four foot depth of the Setback. Other cantilevered portions of the Building shall maintain the required Setback. At the 2nd Layer no Encroachments are permitted.
  - d. All storage, utility and infrastructure elements including service areas, Loading Docks, transformers, telephone boxes, garbage cans, dumpsters, condensers, meters, backflow preventers, siamese connections and the like shall be located within the 2nd or 3rd Layer and concealed from view from any Frontage or Sidewalk by Streetscreens, and opaque gates.
  - e. Vehicular entries, loading docks, and service areas shall be permitted on Principal Frontages.
  - f. Building Heights shall be measured in Stories and shall conform to Article 4, Table 7. Buildings requiring additional Height may be permitted by Warrant, provided the applicant has demonstrated that the use specifically requires the proposed height.
  - g. Flat roofs shall be enclosed by Parapets of a minimum height required to conceal mechanical equipment, and a maximum of three 3.5 feet. Other ornamental Building features may extend up to 3.5 feet above the maximum Building Height. Roof decks shall be permitted up to the maximum height. Trellises may extend above the maximum height up to eight feet. Extensions above the maximum height for stair, elevator, and mechanical enclosures or decorative purposes only shall be permitted by process of Warrant.
- 3.9.4 Building Function and Density (HD)
  - a. Buildings in the Harbor District shall conform to the Functions, Densities, and Intensities described in Article 4, Tables 3, 4, and 7.
- 3.9.5 Parking Location Standards (HD)
  - a. Vehicular parking shall be required as shown in Article 4, Table 4.
  - b. All parking, including open parking areas, covered parking, garages, loading docks and service areas shall be masked from the Frontage by a Streetscreen as illustrated in Article 4, Table 16e.
  - c. Buildings mixing uses shall provide parking required for each use according to the Shared Parking Factor identified in Table 5. The Shared Parking Factor is available for use for any two functions within any pair of adjacent Blocks.
  - d. Required parking within the Harbor District may be provided off-site within 1,000 feet of the site that it serves, subject to approval by Warrant, except when site is within 500 feet of T3 or less.
  - e. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every 20 vehicular parking spaces.
- 3.9.6 Environmental Standards (HD)
  - a. The Harbor District, due to its waterfront location, is subject to the most restrictive requirements of the Long Beach Flood Hazard Prevention Ordinance and FEMA regulations.

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- b. Impermeable surface by Building shall be minimized and confined to the ratio of Lot Coverage by Building shown in Article 4, Tables 2 and 7.
  - c. To the extent not inconsistent with applicable state or federal law, management of stormwater shall be primarily through underground storm drainage systems, where such systems are available, in which case there shall be no retention or detention required on the individual Lot.
  - d. Roof materials should be light-colored, high Albedo or a planted surface.
- 3.9.7 Landscape Standards (HD)
- a. The species of landscape installed shall consist primarily of native species tolerant of soil compaction.
  - b. Unpaved green space shall be a minimum five percent of the total Lot area.
- 3.9.8 Sign Standards (HD).
- a. In addition to this Section, Signage is regulated according to Article 5, Section 5.8.
  - b. Signage may be externally illuminated, except that signage within the Shopfront glazing may be neon lit.
  - c. Permitted Signs are as defined in Article 5, Section 5.8.2.
  - d. Signs in the areas of the seawall and sand beach in the City of Long Beach shall be under the jurisdiction of the Harrison County Sand Beach Authority as provided by the Board of Aldermen. The July, 2008 Sand Beach Master Plan prepared for the Sand Beach Authority recommends that signage be consistent with the way-finding signage system outlined in the plan along Highway 90 and the Beachfront.
- 3.9.9 Ambient Standards (HD)
- a. Sound levels measured at the Building Frontage Line shall not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.
  - b. All outdoor lighting fixtures shall be designed, located, installed, and maintained aimed downward or toward other structures on the Lot, in order to prevent glare, light trespass, and light pollution on adjacent properties or the night sky.
  - c. Streetlights shall be of a general type illustrated in Article 4, Table 14. Lighting of Building and Abutting Open Spaces shall be compatible with street lighting of Abutting Civic Spaces. Interior garage lighting fixtures shall not be visible from Streets.
  - d. The lighting fixtures of exposed rooftop parking shall be concealed by a Parapet Wall and shall not be seen from surrounding Streets.
- 3.10 Industrial District (ID)
- The Industrial District will accommodate existing and new Industrial uses, consisting primarily of wholesale and warehouse activities and industrial operations whose external physical effects are restricted to the area of the Zone and in no manner affect in a detrimental way any of the Abutting Zones.
- 3.10.1 Generally (ID)
- a. Buildings, Structures and uses within the Industrial District that become nonconforming upon the effective date of adoption or amendment of this Code may continue to exist in their current form and to expand according to Article 7, Section 7.6.
  - b. Streetscreens shall be between 3.5 and eight feet in height and may be replaced by a hedge or Fence, in any event, of a height sufficient to screen outdoor uses. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
- 3.10.2 Building Disposition (ID)
- a. One or more Buildings may be built on each Lot.
  - b. Setbacks for Buildings shall be as determined by Warrant.
- 3.10.3 Building Configuration (ID)
- a. Thoroughfares within the Industrial District may be exempted by Warrant from one or more of the specified Public Frontage or Private Frontage requirements. See Article 4, Tables 7, 12A, 12B, and 15.
  - b. Sidewalks shall generally occur at the edge of the Right-of-Way.
  - c. All storage, utility and infrastructure elements including service areas, loading docks, transformers, telephone boxes, garbage cans, dumpsters, condensers, meters, backflow preventers, siamese connections and the like shall be located within the 2nd or 3rd Layer and concealed from view from any Frontage or Sidewalk by Streetscreens, and opaque gates.
  - d. Vehicular entries, loading docks and service areas shall be permitted on Principal Frontages.
  - e. Building Heights shall be measured in Stories and shall conform to Article 4, Table 7. Buildings requiring additional Height may be permitted by Warrant, provided the applicant has demonstrated that the use specifically requires the proposed height.
  - f. Flat roofs shall be enclosed by Parapets of a minimum height required to conceal mechanical equipment, and a maximum of 3.5 feet. Roof decks shall be permitted up to the maximum height. Extensions above the maximum

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- height for stair, elevator, and mechanical enclosures or decorative purposes only shall be permitted by process of Warrant.
- 3.10.4 Building Function and Density (ID)
- a. Buildings in the Industrial District shall conform to the Functions, Densities, and Intensities described in Article 4, Tables 3 and 4.
- 3.10.5 Parking Location Standards (ID)
- a. Vehicular parking shall be required as shown in Article 4, Table 4.
  - b. All parking, including open parking areas, covered parking, garages, loading docks and service areas shall be masked from the Frontage by a Streetscreen as illustrated in Article 4, Table 16e.
  - c. Buildings mixing uses shall provide parking required for each use according to the Shared Parking Factor identified in Table 5. The Shared Parking Factor is available for use for any two functions within any pair of adjacent Blocks.
  - d. Required parking within the Industrial District may be provided off-site within 1,000 feet of the site that it serves, subject to approval by Warrant, except when site is within 500 feet of T3 or less.
  - e. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every 20 vehicular parking spaces.
- 3.10.6 Environmental Standards (ID)
- a. Impermeable surface by Building shall be minimized and confined to the ratio of Lot Coverage by Building shown in Article 4, Tables 2 and 7.
  - b. To the extent not inconsistent with applicable state or federal law, management of stormwater shall be primarily through underground storm drainage systems, where such systems are available, in which case there shall be no retention or detention required on the individual Lot.
  - c. Roof materials should be light-colored, high Albedo or a planted surface.
- 3.10.7 Landscape Standards (ID)
- a. The introduced landscape shall consist primarily of native species tolerant of soil compaction as described further in Article 4, Table 15.
- 3.10.8 Sign Standards (ID)
- a. In addition to this Section, Signage is regulated according to Article 5, Section 5.8.
  - b. Signage may be externally illuminated.
  - c. Permitted Signs are as defined in Article 5, Section 5.8.2, except that Marquee Signs, Corner Signs, Banner Signs, Hanging Signs, Sandwich Board Signs, Kiosk Signs, Directory Signs, and Neon Signs are not permitted.
- 3.10.9 Ambient Standards (ID)
- a. Sound levels measured at the Building Frontage Line shall not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.
  - b. All outdoor lighting fixtures shall be designed, located, installed, and maintained aimed downward or toward other structures on the Lot, in order to prevent glare, light trespass, and light pollution on adjacent properties or the night sky.
  - c. Streetlights shall be of a general type illustrated in Article 4, Table 14. Lighting of Building and Abutting Open Spaces shall be compatible with Street lighting of Abutting Civic Spaces. Interior garage lighting fixtures shall not be visible from Streets.
  - d. The lighting fixtures of exposed rooftop parking shall be concealed by a Parapet Wall and shall not be seen from surrounding Streets.
- 3.11 Railroad Corridor (RC)
- The Railroad Corridor provides for the location of auto-oriented and dependent uses.
- 3.11.1 Generally (RC)
- a. Buildings, Structures and uses within the Railroad Corridor that become nonconforming upon the effective date of adoption or amendment of this Code may continue to exist in their current form and to expand according to Article 7, Section 7.6.
  - b. Streetscreens shall be between 3.5 and eight feet in height and may be replaced by a hedge or Fence, in any event, of a height sufficient to screen outdoor uses. Streetscreens shall have openings no larger than necessary to allow automobile and pedestrian access.
- 3.11.2 Building Disposition (RC)
- a. Newly platted Lots shall be dimensioned according to Article 4, Tables 7 and 7B.
  - b. A Building shall be disposed in relation to the boundaries of its Lot according to Article 4, Table 9.
  - c. One or more Buildings may be built on each Lot.
  - d. Setbacks for Buildings shall be as shown in Article 4, Tables 7 and 7B.

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- 3.11.3 Building Configuration (RC)
- a. Thoroughfares within the Railroad Corridor may be exempted by Warrant from one or more of the specified Public Frontage or Private Frontage requirements. See Article 4, Tables 7B, 12A, 12B, and 13.
  - b. Sidewalks shall generally occur at the edge of the Right-of-Way.
  - c. Encroachments shall be as follows: At the 1st Layer, cantilevered Awnings and entry Canopies may encroach up to 100% of the depth of the Setback, except as may be further allowed by the City Code; cantilevered balconies, bay windows, and roofs shall be a maximum three feet deep and may Encroach up to a three feet depth of the Setback. Other cantilevered portions of the Building shall maintain the required Setback. At the 2nd Layer no Encroachments are permitted.
  - d. All storage, utility and infrastructure elements including service areas, loading docks, transformers, telephone boxes, garbage cans, dumpsters, condensers, meters, backflow preventers, siamese connections and the like shall be located within the 2nd or 3rd Layer and concealed from view from any Frontage or Sidewalk by Streetscreens, and opaque gates. Loading and service entries shall be accessed from Rear Alleys when available.
  - e. Vehicular entries, Loading docks and service areas shall be permitted on Principal Frontages.
  - f. Building Heights shall be measured in Stories and shall conform to Article 4, Tables 7 and 7B. Buildings requiring additional Height may be permitted by Warrant, provided the applicant has demonstrated that the use specifically requires the proposed height.
  - g. Flat roofs shall be enclosed by Parapets of a minimum height required to conceal mechanical equipment, and a maximum of 3.5 feet. Other ornamental Building features may extend up to 3.5 feet above the maximum Building Height. Roof decks shall be permitted up to the maximum height. Trellises may extend above the maximum height up to eight feet. Extensions above the maximum height for stair, elevator, and mechanical enclosures or decorative purposes only shall be permitted by process of Warrant.
- 3.11.4 Building Function and Density (RC)
- a. Buildings in the Railroad Corridor shall conform to the Functions, Densities, and Intensities described in Article 4, Tables 3, 4, 7 and 7B.
  - b. Commercial and Office Functions are permitted By Right along the front 200' of any Lot so Coded. See Article 4, Table 4.
- 3.11.5 Parking Location Standards (RC)
- a. Vehicular parking shall be required as shown in Article 4, Table 4.
  - b. On-street parking available along the Frontage Lines that correspond to each Lot shall be counted toward the parking requirement of the Building on the Lot.
  - c. All parking, including open parking areas, covered parking, garages, loading docks and service areas shall be masked from the Frontage by a Streetscreen as illustrated in Article 4, Table 16e.
  - d. Buildings mixing uses shall provide parking required for each use according to the Shared Parking Factor identified in Table 5. The Shared Parking Factor is available for use for any two functions within any pair of adjacent Blocks.
  - e. Required parking within the Railroad Corridor may be provided off-site within 1,000 feet of the site that it serves, subject to approval by Warrant, except when site is within 500 feet of T3 or less.
  - f. A minimum of one bicycle rack place shall be provided within the Public or Private Frontage for every 20 vehicular parking spaces.
- 3.11.6 Environmental Standards (RC)
- a. Impermeable surface by Building shall be minimized and confined to the ratio of Lot Coverage by Building shown in Article 4, Tables 2 and 7.
  - b. To the extent not inconsistent with applicable state or federal law, management of stormwater shall be primarily through underground storm drainage systems, where such systems are available, in which case there shall be no retention or detention required on the individual Lot.
- 3.11.7 Landscape Standards (RC)
- a. The Public Frontage within the Railroad Corridor shall include trees planted in a regularly-spaced Allée pattern of single or alternated species with shade canopies of a Height that, at maturity, clears the first Story. The introduced landscape shall consist primarily of native species tolerant of soil compaction as described further in Article 4, Table 15.
- 3.11.8 Sign Standards (RC)
- a. In addition to this Section, Signage is regulated according to Article 5, Section 5.8.
  - b. Signage may be externally illuminated.
  - c. Permitted Signs are as defined in Article 5, Section 5.8.2, except that Marquee Signs, Corner Signs, Banner Signs, Hanging Signs, Sandwich Board Signs, Kiosk Signs, Directory Signs, and Neon Signs are not permitted.
- 3.11.9 Ambient Standards (RC)

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- a. Sound levels measured at the Building Frontage Line shall not exceed 65 decibels from sunrise to midnight and 55 decibels from midnight to sunrise.
  - b. All outdoor lighting fixtures shall be designed, located, installed, and maintained aimed downward or toward other structures on the Lot, in order to prevent glare, light trespass, and light pollution on adjacent properties or the night sky.
  - c. Streetlights shall be of a general type illustrated in Article 4, Table 14. Lighting of Building and Abutting Open Spaces shall be compatible with Street lighting of Abutting Civic Spaces. Interior garage lighting fixtures shall not be visible from Streets.
  - d. The lighting fixtures of exposed rooftop parking shall be concealed by a Parapet Wall and shall not be seen from surrounding Streets.
- 3.12 U.S. Highway 90 Overlay Zone (90)  
U. S. Highway 90 Overlay Zone includes the area along Hwy 90 between the city limits to the east and city limits to the west and 750 feet to the north of Highway 90. Created to provide for a "greenway" or common setback along Highway 90, properties located within the U.S. Highway 90 Overlay Zone follow the standards in Section 3.12 in addition to the standards for the underlying Transect Zone governing the property.
- 3.12.1 Generally (90)
- a. Buildings, Structures and uses within the US Highway 90 that become nonconforming upon the effective date of adoption or amendment of this Code may continue to exist in their current form and to expand according to Article 7, Section 7.6.
- 3.12.2 Building Disposition (90)
- a. Front Setbacks for properties within the Highway 90 Overlay Zone shall be a minimum of 50 feet from the northern boundary of the U.S. Highway 90 Easement as shown by the records, plats and surveys of the U.S. Highway 90 on file and of record in the office of the Chancery Clerk of Harrison County, Mississippi, in Gulfport, regardless of the location of any Sidewalk on or adjacent to said Easement.
- 3.12.3 Parking Location Standards (90)
- a. Parking within the Highway 90 Overlay Zone is prohibited within the 50 foot Front Setback.
  - b. Required parking within the Highway 90 Overlay Zone may be provided beneath an elevated Building, to the rear or to the side of the Lot.
- 3.12.4 Landscape Standards (90)
- a. Sidewalks, pedestrian walkways, and bike paths are permitted within the 50 foot Front Setback.
- 3.12.5 Sign Standards
- a. Sign Standards U.S. Highway 90 Overlay Zone (Non-Residential): Monument or Monument Style Signs – One monument sign placed in a landscaped area of not less than 250 square feet for each developed parcel or premise having a frontage on a public right-of-way.
    - i. Where a parcel has in excess of one hundred (100') feet of street frontage, one additional monument sign may be erected for each additional one hundred (100') feet of street frontage in excess of the first one hundred (100') feet of street frontage abutting said parcel.
    - ii. A corner parcel may have one approved monument sign per street frontage.
    - iii. No part of sign structure shall be closer than ten (10') feet to a paved street, a driveway, a sidewalk, the nearest easement line, or the nearest right-of-way line except with approval from the Building Official.
    - iv. The monument sign base shall be constructed of materials similar in appearance to those of the principal structure and shall consist of brick, natural stone, stucco, textured cast stone, or integrally colored concrete masonry units. The structure surrounding the face of the sign from the base to the top of the sign must be solid, continuous, and color of the principal building, materials must be architecturally consistent with the building.
    - v. Where a parcel is permitted to have more than one monument sign, each sign shall not be less than one hundred (100') feet apart.
    - vi. The total readable area of a monument sign shall not exceed fifty (50%) percent of the total square feet per side of sign.
    - vii. All monument signs shall be placed in a manner so not to interfere with traffic in any way, or confuse traffic, or to present any traffic hazard.
    - viii. All monument signs shall be parallel or perpendicular to the street unless otherwise required by the City.
    - ix. A monument sign shall not exceed fifteen (15') feet in height on a parcel. Except, any street designated an arterial roadway by the Long Beach Thoroughfare Plan may have the following: for every additional ten (10') feet of street frontage over fifty (50') feet of street frontage the maximum sign height may increase by two (2) feet, allowing for a maximum sign height of twenty-five (25') feet on any parcel.

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- x. No sign shall have a base that exceeds ten (10) feet in width.

**3.13 New Community District (NCD)**

**3.13.1 Purpose and Intent (NCD)**

- a. The purpose of a New Community District is to encourage the assembly and master planning of Lots, or a consolidation of Lots, greater than ten Abutting acres in size, in order to provide greater integration of public and private improvements and infrastructure, to encourage a variety of Building Heights, massing and Streetscape design, and to provide high quality design elements, all in order to further the intent of this Code expressed in Article 1.3.
- b. It is further intended to allow Lots greater than ten Abutting acres in size to be master planned so as to allow greater integration of public improvements and infrastructure; to allow for greater flexibility so as to result in higher quality Building and Streetscape design within the New Community District; and to encourage the preservation of Open Space.

**3.13.2 Generally (NCD)**

- a. Application for the reclassification or rezoning of consolidated or Abutting Lots in excess of ten acres to a New Community District, which may include the designation of one or more Transect Zones, may be sought by or on behalf of the Board of Aldermen, the Planning Commission, or by the single or multiple owner(s), developer(s), or contract purchaser(s) of said property located within the Long Beach City limits.
- b. A Warrant shall be required for any Building included within a New Community District unless the Building is specifically approved as part of the New Community District process.
- c. The developer shall be responsible for constructing the public improvements within the New Community District, including but not limited to the Civic Spaces and Thoroughfares.
- d. Approval of a New Community District shall include a Preliminary Regulating Plan consisting of one or more maps showing the following for each Community Type within the New Community District, in compliance with the standards described in this Section 3.13:
  - i. Transect Zones
  - ii. Civic Districts
  - iii. Thoroughfare network
  - iv. Special Districts, if any
  - v. Special Requirements, if any
  - vi. Numbers of Warrants or Variances, if any

**3.13.3 Process (NCD)**

- a. Each applicant for a New Community District designation shall confer with City officials in advance of the preparation of an application. An application for a New Community District shall consist of three copies of a Preliminary Regulating Plan as described in Article 7, Section 7.3.
- b. New Community District applications prepared according to this Section and in accordance with the provisions of this Code shall be reviewed administratively for compliance with this Code and inclusion of the required Warrants or Variances prior to Planning Commission review.
- c. New Community District applications shall be subject to public hearing by the Planning Commission before proceeding to the Board of Aldermen. The Planning Commission shall prepare a report describing its findings and recommendations with regard to the New Community District application, and shall state any specific changes to the Preliminary Regulating Plan that it will require.
- d. Upon a recommendation of approval by the Planning Commission, the application shall be forwarded with the minutes of Planning Commission findings to the Board of Alderman. The Mayor and Board of Aldermen shall exercise ultimate discretion as to whether the New Community District application complies with the spirit and intent of this Code. The Board of Aldermen, upon a majority vote of members present at the time of the vote, may approve, approve with conditions, or reject the New Community District application under consideration.
- e. Upon approval of the Preliminary Regulating Plan for the New Community District by the Board of Aldermen, the New Community Transect Zones shall be marked as such on the Zoning Map of City of Long Beach. Such action shall have the effect of granting permission for development of the newly zoned area specific to the approved Preliminary Regulating Plan.
- f. Each New Community District shall be subject to Final Regulating Plan review before the Planning Commission. Final Regulating Plan approval may be sought concurrent with Preliminary Regulating Plan approval, but must occur within two years of New Community District approval. If the applicant fails to obtain Final Regulating Plan approval by the Planning Commission within two years of Board approval of the Preliminary Regulating Plan, then the specific preliminary approval shall lapse.
- g. Submission requirements for Preliminary and Final Regulating Plans shall be as found in Article 7.

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- b. The Planning Commission, upon determining that all requirements of this Code dealing with New Community Districts have been met, shall recommend the approval, approval with conditions, or disapproval of the Final Regulating Plan. The reasons for such action shall be entered into the record.
  - i. The Planning Commission may recommend the establishment of a New Community District upon finding that the facts submitted with the Preliminary Regulating Plan establish that:
    - i. The uses proposed will have a beneficial impact on the surrounding properties and will benefit the City of Long Beach as a whole.
    - ii. Any variance from Code requirements is warranted by the design and amenities incorporated into the Regulating Plans.
    - iii. Land surrounding the proposed New Community District can be planned in coordination with the proposed District and will be compatible in use and character.
    - iv. The proposed change to a New Community District is in conformance with the general intent of the Long Beach Comprehensive Plan.
    - v. Existing and proposed Thoroughfares are suitable and adequate to carry anticipated traffic within and in the vicinity of the proposed District.
    - vi. Existing and proposed utility services are adequate for the proposed development.
    - vii. Each phase of the proposed development, as it is illustrated in the Preliminary Regulating Plan, contains the required elements of parking, landscape, and infrastructure necessary for creating and sustaining a desirable and stable environment.
    - viii. The proposed District and all proposed buildings, parking, landscape, and infrastructure can be completely developed within five years of the establishment of the District, barring any unforeseen circumstances.
- 3.13.4 Sequence of Community Design (NCD)
- a. The New Community District shall be structured using one or several Pedestrian Sheds, located according to existing conditions, such as traffic intersections, adjacent developments, and natural features. The New Community District or any Community Unit within it may be smaller or larger than its Pedestrian Shed.
  - b. The Pedestrian Sheds may be adjusted to include land falling between or outside them, but the extent of each shall not exceed the acreage limit specified in Section 3.13.5 for the applicable Community Unit Type. An Adjusted Pedestrian Shed becomes the boundary of a Community Unit.
  - c. Areas of Transect Zones shall be allocated within the boundaries of each Community Unit as appropriate to its type. See Section 3.13.6 and Table 2.
  - d. Civic Districts shall be assigned according to Section 3.13.7.
  - e. The Thoroughfare network shall be laid out according to Section 3.13.8.
  - f. Density shall be calculated according to Section 3.13.10.
  - g. Remnants of the New Community District outside the Adjusted Pedestrian Shed(s) shall be assigned to a Transect Zone or Civic District by Warrant.
- 3.13.5 Community Unit Types (NCD)
- a. Clustered Land Development (CLD)
    - i. A CLD shall be structured by one Standard Pedestrian Shed and shall consist of no fewer than 30 acres and no more than 80 acres.
    - ii. A CLD shall include Transect Zones as allocated on Article 4, Table 2. A minimum of 50% of the Community Unit shall be permanently allocated to a T1 Rural Preserve and/or T2 Rural Reserve.
  - b. Traditional Neighborhood Development (TND)
    - i. A TND shall be structured by one Standard or Linear Pedestrian Shed and shall be no fewer than 80 acres and no more than 160 acres.
    - ii. A TND shall include Transect Zones as allocated on Article 4, Table 2.
    - iii. Larger sites shall be designed and developed as multiple Communities, each subject to the individual Transect Zone requirements for its type as allocated on Table 2. The simultaneous planning of adjacent Lots is encouraged.
    - iv. In the T4 Neighborhood Zone, a minimum Residential mix of three Building Disposition types selected from Article 4, Table 9, none less than 20%, shall be required.
- 3.13.6 Transect Zones (NCD)
- a. Transect Zones shall be assigned and mapped on each New Community Regulating Plan according to the percentages allocated on Article 4, Table 2.
  - b. A Transect Zone may include any of the elements indicated for its T-zone number throughout this Code, in accordance with Intent described in Article 4, Table 1 and the metric standards summarized in Article 4, Table 2.

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- c. Transect Zones shall be laid out within a New Community Regulating Plan so that Zone boundaries do not lie along Thoroughfares with the exceptions of Alleys, except by Warrant, so that Facades of one Transect Zone generally face Facades of the same Zone.
- 3.13.7 Civic Districts (NCD)
- a. General
    - i. Civic Districts dedicated for public use shall be required for each Community Unit Type and designated on the New Community Regulating Plan as Civic Space (CS) and/or Civic Building (CB).
    - ii. Civic Spaces are public sites permanently dedicated to Open Space.
    - iii. Civic Buildings are sites dedicated for Buildings generally operated by not-for-profit organizations dedicated to culture, education, religion, government, transit and public parking, or for a use approved by the Board of Aldermen.
    - iv. A Civic District may be permitted by Warrant if it does not occupy more than 20% of a Pedestrian Shed; otherwise it is subject to designation as a Special District as per Section 3.13.9.
    - v. Parking for Civic Districts shall be determined by Warrant. Parking lots within Civic Districts may remain unpaved if graded, compacted, and landscaped.
  - b. Civic Districts Specific to T1 & T2 Zones
    - i. Civic Buildings and Civic Spaces within T1 Rural Preserve and T2 Rural Reserve zones shall be permitted only by Variance.
  - c. Civic Space Specific to T3-T5 Zones
    - i. Each Pedestrian Shed shall assign at least five percent of its Urbanized area to Civic Space.
    - ii. Civic Spaces shall be designed as generally described in Table 10, approved by Warrant, and distributed throughout Transect Zones as described in Table 2.
    - iii. Those portions of T1 that occur within a development parcel shall be part of the Civic Space allocation and should conform to the Civic Space types specified in Article 4, Table 10.
    - iv. Each Pedestrian Shed shall contain at least one Main Civic Space. The Main Civic Space shall be within 800 feet of the geographic center of each Pedestrian Shed, unless topographic conditions, pre-existing Thoroughfare alignments or other circumstances prevent such location. A Main Civic Space shall conform to one of the types specified in Article 4, Table 10.
    - v. Within 800 feet of every Lot in Residential use, a Civic Space designed and equipped as a playground shall be provided. A playground shall conform to Article 4, Table 10.
    - vi. Each Civic Space shall have a minimum of 50% of its perimeter Enfronting a Thoroughfare, except for playgrounds.
    - vii. Civic Spaces may be permitted within Special Districts by Warrant.
    - viii. Parks may be permitted in Transect Zones T4 through T5 by Warrant.
  - d. Civic Buildings Specific to T3-T5 Zones
    - i. The Owner shall covenant to construct a Meeting Hall or a Third Place in proximity to the Main Civic Space of each Pedestrian Shed. Its corresponding Public Frontage shall be equipped with a shelter and bench for a transit stop.
    - ii. One Civic Building Lot shall be reserved for an Elementary School. Its area shall be one acre for each increment of 100 Dwelling Units provided by the New Community Preliminary Regulating Plan, with a minimum of three acres. The school site may be within any Transect Zone. Any playing fields should be outside the Pedestrian Shed.
    - iii. One Civic Building Lot suitable for a Childcare Building shall be reserved within each Pedestrian Shed. The Owner or a homeowners' association or other community council may organize, fund, and construct an appropriate Building as the need arises.
    - iv. Civic Building sites shall not occupy more than 20% of the area of each Pedestrian Shed.
    - v. Civic Building sites should be located within or adjacent to a Civic Space, or at the axial termination of a significant Thoroughfare.
    - vi. Civic Buildings shall not be subject to the standards of Article 3. The particulars of their design shall be determined by Warrant.
- 3.13.8 Thoroughfare Standards (NCD)
- a. General
    - i. Thoroughfares are intended for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces.
    - ii. Thoroughfares shall generally consist of vehicular lanes and Public Frontages. See Article 4, Tables 12A and 12B. The lanes provide the traffic and parking capacity. They consist of vehicular lanes in a variety of

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- widths for parked and for moving vehicles. The Frontages contribute to the character of the Transect Zone. They include the types of Sidewalk, curbing, Planters, and Street Trees.
- iii. Thoroughfares shall be designed in Context with the urban form and desired Design Speed of the Transect Zones through which they pass. The Public Frontages of Thoroughfares that pass from one Transect Zone to another shall be adjusted accordingly or, alternatively, the Transect Zone may follow the alignment of the Thoroughfare to the depth of one Lot, retaining a single Public Frontage throughout its trajectory.
  - iv. Within the most rural Zones (T1 and T2) pedestrian comfort shall be a secondary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian generally shall be decided in favor of the vehicle. Within the more urban Transect Zones (T3 through T5) pedestrian comfort shall be a primary consideration of the Thoroughfare. Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.
  - v. The Thoroughfare network shall be designed to define Blocks not exceeding the size prescribed in Article 4, Table 2. The perimeter shall be measured as the sum of Lot Frontage Lines. Block perimeter at the edge of the development parcel shall be subject to approval by Warrant.
  - vi. All Thoroughfares shall terminate at other Thoroughfares, forming a network. Internal Thoroughfares shall connect wherever possible to those on adjacent sites. Cul-de-sacs shall be subject to approval by Warrant to accommodate specific site conditions only.
  - vii. Each Lot shall Enfront a vehicular Thoroughfare, except that 20% of the Lots within each Transect Zone may Enfront a Passage.
  - viii. Standards for Paths and Bicycle Trails shall be approved by Warrant.
  - ix. Within Transect Zones T4 and T5, Abutting surface parking facilities located in adjacent Lots shall provide direct vehicular access via Driveways connecting the facilities.
  - x. The standards for Thoroughfares within Special Districts shall be determined by Variance.
- b. Vehicular Lanes, regional networks wherever possible.
  - c. Public Frontages
    - i. General to all Zones
      - (a) The Public Frontage contributes to the character of the Transect Zone, and includes the Sidewalk, Curb, Planters, bicycle facilities, and Street Trees.
      - (b) Public Frontages shall be designed as shown in Article 4, Tables 12A and 12B and allocated within Transect Zones as specified in Article 4, Table 2.
      - (c) Within the Public Frontages, the prescribed types of public planting and public lighting shall be as shown in Article 4, Tables 4, 5, 12A and 12B. The spacing may be adjusted by Warrant to accommodate specific site conditions.
    - ii. Specific to Zones T1, T2, T3
      - (a) The Public Frontage shall include trees of various species, naturalistically clustered, as well as understory plantings. See Article 4, Table 15.
      - (b) The introduced landscape shall consist primarily of native species requiring minimal irrigation, fertilization and maintenance.
    - iii. Specific to Zone T4 and T5
      - (a) The introduced landscape shall consist primarily of native species tolerant of soil compaction.
    - iv. Specific to Zone T4
      - (a) The Public Frontage shall include trees planted in a regularly-spaced Allee pattern of single or alternated species with shade canopies of a height that, at maturity, clears at least one Story.
    - v. Specific to Zone T5
      - (a) The Public Frontage shall include trees planted in a regularly-spaced Allee pattern of single species with shade canopies of a height that, at maturity, clears at least one Story. At Retail Frontages, the spacing of the trees may be irregular to avoid visually obscuring the Shopfronts.
      - (b) Streets with a Right-of-Way width of 40 feet or less shall be exempt from the tree requirement.
- 3.13.9 Special Districts (NCD)
- a. Special District designations shall be assigned to areas that, by their intrinsic size, Function, or Configuration cannot conform to the requirements of any Transect Zone or combination of Zones. Conditions of development for Special Districts shall be determined in public hearing of the Board of Aldermen and recorded on Article 4, Table 7.

3.13.10 Density Calculations (NCD)

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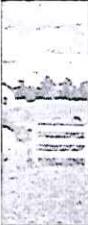
- a. All areas of the New Community District shall be considered cumulatively the Net Site Area. The Net Site Area shall be allocated to the various Transect Zones according to the parameters specified in Article 4, Table 2.
  - b. Density shall be expressed in terms of housing units per acre as specified for the area of each Transect Zone by Article 4, Table 2. For purposes of Density calculation, the Transect Zones include the Thoroughfares but not land assigned to Civic Districts. Ten percent shall be in the Affordable Housing range.
  - c. To the extent permissible by applicable state law, the Base Density of the Community Unit may be increased by the Transfer of Development Rights (TDR) up to the amount specified for each Zone by Article 4, Table 2. Fifteen percent (15%) of the increase in housing units by TDR shall be in the Affordable Housing range.
  - d. Within the percentage range shown on Article 4, Table 2 for Other Functions, the housing units specified on Table 2 shall be exchanged at the following rates:
    - i. For Lodging: 2 bedrooms for each unit of Net Site Area Density.
    - ii. For Office or Retail: 1,000 square feet for each unit of Net Site Area Density.
    - iii. The number of units exchanged shall be subject to approval by Warrant.
  - e. The housing and other Functions for each Transect Zone shall be subject to further adjustment at the Building scale as limited by Article 3 and Article 4, Tables 3 and 4.
- 3.15.11 Approval of a New Community District may include the following Special Requirements:
- a. Retail Frontage requiring that a Building provide a Shopfront at Sidewalk level along the entire length of the Frontage. The Shopfront shall be no less than 70% glazed in clear glass and provided with an Awning overlapping the Sidewalk as generally illustrated in Article 4, Table 13 and specified elsewhere in Article 3. The first floor shall be confined to Commercial Use through the depth of the 2nd Layer.
  - b. Gallery or Arcade Frontage, requiring that a Building provide a permanent cover over the Sidewalk, either cantilevered or supported by columns. The Gallery or Arcade Frontage may be combined with a Retail Frontage as shown in Article 4, Table 13. Gallery or Arcade Frontage within the 1st Layer may apply towards Open Space Requirements.
  - c. Build-to-lines that differ from Transect Zone Setback requirement.
  - d. A Terminated Vista location, requiring that the Building be provided with architectural articulation of a type and character that responds to the location.
  - e. A Cross Block Passage, requiring that a minimum ten-foot wide pedestrian access be reserved between Buildings.
- 3.15.12 Area Design Guidelines:
- a. A parking management program that enables Shared Parking among public and private Uses.
  - b. Flexible allocation of development capacity, excluding Density, on individual Lots within the New Community District may be allowed so long as the capacity distribution does not result in development that is out of scale or character with the surrounding area, and provides for appropriate transitions.
  - c. A minimum residential housing mix of three types (none less than 20%) may be required in the T4 Zones, selected from Article 4, Table 9.

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## ARTICLE 4. TABLE 1

## TRANSECT ZONE DESCRIPTIONS

This table provides descriptions of the character of each T-zone.

	<p><b>T1 - PRESERVE</b> This area is coded to identify land that should be protected from development in perpetuity. T-1 areas are natural areas, land unsuitable for development due to wetlands, flood hazard or other ecological criteria; and areas protected by conservation easements. Permitted uses include wilderness and some agricultural uses by-right such as grain storage, greenhouses, stables, or kennels.</p>	<p>General Character: Natural landscape with some agricultural use Building Placement: Not applicable Frontage Types: Not applicable Typical Building Height: Not applicable Type of Civic Space: Parks, Greenways Public Frontage: Highway and Roads</p>
	<p><b>T2 - RURAL RESERVE</b> This area is coded to accommodate very low-density residential development and agricultural uses. Many areas recommended for T-2 are environmentally sensitive areas already constrained by existing regulations. The land is to be protected from customary development patterns that sacrifice environmentally sensitive forms, natural vistas, and scenic features that define rural heritage.</p>	<p>General Character: Primarily agricultural with woodland &amp; wetland and scattered buildings Building Placement: Variable Setbacks Frontage Types: Not applicable Typical Building Height: 1- to 2-Story Type of Civic Space: Parks and Playgrounds Public Frontage: Highway and Roads</p>
	<p><b>T3 - SUBURB</b> This area is coded to protect existing low-density detached single-family houses surrounded by lawns and landscaped yards; front and side yard setbacks are large and variable. Each lot allows one main building (max. 2 stories of habitable space) and one "ancillary" building (max. 1 story of habitable space). The average density is 4 single-family houses per acre.</p>	<p>General Character: Lawns, and landscaped yards surrounding detached single-family houses; pedestrians occasionally Building Placement: Large and variable front and side yard Setbacks Frontage Types: Common yard, Porches, fences, naturalistic tree planting Typical Building Height: 1- to 2-Story Type of Civic Space: Parks, Greenways, Playgrounds Public Frontage: Highway, Roads, Street, Drive, Avenue, and Boulevard</p>
	<p><b>T3PLUS - SUBURB PLUS</b> Similar to the lower density Suburb area, this area is coded to permit higher density residential use averaging a maximum of 8 units per acre. Lots may include the main building (max. 2 stories of habitable space) and one "ancillary" building (max. 2 stories of habitable space). Ancillary, or accessory buildings can be rented out in T3Plus but not in T3.</p>	<p>General Character: Lawns, and landscaped yards surrounding detached single-family houses or duplexes; pedestrians occasionally. Small office operating in single-family houses on the first floor. Building Placement: Large and variable front and side yard Setbacks Frontage Types: Common yard, Porches, fences, naturalistic tree planting Typical Building Height: 2 Story maximum Type of Civic Space: Parks, Greenways, Playgrounds Public Frontage: Highway, Roads, Street, Drive, Avenue, and Boulevard</p>
	<p><b>T4 - NEIGHBORHOOD (NBHD)</b> This area is coded to allow for the development of fully-integrated, mixed-use, pedestrian-oriented neighborhoods. Lots are readily accessible to retail and recreation by non-vehicular means (a distance not greater than 1/4 mile); uses and housing types are mixed and in close proximity to one another. Commercial business are located on corners provided they operate within a typical house form.</p>	<p>General Character: Mix of Houses, Townhouses &amp; small Apartment buildings, with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians Building Placement: Shallow to medium front and side yard Setbacks Frontage Types: Common yard, porches, fences, dooryard, terraces, stoop, shopfront, awning, and gallery Typical Building Height: 2- to 3-Story with some variation Type of Civic Space: Parks, Greens, Squares, and Playgrounds Public Frontage: Street, Drive, Avenue, Commercial Street and Boulevard</p>
	<p><b>T4B - NBHD BEACH</b> This area is coded to permit high density housing to encourage development along the beach frontage. A maximum of 30 units per acre is permissible and lodging of 60 rooms, both within a 6-story or 66' envelope above Base Flood Elevation ("BFE").</p>	<p>General Character: Mix Townhouses &amp; larger Apartment buildings, Offices in the first story buildings, Retail mix in the corners of first story in the principal building; trees within the public right-of-way; presence of pedestrians Building Placement: Shallow Setbacks or none; buildings oriented to street Frontage Types: Terraces, Dooryard, Forecourt, Stoop, Shopfront, Awning, Gallery, Arcade. Typical Building Height: Height: 3- to 6-Story, 66' above BFE max. Type of Civic Space: Parks, Green, Plazas, Squares, and Playgrounds; median landscaping Public Frontage: Street, Drive, Avenue, and Boulevard</p>

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TRANSECT ZONE DESCRIPTIONS

ARTICLE 4. TABLE 1

	<p><b>T4BPlus – NBHD BEACH Plus</b> This area is coded to permit high density housing to encourage development along the beach frontage. A maximum of 48 units per acre is permissible and lodging of 86 rooms, both within a 10-story or 100' envelope above Base Flood Elevation ("BFE").</p>	<p><b>General Character:</b> Mix Townhouses &amp; larger Apartment buildings, Offices in the first story buildings, Retail mix in the corners of first story in the principal building; trees within the public right-of-way; presence of pedestrians</p> <p><b>Building Placement:</b> Shallow Setbacks or none; buildings oriented to street</p> <p><b>Frontage Types:</b> Terraces, Dooryard, Forecourt, Stoop, Shopfront, Awning, Gallery, Arcade.</p> <p><b>Typical Building Height:</b> Height 5- to 10-Story; 100' above BFE max.</p> <p><b>Type of Civic Space:</b> Parks, Green, Plazas, Squares, and Playgrounds; median landscaping</p> <p><b>Public Frontage:</b> Street, Drive, Avenue, and Boulevard</p>
	<p><b>T4C – NBHD COMMERCIAL</b> Similar to T-4 Neighborhood, this area permits commercial business use at corners and mid-block locations usually along heavily trafficked thoroughfares. The business may operate within a residential form, and must be compatible with existing residential structures that may be adjacent to this area. Parking is hidden from the public realm and is not visible from public thoroughfares.</p>	<p><b>General Character:</b> Mix of residential and commercial activities operating in a house, townhouse and small apartment buildings on the first floor, trees within the public right-of-way; presence of pedestrians, parking in the rear.</p> <p><b>Building Placement:</b> Shallow Setbacks or none; buildings oriented to street defining a street wall</p> <p><b>Frontage Types:</b> Common yard, porches, fences, dooryard, terraces, stoop, shopfront, awning, and gallery</p> <p><b>Typical Building Height:</b> 2- to 3-Story or 44' maximum</p> <p><b>Type of Civic Space:</b> Parks, Green, Playground and Squares, median landscaping</p> <p><b>Public Frontage:</b> Street, Drive, Avenue, Commercial Street and Boulevard</p>
	<p><b>T5 – MAIN STREET</b> This area consists of shops mixed with townhouses, apartments, and offices. Buildings are predominantly attached. The network of streets is tight and there are wide sidewalks for shoppers and walkers. Buildings are close to the front lot line, with interesting facades for shoppers, providing an active pedestrian environment. Buildings are a minimum of 2 and a maximum of 4 stories high, with maximum of 44' above BFE or 44' above street level.</p>	<p><b>General Character:</b> Low to medium-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity</p> <p><b>Building Placement:</b> Shallow Setbacks or none; buildings oriented to street, defining a street wall</p> <p><b>Frontage Types:</b> Stoops, Terraces or Dooryards, Forecourts, Awning &amp; Shopfronts, Galleries, and Arcades</p> <p><b>Typical Building Height:</b> 2 to 4 Story</p> <p><b>Type of Civic Space:</b> Playground, Plazas and Squares; median landscaping</p> <p><b>Public Frontage:</b> Street, Drive, Avenue, Commercial Street and Boulevard</p>
	<p><b>T5B – DOWNTOWN HIGH DENSITY</b> This area consists of shops mixed with townhouses, apartments, and offices. Buildings are predominantly attached. The network of streets is tight and there are wide sidewalks for shoppers and walkers. Buildings are close to the front lot line, with interesting shop windows for shoppers. Buildings are between 2 and 10 stories high with maximum height of 100' above BFE. Buildings step back 10' at a recess line 44' above BFE.</p>	<p><b>General Character:</b> Medium to high-Density Mixed Use buildings, entertainment, gaming, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity</p> <p><b>Building Placement:</b> Shallow Setbacks or none; buildings oriented to street, defining a street wall</p> <p><b>Frontage Types:</b> Stoops, Terraces or Dooryards, Forecourts, Awning &amp; Shopfronts, Galleries, and Arcades</p> <p><b>Typical Building Height:</b> 2 to 10 Story with a few shorter buildings</p> <p><b>Type of Civic Space:</b> Playground, Plazas and Squares; median landscaping</p> <p><b>Public Frontage:</b> Street, Drive, Avenue, Commercial Street and Boulevard</p>
	<p><b>ED – EDUCATIONAL DISTRICT</b> The Educational District is coded to accommodate the existing University and public schools. Although the primary function of this District is education, a mix of uses is encouraged on the University campus to serve the student population. A mix of uses on the elementary, middle, and high school campuses is not expected.</p>	<p><b>General Character:</b> Institutions for educational and cultural purposes</p> <p><b>Building Placement:</b> Varies by site.</p> <p><b>Frontage Types:</b> Common yard, Forecourt, Stoop, Gallery, and Arcade</p> <p><b>Typical Building Height:</b> 4 story maximum</p> <p><b>Type of Civic Space:</b> Park, Green, Square, Plaza, Playground</p> <p><b>Public Frontage:</b> Road, Street, Drive, Avenue, and Boulevard</p>

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ARTICLE 4. TABLE 1

TRANSECT ZONE DESCRIPTIONS

	<p><b>CD – CIVIC DISTRICT</b> Areas identified for Civic Spaces are typically properties owned by the City that are recommended for development as civic or public uses to serve the citizenry of Long Beach. Within Civic Spaces, the architecture may be more exuberant and less restrictive, as by definition it embodies the ideals, values, and desires of the residents.</p>	<p><b>General Character:</b> Civic and cultural uses. <b>Building Placement:</b> Varies by site. <b>Frontage Types:</b> As per Abutting Transect Zones <b>Typical Building Height:</b> As per Abutting Transect Zones <b>Type of Civic Space:</b> Park, Green, Square, Plaza, Playground. <b>Public Frontage:</b> Road, Street, Drive, Avenue, and Boulevard</p>
	<p><b>HD – HARBOR DISTRICT</b> This area is coded to permit the development of the Harbor District along the Gulf Coast. Such development usually focuses on the marina's provision of services needed by recreational boaters for the maintenance of vessels, as well as catering to their needs. Services may be housed in permanent or temporary structures. Due to its location, the area is subject to the most extreme FEMA flood regulations.</p>	<p><b>General Character:</b> Marina related activities and uses required to provide services to recreational boaters and the maintenance of their vessels. <b>Building Placement:</b> Varies <b>Frontage Types:</b> Not applicable <b>Typical Building Height:</b> 2-Story over BFE. <b>Type of Civic Space:</b> Park, Green, Square, Plaza, Playground <b>Public Frontage:</b> Highway, Street, Drive, Avenue, and Boulevard</p>
	<p><b>RC – RAILROAD CORRIDOR</b> This area is coded to provide for the location of auto-oriented and auto-dependent uses. The intent of the Railroad Corridor is to permit existing businesses to remain on current truck routes facilitating convenient access and minimizing traffic congestion along other City thoroughfares. The commercial and office activity can only occur along the front 200' of the property.</p>	<p><b>General Character:</b> Single loaded Auto-oriented and dependent commercial along front 200' of the property. <b>Building Placement:</b> Shallow to Medium setbacks. <b>Frontage Types:</b> Common Yard, Porch &amp; Fence, Forecourt, Shopfront &amp; Awning. <b>Typical Building Height:</b> 2 Story maximum <b>Type of Civic Space:</b> Park, Green, Square, Playground. <b>Public Frontage:</b> Road, Street, Drive, and Boulevard</p>
	<p><b>CC – COMMERCIAL CORRIDOR</b> The Commercial Corridor will serve residents and travelers passing through Long Beach. Uses on this corridor are reserved for businesses that cannot be compatibly integrated into T4 or T5 Zones. The area permits commercial-only buildings that are auto-scaled along thoroughfares. Parking is permitted in the front yard of lots. The commercial activity can only occur along the front 200' of the property.</p>	<p><b>General Character:</b> Auto-oriented and dependent commercial with parking permitted in the front of the lots. Commercial activity is allowed in the front 200' of the property. <b>Building Placement:</b> Medium to deep setbacks. <b>Frontage Types:</b> Common Yard, Porch &amp; Fence, Forecourt, and Shopfront &amp; Awning. <b>Typical Building Height:</b> 2 Story maximum. <b>Type of Civic Space:</b> not applicable. <b>Public Frontage:</b> Highway, Street, Drive, and Boulevard</p>
	<p><b>ID – INDUSTRIAL DISTRICT</b> This area is coded to accommodate existing and new industrial uses. Generally this area cannot be mixed-use as the primary function is industrial.</p>	<p><b>General Character:</b> Industrial parks and uses. <b>Building Placement:</b> Deep setbacks. <b>Frontage Types:</b> Common Yard, Porch &amp; Fences, Forecourt, Shopfront &amp; Awning. <b>Typical Building Height:</b> 2-Story maximum <b>Type of Civic Space:</b> not applicable. <b>Public Frontage:</b> Highway, Street, Drive, and Boulevard</p>

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ARTICLE 4. TABLE 2

	T1 RURAL PRESERVE	T2 RURAL PRESERVE	T3 SUBURB ZONE	T3 PLUS SUBURB PLUS	T4 NEIGHBORHOOD NEHD
<b>a. ALLOCATION OF ZONES per Pedestrian Shed (applicable New Community Districts (NCDs) only)</b>					
CLD requires	no minimum	50% min.	10 - 30%	10 - 30%	20 - 40%
TND requires	no minimum	no minimum	10 - 30%	10 - 30%	30 - 60%
<b>b. BASE RESIDENTIAL DENSITY (See Section 3.4)</b>					
By Right	not permitted	1 unit / 20 ac. avc.	4 units / ac. gross	8 units / ac. gross	12 units / ac. gross
Other Functions	not permitted	by Variance	10 - 20%	10 - 20%	20 - 30%
<b>c. BLOCK SIZE</b>					
Block Perimeter	no maximum	no maximum	5,000 ft. max.	3,000 ft. max.	2,400 ft. max.
<b>d. THOROUGHFARES (See Table 3 and 4)</b>					
HW	permitted	permitted	permitted	permitted	not permitted
BV	not permitted	not permitted	permitted	permitted	permitted
AV	not permitted	not permitted	permitted	permitted	permitted
CS	not permitted	not permitted	not permitted	not permitted	permitted
DR	not permitted	not permitted	Permitted	permitted	permitted
ST	not permitted	not permitted	Permitted	permitted	permitted
RD	permitted	permitted	Permitted	permitted	not permitted
Rear Lane	permitted	permitted	Permitted	permitted	permitted
Rear Alley	not permitted	not permitted	not permitted	not permitted	permitted
Path	permitted	permitted	Permitted	permitted	permitted
Passage	not permitted	not permitted	Permitted	permitted	permitted
Bicycle Trail	permitted	permitted	Permitted	permitted	not permitted
Bicycle Lane	permitted	permitted	Permitted	permitted	permitted
Bicycle Route	permitted	permitted	Permitted	permitted	permitted
<b>e. CIVIC SPACES (See Table 10)</b>					
Park	permitted	permitted	Permitted	permitted	permitted
Green	not permitted	not permitted	Permitted	permitted	permitted
Square	not permitted	not permitted	not permitted	not permitted	permitted
Plaza	not permitted	not permitted	not permitted	not permitted	not permitted
Playground	not permitted	permitted	Permitted	permitted	permitted
<b>f. LOT OCCUPATION</b>					
Lot Width	not applicable	by Warrant	60 ft. min. 120 ft. max.	50 ft. min. 120 ft. max.	24 ft. min. 66 ft. max.
Lot Coverage	not applicable	by Warrant	50% max.	50% max.	60% max.
<b>g. SETBACKS - PRINCIPAL BUILDING (See Table 6)</b>					
(g.1) Front Setback Principal	not applicable	48 ft. min.	20 ft. min. 5 ft. + adjacent 30 ft. max.	20 ft. min. 30 ft. max.	6 ft. min. 25 ft. max.
(g.2) Front Setback Secondary	not applicable	not applicable	20 ft. min. 5 ft. + adjacent	20 ft. min. 30 ft. max.	6 ft. min. 25 ft. max.
(g.3) Side Setback	not applicable	96 ft. min.	6 ft. min.	8 ft. min.	6 ft. min.
(g.4) Rear Setback	not applicable	96 ft. min.	12 ft. min.	12 ft. min.	12 ft. min.
Frontage Buildout	not applicable	not applicable	40% min. at setback	40% min. at setback	50% min. at setback
<b>h. SETBACKS - ACCESSORY BUILDING (See Table 6)</b>					
(h.1) Front Setback	not applicable	20 ft. min. - bch. setback	20 ft. min. - bch. setback	20 ft. min. - bch. setback	20 ft. min. - bch. setback
(h.2) Side Setback	not applicable	3 ft.	3 ft.	3 ft.	3 ft.
(h.3) Rear Setback	not applicable	3 ft. min.	3 ft. min.	3 ft. min.	3 ft. min.
<b>i. BUILDING DISPOSITION (See Table 5)</b>					
Edgeyard	not applicable	permitted	permitted	permitted	permitted
Sideyard	not applicable	not permitted	not permitted	permitted	not permitted
Rearyard	not applicable	not permitted	not permitted	permitted	not permitted
Courtyard	not applicable	not permitted	not permitted	permitted	not permitted
<b>j. PRIVATE FRONTAGES (See Table 13)</b>					
Common Yard	not applicable	permitted	permitted	permitted	permitted
Porch & Fence	not applicable	not permitted	permitted	permitted	permitted
Terrace, Dooryard	not applicable	not permitted	not permitted	not permitted	permitted
Forecourt	not applicable	not permitted	not permitted	not permitted	permitted
Stoop	not applicable	not permitted	not permitted	not permitted	permitted
Shopfront & Awning	not applicable	not permitted	not permitted	not permitted	permitted
Gallery	not applicable	not permitted	not permitted	not permitted	permitted
Arcade	not applicable	not permitted	not permitted	not permitted	not permitted
<b>k. BUILDING CONFIGURATION (See Table 8)</b>					
Principal Building	not applicable	2 stories max.	2 stories max.	2 stories max.	3 stories max.
Outbuilding	not applicable	2 stories max.	2 stories max.	2 stories max.	2 stories max.
<b>l. BUILDING FUNCTION (See Table 3)</b>					
Residential	not permitted	restricted use	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)
Lodging	not permitted	restricted use	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)
Office	not permitted	restricted use	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)
Retail	not permitted	not permitted	not permitted	not permitted	limited (see tables 3 and 4)
ARTICLE 5 ARTICLE 2.3.4					

Note: Refer to Table 3 for Building Function; Uses and Table 4 for Density, Intensity and Parking

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ARTICLE 4. TABLE 2

SMARTCODE SUMMARY

	<b>T4B</b> NBHD BEACH	<b>T4B PLUS</b> NBHD BEACH PLUS	<b>T4C</b> NBHD COMMERCIAL	<b>T5</b> MAIN STREET	<b>T6B</b> DOWNTOWN HIGH DENSITY
<b>a. ALLOCATION OF ZONES per Pedestrian Shed (applicable New Community Districts (NCDs) only)</b>					
CLD requires	not permitted	not permitted	not permitted	not permitted	not permitted
TND requires	not permitted	not permitted	not permitted	10 - 30%	not permitted
<b>b. BASE RESIDENTIAL DENSITY (See Section 3.4)</b>					
By Right	30 units / ac. Gross	48 units / ac. gross	12 units / ac. gross	24 units / ac. gross	48 units / ac. gross
Other Functions	10%	10%	20 - 30%	50 - 70%	30-50%
<b>c. BLOCK SIZE</b>					
Block Perimeter	2,000 ft. max. *	2,000 ft. max. *	2,400 ft. max.	2,000 ft. max. *	2,000 ft. max. *
<b>d. THOROUGHFARES (See Table 3 and 4)</b>					
HW	not permitted	not permitted	not permitted	not permitted	not permitted
EV	Permitted	permitted	permitted	permitted	permitted
AV	Permitted	permitted	permitted	permitted	permitted
CS	not permitted	not permitted	permitted	permitted	permitted
DR	Permitted	permitted	permitted	permitted	permitted
ST	Permitted	permitted	permitted	permitted	permitted
RD	not permitted	not permitted	not permitted	not permitted	not permitted
Rear Lane	not permitted	not permitted	permitted	not permitted	not permitted
Rear Alley	Permitted	permitted	permitted	permitted	permitted
Path	Permitted	permitted	permitted	not permitted	not permitted
Passage	Permitted	permitted	permitted	permitted	permitted
Bicycle Trail	Permitted	permitted	not permitted	not permitted	not permitted
Bicycle Lane	Permitted	permitted	permitted	permitted	not permitted
Bicycle Route	Permitted	permitted	permitted	permitted	permitted
<b>e. CIVIC SPACES (See Table 10)</b>					
Park	Permitted	permitted	permitted	by Warrant	by Warrant
Green	permitted	permitted	permitted	permitted	permitted
Square	permitted	permitted	permitted	permitted	permitted
Plaza	permitted	permitted	not permitted	permitted	permitted
Playground	permitted	permitted	permitted	permitted	permitted
<b>f. LOT OCCUPATION</b>					
Lot Width	18 ft. min 300 ft. max.	18 ft. min 300 ft. max.	24 ft. min 96 ft. max.	18 ft. min 160 ft. max.	18 ft. min 180 ft. max.
Lot Coverage	100% max.	100% max.	60% max.	100% max.	100% max.
<b>g. SETBACKS - PRINCIPAL BUILDING (See Table 6)</b>					
(g.1) Front Setback Principal	20 ft. min. + 5 ft. adj. Hw 90 50 ft. min. **	20 ft. min. + 5 ft. adj. Hw 90 50 ft. min. **	15 ft. min. 20 ft. max.	0 ft. min. 5 ft. max.	0 ft. min. 5 ft. max. Hw 90 50 ft. min.
(g.2) Front Setback Secondary	20 ft. min 5 ft. adj.	20 ft. min 5 ft. adj.	15 ft. min. 20 ft. max.	0 ft. min. 5 ft. max.	0 ft. min. 5 ft. max. Hw 90 50 ft. min.
(g.3) Side Setback	15 ft. min.	15 ft. min.	3 ft. min.	3 ft. min. or 0 ft. min., 20 ft. max.	15 ft. min. or 0 ft. min. (common wall)
(g.4) Rear Setback	15 ft. min., add 3 ft. per story	15 ft. min., add 3 ft. per story	12 ft. min.	12 ft. min.	0 ft. or 15 ft.
Frontage Buildout	60% min.	60% min.	60% min.	80% min. at setback	80% min.
<b>h. SETBACKS - ACCESSORY BUILDING (See Table 6) ** 50 ft. max is permitted for properties adjacent to the shoreline or edge of Highway 90 with parking and uses as regulated by Section 3.12</b>					
(h.1) Front Setback	40 ft. max from rear prop	40 ft. max from rear prop	20 ft. min. + bldg. setback	40 ft. max from rear prop	40 ft. max from rear prop
(h.2) Side Setback	15 ft. min.	15 ft. min.	3 ft.	3 ft. min. or 0 ft. min.	3 ft.
(h.3) Rear Setback	15 ft. min.	15 ft. min.	12 ft. min.	12 ft. min.	15 ft. min.
<b>i. BUILDING DISPOSITION (See Table 9)</b>					
Edgeyard	permitted***	permitted***	permitted***	permitted***	permitted***
Sideyard	not permitted***	not permitted***	not permitted	permitted***	permitted***
Rearyard	not permitted	not permitted	not permitted	permitted	permitted
Courtyard	permitted	permitted	permitted	permitted	permitted
<b>j. PRIVATE FRONTAGES (See Table 13) *** Building disposition allowed for structures at or below 44 ft.</b>					
Common Yard	not permitted	not permitted	permitted	not permitted	not permitted
Porch & Fence	not permitted	not permitted	permitted	not permitted	not permitted
Terrace, Dooryard	permitted	permitted	permitted	permitted	permitted
Forecourt	permitted	permitted	permitted	permitted	permitted
Stoop	permitted	permitted	permitted	permitted	permitted
Shopfront & Awning	permitted	permitted	permitted	permitted	permitted
Gallery	permitted	permitted	permitted	permitted	permitted
Arcade	permitted	permitted	not permitted	permitted	permitted
<b>k. BUILDING CONFIGURATION (See Table 3)</b>					
Principal Building	55 ft. max., 6 stories max.	100 ft. max., 10 stories max.	3 stories max. or 44 ft. max.	44 ft. max., 2 stories min.	100 ft. max., 10 stories max., 25 ft. min.
Outbuilding	3 stories max.	5 stories max.	2 stories max.	40 ft. max.	5 stories max.
<b>l. BUILDING FUNCTION (See Table 3)</b>					
Residential	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)
Lodging	limited, 60 rooms	limited, 96 rooms	limited use, 60 rooms	limited (see tables 3 and 4)	limited (see tables 3 and 4)
Office	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)
Retail	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)	limited (see tables 3 and 4)
<b>ARTICLE 5 ARTICLE 2.3.4</b>					

Note: Refer to Table 3 for Building Function, Uses and Table 4 for Density, Intensity and Parking.

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**BUILDING FUNCTION: USES**

**ARTICLE 4. TABLE 3**

Table 3 expands the use categories to designate specific Functions and uses permitted within each Transect Zone. Refer to Article 8 for Definitions of specific uses.

	T1	T2	T3	T3Plus	T4	T4B	T4BPlus	T4C	T5	T5B	CD	CC	ED	HD	ID	RC
DENSITY (UPA)	0	<1	4	8	12	30	48	12	24	48	0	0	24	0	12	12
<b>AGRICULTURAL</b>																
GREENHOUSE COMMERCIAL	R	R						R				R			R	R
CROPS/FORESTRY	R	R														
RIDING STABLE	R	R														
LIVESTOCK PEN	W	W														
WILDLIFE REFUGE	R	R														
FOREST PRESERVE	R	R														
<b>RESIDENTIAL</b>																
SINGLE FAMILY UNIT		W	R	R	R	R	R	R		W		W				W
ACCESSORY UNIT		W	R	R	R	R	R	R		W		W				W
DUPLEX/TWO-FAMILY DWELLING				C	R	R	R									
TOWNHOUSE				W	R	R	R	W				R				W
CONDOMINIUM				W	R	R	R	W	*R	R		R				W
APARTMENT BUILDING					W	R	R	W	*R	R		R				W
LIVE-WORK UNIT				R	R	R	R		R			R				R
MOBILE HOME PARK		W														
<b>SPECIAL CARE HOMES</b>																
HOMES FOR THE HANDICAPPED OR INFIRM												R				R
NURSING CARE, INTERMEDIATE CARE HOMES						W	W	W				R				R
CHILD CARE HOMES						W	W	W				R				R
HALFWAY HOUSES												W				W
<b>LODGING</b>																
HOTEL/MOTEL (12+ rms)						R	R	W	R	R		R				W
INN (up to 12 rms.)				W	W	R	R	R	R	R		R				W
BED & BREAKFAST (1-5 rms)				R	R	R	R	R	W	R						W
TOURIST HOMES (renting by the day or week)			W	W	W	R	R	R	R	R		R				R
DORMITORY (school)						W	W	W	W							W
<b>OFFICE</b>																
HOME OCCUPATION (No customer/client traffic generation)			R	R	R	R	R	R	R	R						R
OPERATIONS DESIGNED TO ATTRACT/SERVE CUSTOMERS/CLIENTS ON THE PREMISES				W	W	R	R	R	R	R		R			W	R
OPERATIONS DESIGNED TO ATTRACT LITTLE OR NO CUSTOMERS OR CLIENT TRAFFIC OTHER THAN EMPLOYEES OF THE ENTITY				W	R	R	R	R	R	R		R				R
OFFICE BUILDING (multiple offices)						R	R	R	R	R		R			R	R
OPERATIONS WITH DRIVE-UP WINDOW								W		R		R				R
WORK-LIVE UNIT				W	R	R	R	R	*R	R		R				R
<i>* Residential use not allowed on first floor</i>																
	T1	T2	T3	T3Plus	T4	T4B	T4BPlus	T4C	T5	T5B	CD	CC	ED	HD	ID	RC
<b>SERVICES AND ENTERPRISES RELATING TO ANIMALS</b>																
VETERINARIAN (Small animals only)			R							R		R				R
VETERINARIAN (Small/large animals)			R									W				
BOARDING KENNEL			R									W				
<b>SALES &amp; RENTAL OF GOODS, MERCHANDISE &amp; EQUIPMENT. No storage or displays of goods outside a fully-enclosed building</b>																
HIGH VOLUME TRAFFIC GENERATION (more than 2,500 sq. ft.)						R	R	R	R	R		R		W	R	R
LOW VOLUME TRAFFIC GENERATION (up to 2,500 sq. ft.)					R	R	R	R	R	R		R		W	R	R
WHOLESALE SALE												R			R	R
STORAGE & DISPLAY OF GOODS OUTSIDE FULLY ENCLOSED BUILDING ALLOWED												W			R	W
R = PERMITTED BY RIGHT      W = PERMITTED BY WARRANT      V = PERMITTED BY VARIANCE      C = CONDITIONAL PERMIT																

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ARTICLE 4. TABLE 3

BUILDING FUNCTION: USES

	T1	T2	T3	T3Plus	T4	T4B	T4BPlus	T4C	T5	T5B	OD	OC	ED	EB	ID	IC
DENSITY (UPA)	0	<1	4	8	12	30	48	12	24	48	0	0	24	0	12	12
MANUFACTURING, PROCESSING, CREATING, REPAIRING, PAINTING, RENOVATION, CLEANING & ASSEMBLING OF GOODS																
ALL OPERATIONS CONDUCTED ENTIRELY WITHIN FULLY-ENCLOSED BUILDING																
MAJORITY OF DOLLAR VOLUME OF BUSINESS DONE WITH WALK-IN TRADE								R	R	R		R			R	R
MAJORITY OF DOLLAR VOLUME OF BUSINESS NOT DONE WITH WALK-IN TRADE								R	R	R		R			R	R
ALL OPERATIONS CONDUCTED ENTIRELY WITHIN OR OUTSIDE FULLY-ENCLOSED BUILDING																
MAJORITY OF DOLLAR VOLUME OF BUSINESS DONE WITH WALK-IN TRADE												W			R	W
MAJORITY OF DOLLAR VOLUME OF BUSINESS NOT DONE WITH WALK-IN TRADE												W			R	W
REGULATED BUSINESSES																
CHECK CASHING, TITLE LOAN OR PAWN												R			R	R
ESCORT SERVICES															C	
LINGERIE MODELING STUDIO															C	
SEX SHOP OR SEXUALLY-ORIENTED CABARET, CINEMA, MEDIA STORE, OR VIDEO ARCADE															C	
TATTOO AND BODY PIERCING PARLOR												W			W	W
MOTOR VEHICLE RELATED SALES AND SERVICE																
MOTOR VEHICLE SALES OR RENTAL												R			R	R
SALES WITH INSTALLATION OF PARTS OR ACCESSORIES (tires, mufflers, etc.)												R			R	R
MOTOR VEHICLE REPAIR AND MAINTENANCE NOT INCLUDING SUBSTANTIAL BODY WORK												R			R	W
GAS SALES												R			R	R
GAS SALES WITH REPAIR AND MAINTENANCE SERVICES												R			R	W
CAR WASH												R			R	R
SCRAP MATERIALS, SALVAGE OR JUNK YARDS AND VEHICLE GRAVEYARDS															R	
AUTOMOBILE PARKING GARAGES OR PARKING LOTS (commercial)										C		W				W
STORAGE																
STORAGE RENTAL UNITS												W				W
ENTERTAINMENT, RECREATION, AMUSEMENT																
ACTIVITY CONDUCTED ENTIRELY WITHIN BUILDING OR STRUCTURE																
BOWLING ALLEYS, SKATING RINKS, BILLIARD HALLS, INDOOR ATHLETIC FACILITIES AND SIMILAR USES							W	W	W		W	R				R
GAMING												R				
MOVIE THEATERS							W	W	W	R	R	R				R
DRIVE-IN MOVIES									W			R				
COLISEUMS, STADIUMS AND SIMILAR USES												R				
PERFORMING ARTS AUDITORIUM								W	R	R		R				R
ACTIVITY CONDUCTED PRIMARILY OUTSIDE ENCLOSED BUILDING																
PRIVATELY-OWNED OUTDOOR RECREATIONAL FACILITIES		W	W				W	W	W		W	R				R
PUBLICLY-OWNED AND OPERATED OUTDOORS RECREATION FACILITIES		W	W	W	W	W	W	W	W	W	W	W	W	W	W	W
GOLF COURSE		R	R									W				

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BUILDING FUNCTION: USES

ARTICLE 4. TABLE 3

	T1	T2	T3	T3P/US	T4	T4B	T4B/US	T4C	T5	T5B	OD	OC	ED	FD	ID	RC
DENSITY (UPA)	0	<1	4	8	12	30	48	12	24	48	0	0	24	0	12	12
ENTERTAINMENT, RECREATION, AMUSEMENT, continued																
GOLF DRIVING RANGES (not accessory to golf courses) MINIATURE GOLF, WATER SLIDES AND SIMILAR USES	R	R						W				R				R
HORSEBACK RIDING OR STABLES	R	R														
AUTOMOBILE AND MOTORCYCLE RACETRACKS												W				
FOOD SERVICE, RESTAURANTS, LOUNGE																
NO SUBSTANTIAL CARRY-OUT OR DELIVERY SERVICES, NO DRIVE-IN SERVICE OR PRIMARY CONSUMPTION OUTSIDE FULLY ENCLOSED BUILDING																
RESTAURANTS WITH ALCOHOL AS ACCESSORY USE					R	R	R	R	R	R		R		R		R
LOUNGE FOR CONSUMPTION OF ALCOHOLIC BEVERAGES ON PREMISES					W	R	R	R	R	R		R		R		R
CARRY-OUT, DELIVERY AND DRIVE-IN SERVICES, PRIMARY CONSUMPTION OUTSIDE FULLY ENCLOSED BUILDING						C	C		C	C		W				W
MARINE-RELATED FACILITY																
MARINA STORES AND SUPPLIES (up to 2,500 sq ft)						R	R	R	R	R		R				R
LIVE BAIT STORES												R		R		
BOAT STORAGE (INDOOR)												R			R	R
BOAT STORAGE (INDOOR AND OUTDOOR)												R			R	
BOAT MAINTENANCE AND REPAIR												R			R	W
CIVIC AND EMERGENCY SERVICES																
COMMUNITY FACILITY	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W
POLICE STATIONS	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W
FIRE STATION	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W
RESCUE AND AMBULANCE	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W
INFRASTRUCTURE / UTILITIES	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W
MISCELLANEOUS PUBLIC AND SEMI-PUBLIC USES																
POST OFFICE				W	W	W	W	W	W	W	W	W	W	W	W	W
AIRPORT		W										W				
SANITARY LANDFILL		C														
TRANSIT FACILITY	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W
MILITARY RESERVE CENTERS	W											W			W	W
FUNERAL HOME, CEMETERY, CREMATORIUM																
FUNERAL HOME WITH EMBALMING ON SITE												R				W
FUNERAL HOME (VISITATION / SERVICES ONLY)								R				R				R
CREMATORIUM																W
CEMETERY		R														
EDUCATIONAL, CULTURAL, RELIGIOUS, PHILANTHROPIC, SOCIAL, FRATERNAL USES																
CHILD CARE FACILITY (3 or fewer)			W	W	R	R	R					R				R
CHILD CARE FACILITY (4 or more)					W	R	R					R				R
ELEMENTARY SCHOOL												W	R			W
MIDDLE / HIGH SCHOOL												W	R			W
COLLEGE / UNIVERSITY												W	R			W
LEARNING CENTER								W	W			R	R			R
SPECIAL TRAINING / VOCATIONAL												R	R		R	W
RESEARCH FACILITY												W	W		W	W
LIBRARIES, MUSEUMS, ART CENTERS AND SIMILAR USES						W	W	R	R	R		R	R			W
SOCIAL, FRATERNAL CLUBS AND SIMILAR USES								W				W	W			W
CHURCHES, SYNAGOGUES AND TEMPLES						W	W	W	W	W		W				W

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ARTICLE 4. TABLE 3

BUILDING FUNCTION: USES

	T1	T2	T3	T3PDS	T4	T4B	T4PDS	T4C	T5	T5B	OJ	OC	ED	HD	ID	RC
DENSITY (UPA)	0	<1	4	8	12	30	48	12	24	48	0	0	24	0	12	12
<b>TOWERS AND RELATED STRUCTURES</b>																
TOWERS OR ANTENNAS FOR INDIVIDUAL RESIDENTIAL USE (limited to district height limit)		R	R	R	R	W	W	R	R	W		R	R		R	R
TOWERS OR ANTENNAS FOR COMMUNITY OR REGIONAL USE		W										W			W	
<b>OPEN AIR MARKETS AND HORTICULTURAL SALES</b>																
OPEN AIR MARKETS (farm, craft, flea and produce)		W										W				
HORTICULTURAL SALES WITH OUTDOOR DISPLAY		W										R				R
<b>INDUSTRIAL</b>																
AUTO RELATED INDUSTRIAL																R
COMMUNICATION / TRANSPORTATION												R			R	W
MANUFACTURING / PROCESSING												W			R	W
MARINE RELATED FACILITY															R	
PRODUCTS AND SERVICES															R	
STORAGE AND DISTRIBUTION															R	

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DENSITY, INTENSITY & PARKING

ARTICLE 4. TABLE 4

Table 4 further defines use limitations by Transit Zone in terms of permitted density and required parking.

	T2 - RURAL RESERVE	T3 - SUBURBAN	T3Plus - SUBURBS PLUS
DENSITY	<1 UNIT PER ACRE	4 UNITS PER ACRE	8 UNITS PER ACRE
AGRICULTURAL	Agricultural Uses are permitted as listed in Table 3.	Agricultural Uses are permitted as listed in Table 3, restricted by compliance with:	Agricultural Uses are permitted as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>For Commercial Greenhouse Use, a minimum of 3 parking spaces for every 1000SF of net commercial space applies.</li> </ul>
RESIDENTIAL	Residential Uses are permitted by Warrant as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>The number of Dwelling Units on each Lot is restricted to 1 within the Principal Building and 1 within an Accessory Structure.</li> <li>The habitable area of an Accessory Structure shall not exceed 440 SF, excluding the parking area.</li> <li>Minimum of 2 parking spaces per dwelling unit.</li> <li>Rental of Accessory Structures is not permitted.</li> </ul>	Residential Uses are permitted By Right as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>The number of Dwelling Units on each Lot is restricted to 1 within the Principal Building and 1 within an Accessory Structure.</li> <li>The habitable area of an Accessory Structure shall not exceed 440 SF, excluding the parking area.</li> <li>Minimum of 2 parking spaces per dwelling unit.</li> <li>Rental of Accessory Structures is not permitted.</li> </ul>	Residential Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>The number of Dwelling Units on each Lot is restricted to 1 within the Principal Building and 1 within an Accessory Structure.</li> <li>The habitable area of an Accessory Structure shall not exceed 440 SF, excluding the parking area.</li> <li>Live – Work Units are permitted By Right and may include artists’ studios and “granny flats.” Artists’ working out of their homes may sell their work.</li> <li>Maximum Building Height of Principal Building 2 stories; habitable attics are permitted.</li> <li>Minimum of 2 parking spaces per dwelling unit.</li> <li>Rental of Accessory Structures is permitted by Warrant within T3E</li> <li>Live-work unit – Work component shall provide one parking space in addition to parking required for the Dwelling Units.</li> </ul>
LODGING	Lodging Uses are permitted by Variance as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>The number of Lodging Units available on each Lot is limited by the requirements for 1 assigned parking space for each bedroom, up to 5, in addition to the parking requirement for the Principal Building.</li> <li>The Lodging must be owner occupied.</li> <li>Food service may be provided for lodging guests in the morning.</li> </ul>	Lodging Uses are permitted by Variance as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>The number of Lodging Units available on each Lot is limited by the requirements for 1 assigned parking space for each bedroom, up to 5, in addition to the parking requirement for the Principal Building.</li> <li>The Lodging must be owner occupied.</li> <li>Food service may be provided for lodging guests in the morning.</li> </ul>	Lodging Uses are permitted as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>The number of Lodging Units available on each Lot is limited by the requirements for 1 assigned parking space for each bedroom, up to 12, in addition to the parking requirement for the Principal Building.</li> <li>The Lodging must be owner occupied.</li> <li>Food service may be provided for lodging guests in the morning.</li> </ul>
OFFICE	Office Uses are permitted By Right as listed in Table 3, limited to Home Occupation and restricted by compliance with the following: <ul style="list-style-type: none"> <li>Office Uses restricted to the first story of Principal Building or Accessory Structure, and shall be less than 50% building floor area total.</li> </ul>	Office Uses are permitted By Right as listed in Table 3, limited to Home Occupation and restricted by compliance with the following: <ul style="list-style-type: none"> <li>Office Uses restricted to the first story of Principal Building or Accessory Structure, and shall be less than 50% building floor area total.</li> </ul>	Office Uses are permitted By Right as listed in Table 3, limited to Home Occupation and Work – Live Units and restricted by compliance with the following: <ul style="list-style-type: none"> <li>Office Uses restricted to the first story of Principal Building or Accessory Structure, and shall be less than 50% building floor area total.</li> <li>Work-live unit – Work component shall provide one parking space in addition to parking required for the Dwelling Units.</li> </ul>
COMMERCIAL	Not Permitted	Not Permitted	Not Permitted
CIVIC	Civic Uses permitted by Variance, as listed in Table 3, are limited to infrastructure and utilities.	Civic Uses are permitted by Warrant as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>Minimum of 1 parking space for every 1000 SF of exhibition or recreation area.</li> </ul>	Civic Uses are permitted by Warrant as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Minimum of 1 parking space for every 5 seats or assembly use.</li> <li>Minimum of 1 parking space for every 1000 SF of exhibition or recreation area.</li> </ul>
CIVIL SUPPORT	Not Permitted	Civil Support Uses are permitted by Warrant as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>Minimum of 1 parking space for every 800 SF of Civil Support Use.</li> </ul>	Civil Support Uses are permitted by Warrant as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>Minimum of 1 parking space for every 800 SF of Civil Support Use.</li> </ul>
EDUCATIONAL	Not Permitted	Educational Uses are permitted by Warrant as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>Minimum of 3 parking spaces for every 1000 SF of Educational Use.</li> </ul>	Educational Uses are permitted by Warrant as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>Minimum of 3 parking spaces for every 1000 SF of Educational Use.</li> </ul>
INDUSTRIAL	Not Permitted	Not Permitted	Not Permitted

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ARTICLE 4. TABLE 4

DENSITY, INTENSITY & PARKING

	T4 - NEIGHBORHOOD	T4B - NEIGHBORHOOD BEACH
<b>DENSITY</b>	12 UNITS PER ACRE	30 UNITS PER ACRE
<b>AGRICULTURAL</b>	Home Garden Uses permitted as listed in Table 3, limited by compliance with applicable standards for T4.	Home Garden Uses permitted as listed in Table 3, limited by compliance with applicable standards for T4B.
<b>RESIDENTIAL</b>	Residential Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per principal dwelling unit.</li> <li>• Live-work unit – Work component shall provide one parking space in addition to parking required for the Dwelling Units.</li> <li>• Rental of Accessory Structures is permitted.</li> </ul>	Residential Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per principal dwelling unit.</li> <li>• Live-work unit – Work component shall provide one parking space in addition to parking required for the Dwelling Units.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Maximum Building Height is 5 stories or 55' above BFE.</li> </ul>
<b>LODGING</b>	Lodging Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• The number of Lodging Units available on each Lot is limited by the requirements for 1 assigned parking space for each bedroom, up to 12, in addition to the parking requirement for the Principal Building.</li> <li>• The Lodging must be owner occupied.</li> <li>• Food service may be provided for lodging guests in the morning.</li> </ul>	Lodging Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 Lodging units.</li> <li>• Minimum of 1 additional visitor parking space for every 5 lodging units.</li> <li>• Maximum of 60 Hotel rooms.</li> <li>• Food service may be provided.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Maximum Building Height is 5 stories or 65' above BFE.</li> </ul>
<b>OFFICE</b>	Office Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Limited Office Uses are permitted on corners, provided it operates in a typical house form, is restricted to the first story of Principal Building or Accessory Structure, and shall be less than 50% building floor area total.</li> <li>• Work-live unit – Work component shall provide one parking space in addition to parking required for the Dwelling Units.</li> </ul>	Office Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Limited Office Uses are permitted and shall be less than 50% building floor area total.</li> </ul>
<b>COMMERCIAL</b>	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Limited commercial uses are permitted on corners, provided it operates in a typical house form, is restricted to the first story of Principal Building or Accessory Structure, and shall be less than 50% building floor area total.</li> <li>• Minimum of 4 parking spaces for every 1000SF of net retail space in addition to the parking required for each Dwelling Unit.</li> <li>• Specific uses limited to food or alcohol service seating no more than 50 patrons.</li> <li>• Sidewalk retail permitted in Special Flood Hazard Areas.</li> </ul>	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Limited commercial uses are permitted on corners, provided it operates in a typical house form, is restricted to the first story of Principal Building or Accessory Structure, and shall be less than 50% building floor area total.</li> <li>• Minimum of 3 parking spaces for every 1000SF of net commercial space in addition to the parking required for each Dwelling Unit.</li> <li>• Specific uses limited to neighborhood convenience store or food service seating no more than 40 patrons.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>
<b>CIVIC</b>	Civic Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required.</li> </ul>	Civic Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>
<b>CIVIL SUPPORT</b>	Civil Support Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 SF of Civil Support Use.</li> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>	Civil Support Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 SF of Civil Support Use.</li> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>
<b>EDUCATIONAL</b>	Educational Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1000 SF of Educational Use.</li> <li>• Childcare facility minimum of 1 space per staff member.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>	Educational Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1000 SF of Educational Use.</li> <li>• Childcare facility minimum of 1 space per staff member.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>
<b>INDUSTRIAL</b>	Industrial Uses are permitted by Variance as listed in Table 3.	Industrial Uses are permitted by Variance as listed in Table 3.

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DENSITY, INTENSITY & PARKING

ARTICLE 4. TABLE 4

	T4EPlus - NEIGHBORHOOD BEACH PLUS	T4C - NEIGHBORHOOD COMMERCIAL
<b>DENSITY</b>	<b>48 UNITS PER ACRE</b>	<b>12 UNITS PER ACRE</b>
<b>AGRICULTURAL</b>	Home Garden Uses permitted as listed in Table 3, limited by compliance with applicable standards for T4EPlus.	Home Garden Uses permitted as listed in Table 3, limited by compliance with applicable standards for T4C.
<b>RESIDENTIAL</b>	Residential Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per principal dwelling unit.</li> <li>• Live-work unit – Work component shall provide one parking space in addition to parking required for the Dwelling Units.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Maximum Building Height is 10 stories or 100' above BFE.</li> </ul>	Residential Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per principal dwelling unit.</li> <li>• Live-work unit – Work component shall provide one parking space in addition to parking required for the Dwelling Units.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Rental of Accessory Structures is permitted.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>
<b>LODGING</b>	Lodging Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 Lodging units.</li> <li>• Minimum of 1 additional visitor parking space for every 5 lodging units.</li> <li>• Maximum of 36 Hotel rooms.</li> <li>• Food service may be provided.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Maximum Building Height is 10 stories or 100' above BFE.</li> </ul>	Lodging Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 Lodging units.</li> <li>• Minimum of 1 additional visitor parking space for every 5 lodging units.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Food service may be provided.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>
<b>OFFICE</b>	Office Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Limited Office Uses are permitted and shall be less than 50% building floor area total.</li> </ul>	Office Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Broader Office Uses are permitted on corners, mid-block and on heavily travelled Thoroughfares.</li> <li>• Office Uses must operate in a typical house form, is restricted to the first story of Principal Building or Accessory Structure.</li> <li>• Office Building parking requirement is 2 spaces per 1000 SF net office space in addition to parking required for each dwelling.</li> <li>• Work-live unit – Work component shall provide one parking space in addition to parking required for the Dwelling Units.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>
<b>COMMERCIAL</b>	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Limited commercial uses are permitted on corners, provided it operates in a typical house form, is restricted to the first story of Principal Building or Accessory Structure, and shall be less than 50% building floor area total.</li> <li>• Minimum of 3 parking spaces for every 1000SF of net commercial space in addition to the parking required for each Dwelling Unit.</li> <li>• Specific uses limited to neighborhood convenience store or food service seating no more than 40 patrons.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Broader commercial uses permitted on corners, mid-block and on heavily travelled Thoroughfares.</li> <li>• Commercial uses must operate within a residential house form and be compatible with existing structures adjacent to the area.</li> <li>• Food or alcohol service establishments of a maximum seating capacity of 100 patrons.</li> <li>• Sidewalk retail permitted in Special Flood Hazard Areas.</li> <li>• Minimum of 3 parking spaces for every 1000SF of net commercial space in addition to the parking required for each Dwelling Unit.</li> <li>• Parking may not be visible from the public Thoroughfare.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>
<b>CIVIC</b>	Civic Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>	Civic Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>

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DENSITY, INTENSITY & PARKING

	T43Plus - NEIGHBORHOOD BEACH PLUS	T4C - NEIGHBORHOOD COMMERCIAL
CIVIL SUPPORT	<p>Civil Support Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 SF of Civil Support Use.</li> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>	<p>Civil Support Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 800 SF of Civil Support Use.</li> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>
EDUCATIONAL	<p>Educational Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1000 SF of Educational Use.</li> <li>• Childcare facility minimum of 1 space per staff member.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>	<p>Educational Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 3 parking spaces for every 1000 SF of Educational Use.</li> <li>• Childcare facility minimum of 1 space per staff member.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> </ul>
INDUSTRIAL	Industrial Uses are permitted by Variance as listed in Table 3.	Industrial Uses are permitted by Variance as listed in Table 3.

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DENSITY, INTENSITY & PARKING

ARTICLE 4. TABLE 4

	T5 - MAIN STREET ZONE	T5B - HIGH DENSITY DOWNTOWN ZONE
<b>DENSITY</b>	24 UNITS PER ACRE	48 UNITS PER ACRE
<b>AGRICULTURAL</b>	Home Garden Uses permitted as listed in Table 3, limited by compliance with applicable standards for T5.	Home Garden Uses permitted as listed in Table 3, limited by compliance with applicable standards for T5B.
<b>RESIDENTIAL</b>	Residential Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space per Dwelling Unit.</li> <li>• Minimum of 1 additional visitor parking space for every 10 Dwelling Units.</li> <li>• Live-work units – Work component shall provide one parking space in addition to parking required for Dwelling Unit.</li> <li>• Provision of alleys required for new Development in T5.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>	Residential Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1.5 parking spaces per Dwelling Unit.</li> <li>• Minimum of 1 additional visitor parking space for every 10 Dwelling Units.</li> <li>• Live-work units – Work component shall provide one parking space in addition to parking required for Dwelling Unit.</li> <li>• Provision of alleys required for new Development in T5B.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>
<b>LODGING</b>	Lodging Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 Lodging units.</li> <li>• Minimum of 1 additional visitor parking space for every 10 lodging units.</li> <li>• Food service may be provided at all times.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>	Lodging Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 2 Lodging units.</li> <li>• Minimum of 1 additional visitor parking space for every 10 lodging units.</li> <li>• Food service may be provided at all times.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>
<b>OFFICE</b>	Office Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Office parking requirement is 1.5 spaces per 1000 SF net office space in addition to parking required for each dwelling.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>	Office Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Office parking requirement is 1.5 spaces per 1000 SF net office space in addition to parking required for each dwelling.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>
<b>COMMERCIAL</b>	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Office Uses are permitted on 2nd story where Retail is provided on 1st floor.</li> <li>• Retail spaces under 1500 SF are exempt from parking requirements on Thoroughfares where on-street parking is provided.</li> <li>• Sidewalk retail permitted in Special Flood Hazard Areas.</li> <li>• Minimum of 3 parking spaces for every 1000SF of net commercial space.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Office Uses are permitted on 2nd story where Retail is provided on 1st floor.</li> <li>• Retail spaces under 1500 SF are exempt from parking requirements on Thoroughfares where on-street parking is provided.</li> <li>• Sidewalk retail permitted in Special Flood Hazard Areas.</li> <li>• Minimum of 3 parking spaces for every 1000SF of net commercial space.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>
<b>CIVIC</b>	Civic Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>	Civic Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>
<b>CIVIL SUPPORT</b>	Civil Support Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Civil Support Use.</li> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>	Civil Support Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Civil Support Use.</li> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>
<b>EDUCATIONAL</b>	Educational Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1000 SF of Educational Use.</li> <li>• Childcare facility minimum of 1 space per staff member.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>	Educational Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1000 SF of Educational Use.</li> <li>• Childcare facility minimum of 1 space per staff member.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>
<b>INDUSTRIAL</b>	Industrial Uses are permitted by Variance as listed in Table 3.	Industrial Uses are permitted by Variance as listed in Table 3.

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ARTICLE 4. TABLE 4

DENSITY, INTENSITY & PARKING

	CD - CIVIC DISTRICT	CC - COMMERCIAL CORRIDOR	ED - EDUCATIONAL DISTRICT
DENSITY	0	0	0
AGRICULTURAL	Not permitted	Agricultural Uses are permitted as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>For Commercial Greenhouse Use, a minimum of 3 parking spaces for every 1000SF of net commercial space applies.</li> <li>Home Garden Uses limited by compliance with applicable standards for CC.</li> </ul>	Not permitted
RESIDENTIAL	Not permitted	Not permitted	Residential Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Specific residential uses limited to student and faculty housing and social clubs.</li> <li>Minimum of 1 parking space per residential unit.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Loading, see Table 5.</li> </ul>
LODGING	Not permitted	Lodging Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Minimum of 1 parking space for every 2 Lodging units.</li> <li>Minimum of 1 additional visitor parking space for every 10 lodging units.</li> <li>Food service may be provided at all times.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Loading, see Table 5.</li> </ul>	Lodging Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Minimum of 1 parking space for every 2 Lodging units.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Food service may be provided at all times.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Loading, see Table 5.</li> </ul>
OFFICE	Office Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Office parking requirement is 3 spaces per 1000 SF net office space.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Loading, see Table 5.</li> </ul>	Office Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Shall be located within the front 200' of the property only.</li> <li>Office parking requirement is 2 spaces per 1000 SF net office space in addition to parking required for each Dwelling Unit.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Loading, see Table 5.</li> </ul>	Not permitted
COMMERCIAL	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Building area allowed for Commercial use on each lot shall be less than 25% of the total Building floor area total.</li> <li>Minimum of 3 parking spaces for every 1000SF of net commercial space.</li> <li>Retail spaces under 1500 SF are exempt from parking requirements where on-street parking is available.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Loading, see Table 5.</li> </ul>	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Shall be located within the front 200' of the property only.</li> <li>Minimum of 3 parking spaces for every 1000SF of net commercial space.</li> <li>Retail spaces under 1500 SF are exempt from parking requirements where on-street parking is available.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Loading, see Table 5.</li> </ul>	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Minimum of 3 parking spaces for every 1000SF of net commercial space.</li> <li>Retail spaces under 1500 SF are exempt from parking requirements where on-street parking is available.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Loading, see Table 5.</li> </ul>

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ARTICLE 4. TABLE 4

	CD - CIVIC DISTRICT	CC - COMMERCIAL CORRIDOR	ED - EDUCATIONAL DISTRICT
<b>CIVIC</b>	<p>Civic Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required</li> <li>• Minimum of 1 parking space for every staff member for recreational uses.</li> <li>• Minimum of 1 parking space for every 500 SF of Building floor area used for recreational purposes</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Loading, see Table 5.</li> </ul>	<p>Civic Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>	<p>Civic Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>
<b>CIVIL SUPPORT</b>	<p>Civil Support Uses are permissible, as listed by Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Civil Support Use.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Table 5</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Minimum of 1 parking space for every 5 seats for assembly uses.</li> <li>• Loading – See Table 5.</li> </ul>	<p>Civil Support Uses are permissible, as listed by Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Civil Support Use.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Table 5</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Minimum of 1 parking space for every 5 seats for assembly uses.</li> <li>• Loading – See Table 5.</li> </ul>	<p>Civil Support Uses are permissible, as listed by Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Civil Support Use.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Table 5</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Minimum of 1 parking space for every 5 seats for assembly uses.</li> <li>• Loading – See Table 5.</li> </ul>
<b>EDUCATIONAL</b>	<p>Educational Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1000 SF of Educational Use.</li> <li>• Childcare facility minimum of 1 space per staff member.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Loading, see Table 5.</li> </ul>	<p>Educational Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1000 SF of Educational Use.</li> <li>• Childcare facility minimum of 1 space per staff member.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>	<p>Educational Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1000 SF of Educational Use.</li> <li>• Childcare facility minimum of 1 space per staff member.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>
<b>INDUSTRIAL</b>	<p>Industrial Uses are permitted by Warrant as listed in Table 3.</p>	<p>Industrial Uses are permitted as listed in Table 3 limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Industrial Use.</li> <li>• Parking may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 bicycle rack space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading – See Table 5.</li> </ul>	<p>Industrial Uses are permitted by variance as listed in Table 3 limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Industrial Use.</li> <li>• Parking may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 bicycle rack space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading – See Table 5.</li> </ul>

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ARTICLE 4. TABLE 4

DENSITY, INTENSITY & PARKING

	HD - HARBOR DISTRICT	ID - INDUSTRIAL DISTRICT	RC - RAILROAD CORRIDOR
DENSITY	0	12 UNITS PER ACRE	12 UNITS PER ACRE
AGRICULTURAL	Not permitted	Agricultural Uses are permitted as listed in Table 3, restricted by compliance with: <ul style="list-style-type: none"> <li>For Commercial Greenhouse Use, a minimum of 3 parking spaces for every 1000SF of net commercial space applies.</li> </ul>	Not permitted
RESIDENTIAL	Not permitted	Residential Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Article 5, Supplemental Regulations.</li> </ul>	Residential Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Minimum of 1 parking space per Dwelling Unit.</li> <li>Maximum of 1 Dwelling Unit per lot of record as of date of Code adoption.</li> <li>Live-work units – Work component shall provide one parking space in addition to parking required for Dwelling Unit.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Loading, see Table 5.</li> </ul>
LODGING	Not permitted	Not permitted	Lodging Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Minimum of 1 parking space for every 2 Lodging units.</li> <li>Minimum of 1 additional visitor parking space for every 10 lodging units.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Loading, see Table 5.</li> </ul>
OFFICE	Not permitted	Not permitted	Office Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Shall be located within the front 200' of the property only.</li> <li>Office parking requirement is 2 spaces per 1000 SF net office space in addition to parking required for each dwelling.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Loading, see Table 5.</li> </ul>
COMMERCIAL	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Minimum of 3 parking spaces for every 1000SF of net commercial space.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Loading, see Table 5.</li> </ul>	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Minimum of 3 parking spaces for every 1000SF of net commercial space.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Loading, see Table 5.</li> </ul>	Commercial Uses are permitted as listed in Table 3, limited by compliance with: <ul style="list-style-type: none"> <li>Shall be located within the front 200' of the property only.</li> <li>Minimum of 3 parking spaces for every 1000SF of net commercial space.</li> <li>Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>Loading, see Table 5.</li> </ul>

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DENSITY, INTENSITY & PARKING

ARTICLE 4. TABLE 4

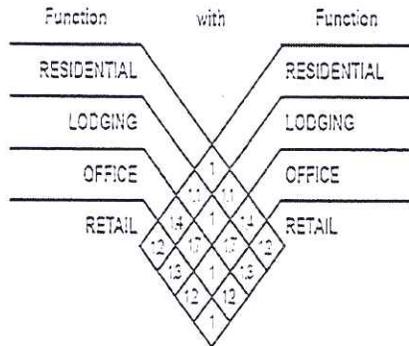
	HD - HARBOR DISTRICT	ID - INDUSTRIAL DISTRICT	RC - RAILROAD CORRIDOR
<b>CIVIC</b>	<p>Civic Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>	<p>Civic Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>	<p>Civic Uses are permitted as listed in Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 5 seats of assembly use.</li> <li>• Minimum of 1 parking space for every 1000 SF of exhibition or recreation area, parking for other uses as required.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading, see Table 5.</li> </ul>
<b>CIVIL SUPPORT</b>	<p>Civil Support Uses are permissible, as listed by Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Civil Support Use.</li> <li>• Minimum of 1 parking space for every 5 seats for assembly uses.</li> <li>• Minimum of 1 parking space for every 5 slips manne use.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Table 5</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading – See Table 5.</li> </ul>	<p>Civil Support Uses are permissible, as listed by Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Civil Support Use.</li> <li>• Minimum of 1 parking space for every 5 seats for assembly uses.</li> <li>• Minimum of 1 parking space for every 5 slips manne use.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Table 5</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading – See Table 5.</li> </ul>	<p>Civil Support Uses are permissible, as listed by Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Civil Support Use.</li> <li>• Parking requirement may be reduced according to the Shared Parking Standard, Table 5</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Minimum of 1 parking space for every 5 seats for assembly uses.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading – See Table 5.</li> </ul>
<b>EDUCATIONAL</b>	<p>Not permitted</p>	<p>Educational Uses are permissible, as listed by Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 SF of educational space.</li> <li>• Parking may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading – See Table 5.</li> </ul>	<p>Educational Uses are permissible, as listed by Table 3, limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 2 parking spaces for every 1,000 SF of educational space.</li> <li>• Childcare facility minimum of 1 space per staff member</li> <li>• Parking may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 Bicycle Rack Space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading – See Table 5.</li> </ul>
<b>INDUSTRIAL</b>	<p>Industrial Uses are permitted as listed in Table 3 limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Industrial Use.</li> <li>• Parking may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 bicycle rack space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading – See Table 5.</li> </ul>	<p>Industrial Uses are permitted as listed in Table 3 limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Industrial Use.</li> <li>• Parking may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 bicycle rack space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading – See Table 5.</li> </ul>	<p>Industrial Uses are permitted as listed in Table 3 limited by compliance with:</p> <ul style="list-style-type: none"> <li>• Minimum of 1 parking space for every 1000 SF of Industrial Use.</li> <li>• Parking may be reduced according to the Shared Parking Standard, see Table 5.</li> <li>• Minimum of 1 bicycle rack space for every 20 vehicular spaces required.</li> <li>• Parking may be provided by ownership or lease off-site within 1000 feet by process of Warrant, except when site is within 500 feet of T3 or less.</li> <li>• Loading – See Table 5.</li> </ul>

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## ARTICLE 4. TABLE 5 BUILDING FUNCTION: PARKING AND LOADING

### SHARED PARKING STANDARDS

#### SHARING FACTOR



The Shared Parking Standards Table is a summary of the parking requirements that appear in Table 4, along with the associated sharing factors. The effective parking required for any two functions whose density is already determined is the sum of the Required Parking divided by the sharing factor. The sharing factor shall be applicable only to the two functions of greatest floor area. For uses not indicated in this chart on a mixed-use site, a sharing factor of 1.1 shall be allowed. Additional sharing is allowed by Warrant.

#### PARKING STANDARDS

Angle of Parking	ACCESS AISLE WIDTH		
	ONE WAY TRAFFIC SINGLE LOADED	ONE WAY TRAFFIC DOUBLE LOADED	TWO WAY TRAFFIC DOUBLE LOADED
90	23 ft.	23 ft.	23 ft.
60	12.8 ft.	11.8 ft.	19.3 ft.
45	10.8 ft.	9.5 ft.	18.5 ft.
Parallel	10 ft.	10 ft.	20 ft.

- Driveways shall have a minimum of 10 feet of paved width of a one-way and 30 feet for a two-way drive for parking area providing 10 or more stalls.
- Pedestrian entrances shall be at least 3 feet from stall, driveway or access aisle.
- Allowable slopes, paving, and drainage as per Long Beach Building Code.
- Off-street parking facilities shall have a minimum vertical clearance of 7 feet.
- Where such a facility is to be used by trucks or loading uses, the minimum clearance shall be 15 feet.
- Ingress vehicular control devices shall be located so as to provide a minimum driveway of 20 feet in length between the base building line and dispenser.
- For landscaping requirements of parking lots, refer to Article 2, Section 2.6.

Standard stall: 8.5 ft. x 18 ft. minimum

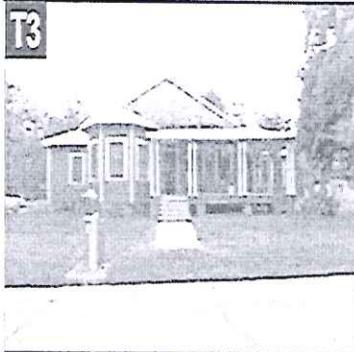
LOADING BERTH STANDARDS	T5, T5B, ED	ID, CC, RC, CD	NOTES
RESIDENTIAL*	<u>From 25,000 sf to 500,000 sf</u> Berth Size Loading Berths 420 sf 1 per first 100 units 240 sf 1 per each additional 100 units or fraction of 100. <u>Greater than 500,000 sf</u> Berth Size Loading Berths 660 sf 1 per first 100 units 240 sf 1 per each additional 100 units or fraction of 100.		Berth Types Residential: 240 sf = 12 ft. x 20 ft. Commercial: 420 sf = 12 ft. x 35 ft. Industrial**: 630 sf = 12 ft. x 55 ft. All Berth Types: 15 ft. height clearance * Residential Loading berths shall be setback a distance equal to their length. ** 1 Industrial berth may be substituted by 2 Commercial berths
LODGING	<u>From 25,000 sf to 500,000 sf</u> Berth Size Loading Berths 420 sf 1 per 300 rooms 240 sf 1 per 100 rooms. <u>Greater than 500,000 sf</u> Berth Size Loading Berths 660 sf 1 per 300 rooms 240 sf 1 per 100 rooms.	<u>From 25,000 sf to 500,000 sf</u> Berth Size Loading Berths 420 sf 1 per 300 rooms 240 sf 1 per 100 rooms. <u>Greater than 500,000 sf</u> Berth Size Loading Berths 660 sf 1 per 300 rooms 240 sf 1 per 100 rooms.	
OFFICE COMMERCIAL INDUSTRIAL**	<u>From 25,000 sf to 500,000 sf</u> Berth Size Loading Berths Area 420 sf 1st 25K sf - 50K sf 420 sf 2nd 50K sf - 100K sf 420 sf 3rd 100K sf - 250K sf 420 sf 4th 250K sf - 500K sf <u>Greater than 500,000 sf</u> Berth Size Loading Berths Area 660 sf 1/ 500K sf	<u>From 25,000 sf to 500,000 sf</u> Berth Size Loading Berths Area 420 sf 1st 25K sf - 50K sf 420 sf 2nd 50K sf - 100K sf 420 sf 3rd 100K sf - 250K sf 420 sf 4th 250K sf - 500K sf <u>Greater than 500,000 sf</u> Berth Size Loading Berths Area 660 sf 1/ 500K sf	

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FORM-BASED CODE GRAPHICS T3

ARTICLE 4. TABLE 6A

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(see Table 1)

**l. BUILDING FUNCTION** (see Table 3 & Table 4)

Residential	limited (see tables 3 and 4)
Lodging	limited (see tables 3 and 4)
Office	limited (see tables 3 and 4)
Retail	not permitted

**k. BUILDING CONFIGURATION** (see Table 8)

Principal Building	2 stories max.
Accessory building	2 stories max.

**f. LOT OCCUPATION** (see Table 2f)

Lot Width	60 ft. min 120 ft. max.
Lot Coverage	50% max.

**i. BUILDING DISPOSITION** (see Table 9)

Edgeyard	permitted
Sidyard	not permitted
Rearyard	not permitted
Courtyard	not permitted

**g. SETBACKS - PRINCIPAL BUILDING** (see Table 2g)

(g.1) Front Setback (P)	20 ft. min, 5 ft. +/- adj. 50 ft. max.
(g.2) Second Front Setback (S)	20 ft. min, 5 ft. +/- adjacent
(g.3) Side Setback	8 ft. min.
(g.4) Rear Setback	12 ft. min.
Frontage Buildout	40% min at setback

**h. SETBACKS - ACCESSORY BUILDING** (see Table 2h)

(h.1) Front Setback	20 ft. min. + bldg setback
(h.2) Side Setback	3 ft. min.
(h.3) Rear Setback	3 ft. min.

**j. PRIVATE FRONTAGES** (see Table 13)

Common Yard	permitted
Porch & Fence	permitted
Terrace or Dooryard	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront & Awning	not permitted
Gallery	not permitted
Arcade	not permitted

**PARKING PROVISIONS**

See Table 4 & Table 5

"N" stands for any Stories above those shown, up to the maximum. Refer to metric for exact minimums and maximums

**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor.
3. Height shall be measured to the eave or roof deck as specified on Table 8.

**SETBACKS - PRINCIPAL BLDG**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.

**SETBACKS - Accessory building**

1. The Elevation of the Accessory building shall be distanced from the Lot lines as shown.

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the second and third Layer as shown in the diagram (see Table 16d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 16d). Side- or rear-entry garages may be allowed in the first or second Layer by Warrant.
3. Trash containers shall be stored within the third Layer.

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ARTICLE 4. TABLE 6B

FORM-BASED CODE GRAPHICS T3Plus

3.3



(see Table 1)

<b>I. BUILDING FUNCTION</b> (see Table 3 & Table 4)	
Residential	limited (see tables 3 and 4)
Lodging	limited (see tables 3 and 4)
Office	limited (see tables 3 and 4)
Retail	not permitted
<b>k. BUILDING CONFIGURATION</b> (see Table 8)	
Principal Building	2 stories max.
Accessory building	2 stories max.
<b>f. LOT OCCUPATION</b> (see Table 2f)	
Lot Width	50 ft. min. 120 ft. max.
Lot Coverage	50% max.
<b>i. BUILDING DISPOSITION</b> (see Table 9)	
Edgeyard	Permitted
Sideyard	Permitted
Rearyard	Permitted
Courtyard	Permitted
<b>c. SETBACKS - PRINCIPAL BUILDING</b> (see Table 2g)	
(g.1) Front Setback (P)	20 ft. min, 30 ft. max.
(g.2) Second Front Setback (S)	20 ft. min, 30 ft. max.
(g.3) Side Setback	6 ft. min.
(g.4) Rear Setback	12 ft. min.
Frontage Buildout	40% min. at setback
<b>h. SETBACKS - ACCESSORY BUILDING</b> (see Table 2h)	
(h.1) Front Setback	20 ft. min. + bldg setback
(h.2) Side Setback	3 ft. min.
(h.3) Rear Setback	3 ft. min.
<b>j. PRIVATE FRONTAGES</b> (see Table 13)	
Common Yard	Permitted
Porch & Fence	Permitted
Terrace or Dooryard	not permitted
Forecourt	not permitted
Stoop	not permitted
Shopfront & Awning	not permitted
Gallery	not permitted
Arcade	not permitted

**PARKING PROVISIONS**

See Table 4 & Table 5

\*N\* stands for any Stories above those shown, up to the maximum. Refer to metric for exact minimums and maximums

**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor.
3. Height shall be measured to the eave or roof deck as specified on Table 8.

**SETBACKS - PRINCIPAL BLDG**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.

**SETBACKS - Accessory building**

1. The Elevation of the Accessory building shall be distanced from the Lot lines as shown.

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the second and third Layer as shown in the diagram (see Table 16d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 16d).
3. Trash containers shall be stored within the third Layer.

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FORM-BASED CODE GRAPHICS T4

ARTICLE 4. TABLE 6C

3.4



(see Table 1)

<b>I. BUILDING FUNCTION</b> (see Table 3 & Table 4)	
Residential	limited (see tables 3 and 4)
Lodging	limited (see tables 3 and 4)
Office	limited (see tables 3 and 4)
Retail	limited (see tables 3 and 4)
<b>k. BUILDING CONFIGURATION</b> (see Table 8)	
Principal Building	3 stories max.
Accessory building	2 stories max.
<b>f. LOT OCCUPATION</b> (see Table 2f)	
Lot Width	24 ft. min., 96 ft. max.
Lot Coverage	60% max.
<b>i. BUILDING DISPOSITION</b> (see Table 9)	
Edgeyard	permitted
Sideyard	not permitted
Rearyard	not permitted
Courtyard	not permitted
<b>g. SETBACKS - PRINCIPAL BUILDING</b> (see Table 2g)	
(g.1) Front Setback (F)	6 ft. min., 25 ft. max.
(g.2) Second Front Setback (S)	6 ft. min., 25 ft. max.
(g.3) Side Setback	6 ft. min.
(g.4) Rear Setback	12 ft. min.
Frontage Buildout	60% min. at setback
<b>h. SETBACKS - ACCESSORY BUILDING</b> (see Table 2h)	
(h.1) Front Setback	20 ft. min. - bldg setback
(h.2) Side Setback	3 ft. min.
(h.3) Rear Setback	3 ft. min.
<b>i. PRIVATE FRONTAGES</b> (see Table 13)	
Common Yard	permitted
Porch & Fence	permitted
Terrace or Dooryard	permitted
Forecourt	permitted
Sloop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	not permitted

<b>PARKING PROVISIONS</b>	
See Table 4 & Table 5	

\*N" stands for any Stories above those shown, up to the maximum. Refer to metric for exact minimums and maximums

**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.

**SETBACKS - PRINCIPAL BLDG**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.

**SETBACKS - Accessory building**

1. The Elevations of the Accessory building shall be distanced from the Lot lines as shown.

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 16d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 16d).
3. Trash containers shall be stored within the third Layer

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ARTICLE 4. TABLE 6D

FORM-BASED CODE GRAPHICS T4B

3.4

(see Table 1)

<b>l. BUILDING FUNCTION (see Table 3 &amp; Table 4)</b>	
Residential	limited (see tables 3 and 4)
Lodging	60 rooms maximum
Office	limited (see tables 3 and 4)
Retail	limited (see tables 3 and 4)
<b>k. BUILDING CONFIGURATION (see Table 8)</b>	
Principal Building	65 ft. above BFE, 6 stories max.
Accessory building	3 stories max.
<b>f. LOT OCCUPATION (see Table 2f)</b>	
Lot Width	18 ft. min., 300 ft. max.
Lot Coverage	100% max.
<b>i. BUILDING DISPOSITION (see Table 9)</b>	
Edgeyard	Permitted
Sideyard	not permitted
Rearyard	not permitted
Courtyard	Permitted
<b>g. SETBACKS - PRINCIPAL BUILDING (see Table 2g)</b>	
	20 ft. min. 5 +/- adj. Hwy 90
(a.1) Front Setback (F)	50 ft. min.
(a.2) Second Front Setback (S)	20 ft. min. 5 +/- adj.
(a.3) Side Setback	15 ft. min.
(a.4) Rear Setback	15 ft. min., additional 3 ft. per story
Frontage Buildout	60% min. at setback
<b>n. SETBACKS - ACCESSORY BUILDING (see Table 2h)</b>	
(h.1) Front Setback	40 ft. max. from rear
(h.2) Side Setback	15 ft. min.
(h.3) Rear Setback	15 ft. min.
<b>j. PRIVATE FRONTAGES (see Table 13)</b>	
Common Yard	not permitted
Porch & Fence	not permitted
Terrace or Doorway	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

<b>PARKING PROVISIONS</b>	
See Table 4 & Table 5	

\*N\* stands for any Stories above those shown, up to the maximum. Refer to metric for exact minimums and maximums

**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minimum of 11 ft. with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Expression Lines shall be as shown on Table 8.

**SETBACKS - PRINCIPAL BLDG**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.

**SETBACKS - Accessory building**

1. The Elevations of the Accessory building shall be distanced from the Lot lines as shown.

**PARKING PLACEMENT**

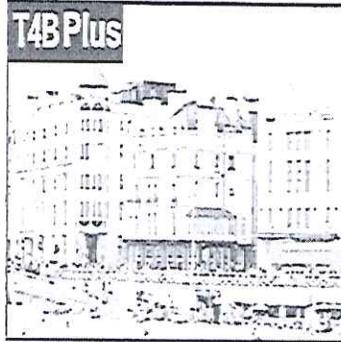
1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 16d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 16d).
3. Trash containers shall be stored within the third Layer.

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FORM-BASED CODE GRAPHICS T4BPlus

ARTICLE 4. TABLE 6E

3.4



(see Table 1)

<b>l. BUILDING FUNCTION (see Table 3 &amp; Table 4)</b>	
Residential	limited (see tables 3 and 4)
Loosing	96 rooms max
Office	limited (see tables 3 and 4)
Retail	limited (see tables 3 and 4)
<b>k. BUILDING CONFIGURATION (see Table 3)</b>	
Principal Building	100 ft. above BFE, 10 stories max.
Accessory building	5 stories max.
<b>f. LOT OCCUPATION (see Table 2f)</b>	
Lot Width	18 ft. min., 300 ft. max.
Lot Coverage	100% max.
<b>i. BUILDING DISPOSITION (see Table 9)</b>	
Edgeyard	permitted
Sideward	not permitted
Rearyard	not permitted
Courtyard	permitted
<b>g. SETBACKS - PRINCIPAL BUILDING (see Table 2g)</b>	
(g.1) Front Setback (F)	20 ft. min 5 +/- adj. Hwy 90 50 ft. min
(g.2) Second Front Setback (S)	20 ft. min 5 +/- adj
(g.3) Side Setback	15 ft. min
(g.4) Rear Setback	15 ft. min., additional 3 ft. per story
Frontage Buildout	60% min. at setback
<b>h. SETBACKS - ACCESSORY BUILDING (see Table 2h)</b>	
(h.1) Front Setback	40 ft. max. from rear
(h.2) Side Setback	15 ft. min.
(h.3) Rear Setback	15 ft. min.
<b>j. PRIVATE FRONTAGES (see Table 13)</b>	
Common Yard	not permitted
Porch & Fence	not permitted
Terrace or Dooryard	Permitted
Forecourt	Permitted
Stoop	Permitted
Shopfront & Awning	Permitted
Gallery	Permitted
Arcade	Permitted

<b>PARKING PROVISIONS</b>	
See Table 4 & Table 5	
"N" stands for any Stories above those shown, up to the maximum. Refer to metric for exact minimums and maximums	

**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Expression Lines shall be as shown on Table 8.

**SETBACKS - PRINCIPAL BLDG**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.

**SETBACKS - Accessory building**

1. The Elevations of the Accessory building shall be distanced from the Lot lines as shown.

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 16d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 16d).
3. Trash containers shall be stored within the third Layer.

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ARTICLE 4. TABLE 6F

FORM-BASED CODE GRAPHICS T4C

3.4



(see Table 1)

I. BUILDING FUNCTION (see Table 3 & Table 4)	
Residential	limited (see tables 3 and 4)
Lodging	limited use; 60 rooms
Office	limited (see tables 3 and 4)
Retail	limited (see tables 3 and 4)
k. BUILDING CONFIGURATION (see Table 8)	
Principal Building	3 stories max., 44 ft. max.
Accessory building	2 stories max.
f. LOT OCCUPATION (see Table 2f)	
Lot Width	24 ft. min., 96 ft. max.
Lot Coverage	60% max.
i. BUILDING DISPOSITION (see Table 9)	
Edgeyard	permitted***
Sideyard	not permitted
Rearyard	not permitted
Courtyard	permitted
g. SETBACKS - PRINCIPAL BUILDING (see Table 2g)	
(g.1) Front Setback (F)	15 ft. min., 20 ft. max.
(g.2) Second Front Setback (S)	15 ft. min., 20 ft. max.
(g.3) Side Setback	3 ft. min.
(g.4) Rear Setback	12 ft. min.
Frontage Buildout	60% min.
h. SETBACKS - ACCESSORY BUILDING (see Table 2h)	
(h.1) Front Setback	20 ft. max. + bldg setback.
(h.2) Side Setback	3 ft. min.
(h.3) Rear Setback	12 ft. min.
j. PRIVATE FRONTAGES (see Table 13)	
Common Yard	permitted
Porch & Fence	permitted
Terrace or Dooryard	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	not permitted

**PARKING PROVISIONS**  
See Table 4 & Table 5  
\*N\* stands for any Stories above those shown, up to the maximum. Refer to metric for exact minimums and maximums

**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Expression Lines shall be as shown on Table 8.

**SETBACKS - PRINCIPAL BLDG**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.

**SETBACKS - Accessory building**

1. The Elevations of the Accessory building shall be distanced from the Lot lines as shown.

**PARKING PLACEMENT**

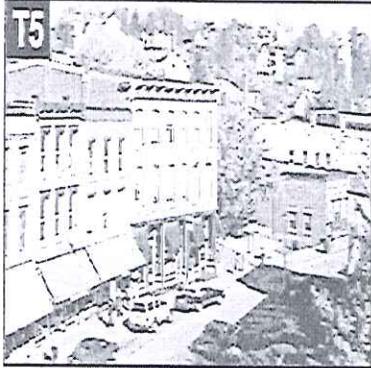
1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 16d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 16d).
3. Trash containers shall be stored within the third Layer.

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FORM-BASED CODE GRAPHICS T5

ARTICLE 4. TABLE 6G

3.5



(see Table 1)

**l. BUILDING FUNCTION** (see Table 3 & Table 4)

Residential	limited (see tables 3 and 4)
Lodging	limited (see tables 3 and 4)
Office	limited (see tables 3 and 4)
Retail	limited (see tables 3 and 4)

**k. BUILDING CONFIGURATION** (see Table 8)

Principal Building	44 ft. above SFE, 2 stories min.
Accessory building	40 ft. max.

**f. LOT OCCUPATION** (see Table 2f)

Lot Width	18 ft. min., 180 ft. max.
Lot Coverage	100% max.

**i. BUILDING DISPOSITION** (see Table 9)

Edgeyard	permitted***
Sideryard	permitted***
Rearyard	permitted
Courtyard	permitted

**g. SETBACKS - PRINCIPAL BUILDING** (see Table 2g)

(g.1) Front Setback (F)	0 ft. min., 5 ft. max.
(g.2) Second Front Setback (S)	0 ft. min., 5 ft. max.
(g.3) Side Setback	3 ft. min./0 ft. min., 20 ft. max.
(g.4) Rear Setback	12 ft. min.
Frontage Buildout	80% min. at setback

**h. SETBACKS - ACCESSORY BUILDING** (see Table 2h)

(h.1) Front Setback	40 ft. max. from rear prop.
(h.2) Side Setback	3 ft. min. or 0 ft. min.
(h.3) Rear Setback	12 ft. min.

**j. PRIVATE FRONTAGES** (see Table 13)

Common Yard	not permitted
Porch & Fence	not permitted
Terrace or Dooryard	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

**PARKING PROVISIONS**

See Table 4 & Table 5

\*N\* stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums

**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Expression Lines shall be as shown on Table 8.

**SETBACKS - PRINCIPAL BLDG**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.

**SETBACKS - Accessory building**

1. The Elevations of the Accessory building shall be distanced from the Lot lines as shown.

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 16d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 16a).
3. Trash containers shall be stored within the third Layer.

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ARTICLE 4. TABLE 6H

FORM-BASED CODE GRAPHICS T5B

3.5



(see Table 1)

<b>I. BUILDING FUNCTION</b> (see Table 3 & Table 4)	
Residential	limited (see tables 3 and 4)
Lodging	limited (see tables 3 and 4)
Office	limited (see tables 3 and 4)
Retail	limited (see tables 3 and 4)
<b>K. BUILDING CONFIGURATION</b> (see Table 3)	
Principal Building	100 ft. max., 10 stories max., 25 ft. min.
Accessory building	5 stories max.
<b>f. LOT OCCUPATION</b> (see Table 2f)	
Lot Width	16 ft. min., 180 ft. max.
Lot Coverage	100% max.
<b>i. BUILDING DISPOSITION</b> (see Table 9)	
Edeyard	permitted
Sidyard	permitted
Rearyard	permitted
Courtyard	permitted
<b>g. SETBACKS - PRINCIPAL BUILDING</b> (see Table 2g)	
(g.1) Front Setback (P)	0 ft. min., 5 ft. max., Hwy 90 50 ft. min.
(g.2) Second Front Setback (S)	0 ft. min., 5 ft. max., Hwy 90 50 ft. min.
(g.3) Side Setback	15 ft. or 0 ft. min. (common wall)
(g.4) Rear Setback	15 ft. min.
Frontage Buildout	80% min.
<b>h. SETBACKS - ACCESSORY BUILDING</b> (see Table 2h)	
(h.1) Front Setback	40 ft. max. from rear prop.
(h.2) Side Setback	3 ft. min.
(h.3) Rear Setback	15 ft. max.
<b>i. PRIVATE FRONTAGES</b> (see Table 13)	
Common Yard	not permitted
Porch & Fence	not permitted
Terrace or Dooryard	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

**PARKING PROVISIONS**

See Table 4 & Table 5

"N" stands for any Stories above those shown, up to the maximum.  
Refer to metric for exact minimums and maximums

**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 3.
4. Expression Lines shall be as shown on Table 3.

**SETBACKS - PRINCIPAL BLDG**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.

**SETBACKS - Accessory building**

1. The Elevations of the Accessory building shall be distanced from the Lot lines as shown.

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 16c).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 16c).
3. Trash containers shall be stored within the third Layer.

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FORM-BASED CODE GRAPHICS CC

ARTICLE 4. TABLE 6I

3.5



(see Table 1)

I. BUILDING FUNCTION (see Table 3 & Table 4)	
Residential	limited (see tables 3 and 4)
Lodging	limited (see tables 3 and 4)
Office	limited (see tables 3 and 4)
Retail	limited (see tables 3 and 4)
k. BUILDING CONFIGURATION (see Table 8)	
Principal Building	2 stories max.
Accessory building	2 stories max.
i. LOT OCCUPATION (see Table 7i)	
Lot Width	24 ft. min.
Lot Coverage	80% max.
i. BUILDING DISPOSITION (see Table 9)	
Edgeyard	permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	not permitted
g. SETBACKS - PRINCIPAL BUILDING (see Table 7g)	
(g.1) Front Setback (F)	25 ft. min., 75 ft. max.
(g.2) Second Front Setback (S)	8 ft. min.
(g.3) Side Setback	8 ft. min.
(g.4) Rear Setback	12 ft. min.*
Frontage Buildout	20% min.
h. SETBACKS - ACCESSORY BUILDING (see Table 7h)	
(h.1) Front Setback	10 ft. min. + front setback
(h.2) Side Setback	8 ft. min.
(h.3) Rear Setback	12 ft. max.
j. PRIVATE FRONTAGES (see Table 13)	
Common Yard	permitted
Porch & Fence	permitted
Terrace or Dooryard	not permitted
Forecourt	permitted
Stoop	not permitted
Shopfront & Awning	not permitted
Gallery	not permitted
Arcade	not permitted

**PARKING PROVISIONS**  
See Table 4 & Table 5  
\*N\* stands for any Stories above those shown, up to the maximum.  
Refer to metric for exact minimums and maximums

**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Expression Lines shall be as shown on Table 8.

**SETBACKS - PRINCIPAL BLDG**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.

**SETBACKS - Accessory building**

1. The Elevations of the Accessory building shall be distanced from the Lot lines as shown.

**PARKING PLACEMENT**

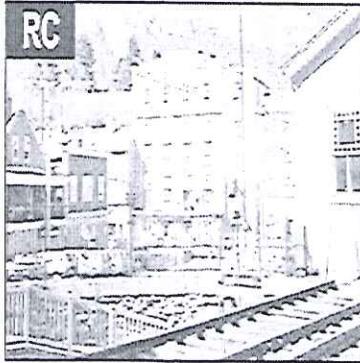
1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 16d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 16d).
3. Trash containers shall be stored within the third Layer.

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ARTICLE 4. TABLE 6J

FORM-BASED CODE GRAPHICS RC

3.5



(see Table 1)

**l. BUILDING FUNCTION** (see Table 3 & Table 4)

Residential	limited (see tables 3 and 4)
Lodging	limited (see tables 3 and 4)
Office	limited (see tables 3 and 4)
Retail	limited (see tables 3 and 4)

**k. BUILDING CONFIGURATION** (see Table 8)

Principal Building	2 story max.
Accessory building	2 story max.

**f. LOT OCCUPATION** (see Table 7f)

Lot Width	24 ft. min., 96 ft. max.
Lot Coverage	60% max.

**i. BUILDING DISPOSITION** (see Table 9)

Edgeyard	permitted
Sideyard	not permitted
Rearyard	not permitted
Courtyard	not permitted

**g. SETBACKS - PRINCIPAL BUILDING** (see Table 7g)

(g.1) Front Setback (P)	30 ft. max.
(g.2) Second Front Setback (S)	8 ft. min.
(g.3) Side Setback	8 ft. min.
(g.4) Rear Setback	12 ft. min.
Frontage Buildout	20% min.

**h. SETBACKS - ACCESSORY BUILDING** (see Table 7h)

(h.1) Front Setback	50 ft. min.
(h.2) Side Setback	8 ft. min.
(h.3) Rear Setback	12 ft. max.

**j. PRIVATE FRONTAGES** (see Table 13)

Common Yard	permitted
Porch & Fence	permitted
Terrace or Dooryard	not permitted
Forecourt	permitted
Stoop	not permitted
Shopfront & Awning	permitted
Gallery	not permitted
Arcade	not permitted

**PARKING PROVISIONS**

See Table 4 & Table 5

\*N stands for any Stories above those shown, up to the maximum.  
Refer to metric for exact minimums and maximums

**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished floor, except for a first floor Commercial function which must be a minimum of 11 ft with a maximum of 25 ft.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Expression Lines shall be as shown on Table 8.

**SETBACKS - PRINCIPAL BLDG**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.

**SETBACKS - Accessory building**

1. The Elevations of the Accessory building shall be distanced from the Lot lines as shown.

**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the third Layer as shown in the diagram (see Table 16d).
2. Covered parking shall be provided within the third Layer as shown in the diagram (see Table 16d).
3. Trash containers shall be stored within the third Layer.

# MINUTES OF MARCH 24, 2011 REGULAR MEETING LONG BEACH PLANNING COMMISSION

## SPECIAL DISTRICT STANDARDS

## ARTICLE 4. TABLE 7

	 EDUCATIONAL DISTRICT	 CIVIC DISTRICT	 HARBOR DISTRICT	 RAILROAD CORRIDOR	 COMMERCIAL CORRIDOR	 INDUSTRIAL DISTRICT
<b>a. ALLOCATION OF ZONES per Pedestrian Shed (applicable to New Community Districts (NCDs) only)</b>						
CLD requires	not permitted	by warrant	not permitted	not permitted	not permitted	not permitted
TND requires	by warrant	by warrant	not permitted	not permitted	not permitted	not permitted
<b>b. BASE RESIDENTIAL DENSITY (see Section 3.4)</b>						
By Right	not permitted	not applicable	not permitted	12 Units / ac. gross	not permitted	not permitted
Other Functions	not permitted	not applicable	100%	100%	100%	100%
<b>c. BLOCK SIZE</b>						
Block Perimeter	3000 ft. max	3000 ft. max	not applicable	2400 ft. max	not applicable	not applicable
<b>d. THOROUGHFARES (see Table 11 and Table 12)</b>						
HW	not permitted	not permitted	permitted	not permitted	permitted	permitted
BV	permitted	permitted	permitted	not permitted	permitted	permitted
AV	permitted	permitted	permitted	not permitted	not permitted	not permitted
CS	not permitted	not permitted	not permitted	not permitted	permitted	permitted
DR	permitted	permitted	permitted	permitted	permitted	permitted
ST	permitted	permitted	permitted	permitted	permitted	permitted
RD	permitted	permitted	not permitted	permitted	not permitted	not permitted
Rear Lane	permitted	permitted	permitted	not permitted	not permitted	not permitted
Rear Alley	permitted	permitted	permitted	not permitted	permitted	permitted
Path	permitted	permitted	permitted	not permitted	not permitted	permitted
Passage	permitted	permitted	permitted	not permitted	permitted	permitted
Bicycle Trail	permitted	permitted	permitted	not permitted	permitted	permitted
Bicycle Lane	permitted	permitted	permitted	permitted	permitted	permitted
Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted
<b>e. CIVIC SPACES (see Table 10)</b>						
Park	permitted	permitted	permitted	permitted	permitted	not permitted
Green	permitted	permitted	permitted	permitted	permitted	not permitted
Square	permitted	permitted	permitted	permitted	permitted	not permitted
Plaza	permitted	permitted	permitted	permitted	permitted	not permitted
Playground	permitted	permitted	permitted	permitted	permitted	not permitted
<b>f. LOT OCCUPATION</b>						
Lot Width	n/a		n/a	24 ft. min 36 ft. max	varies	varies
Lot Coverage	60% maximum		20% maximum	60% max	30% max	50% max
<b>g. SETBACKS - PRINCIPAL BUILDING (see Table 6)</b>						
(g.1) Front Setback (Principal)	6 ft. min. 30 ft. max	As per Abutting Tractee Zone By Warrant	n/a	30 ft. maximum	75 ft. maximum	75 ft. max
(g.2) Side Setback	8 ft. min		n/a	6 ft. minimum	8 ft. minimum	8 ft. max
(g.3) Rear Setback	12 ft. min		n/a	12 ft. minimum	12 ft. minimum	12 ft. min
Frontage Buildout	30%		n/a	20% minimum	20% minimum	20 ft. min
<b>h. SETBACKS - Accessory building (see Table 6)</b>						
(h.1) Front Setback	20 ft. min + bldg setback		n/a	50 ft. minimum	10 ft. minimum	10 ft. minimum
(h.2) Side Setback	3 ft. min		n/a	6 ft. min	8 ft. min	8 ft. min.
(h.3) Rear Setback	3 ft. min or 19 ft. min		n/a	12 ft. min	12 ft. min	12 ft. min.
<b>i. BUILDING DISPOSITION (see Table 9)</b>						
Edgeyard	permitted	As per Abutting Tractee Zone	permitted	permitted	permitted	permitted
Sideward	not permitted		not permitted	not permitted	not permitted	not permitted
Rearward	not permitted		not permitted	not permitted	not permitted	not permitted
Courtyard	not permitted		not permitted	not permitted	not permitted	not permitted
<b>j. PRIVATE FRONTAGES (see Table 13)</b>						
Common Yard	permitted	By Warrant	not permitted	permitted	permitted	permitted
Porch & Fence	permitted		not permitted	not permitted	not permitted	not permitted
Terrace or Dooryard	not permitted		not permitted	not permitted	not permitted	not permitted
Forecourt	permitted		not permitted	not permitted	permitted	permitted
Stoop	permitted		not permitted	not permitted	not permitted	not permitted
Shopfront & Awning	not permitted		permitted	not permitted	not permitted	not permitted
Gallery	not permitted		permitted	not permitted	not permitted	not permitted
Arcade	permitted		permitted	not permitted	not permitted	not permitted
<b>k. BUILDING HEIGHT (see Table 8)</b>						
Principal Building	4 stories max	By Warrant	2 story over BFE	2 story maximum	2 story maximum	2 story maximum
Accessory building	4 stories max		not applicable	2 story maximum	2 story maximum	2 story maximum
<b>l. BUILDING FUNCTION (see Table 3 &amp; Table 4)</b>						
*above Base Flood Elevation						
Residential	limited use	not permitted	not permitted	limited use	limited use	limited use
Lodging	limited use	limited use	not permitted	limited use	open use	not permitted
Office	limited use	open use	limited use	limited use	open use	not permitted
Retail	limited use	not permitted	limited use	limited use	open use	limited use

Note: Refer to Table 3 for Building Function; Uses and Table 4 for Density, Intensity and Parking

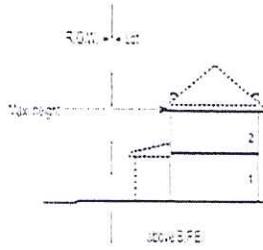
**MINUTES OF MARCH 24, 2011  
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**ARTICLE 4. TABLE 8**

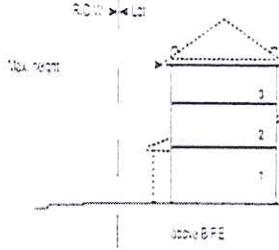
**BUILDING CONFIGURATION**

This table shows the Configurations for different building heights for each Transect Zone. Recess Lines and Expression Lines shall occur on higher buildings as shown. N = maximum height as specified in Table 2.

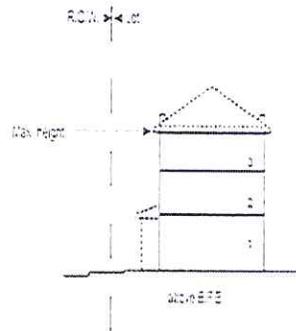
**T3, T3Plus**



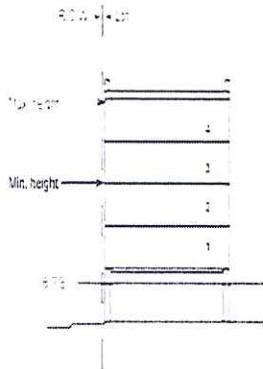
**T4**



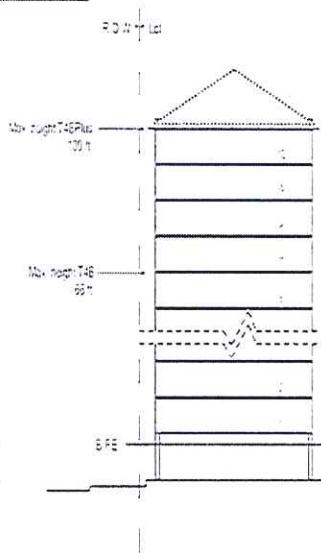
**T4C**



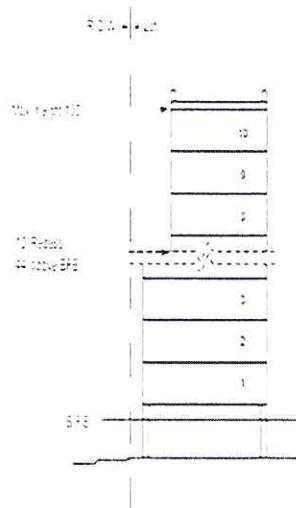
**T5**



**T4B, T4BPlus**



**T5B**



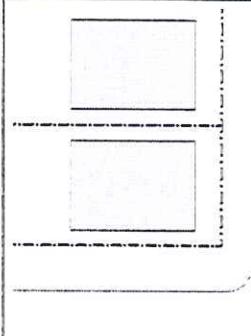
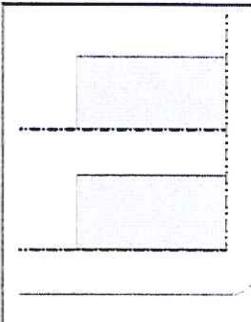
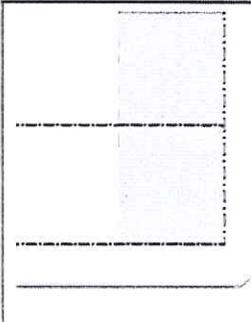
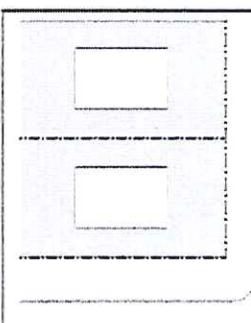
Stepbacks/Arcade Heights. The diagrams below show Arcade Frontages. Diagrams above apply to all other Frontages.

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**BUILDING DISPOSITION**

**ARTICLE 4. TABLE 9**

This table approximates the location of the structure relative to the boundaries of each individual Lot, establishing suitable basic building types for each Transect Zone.

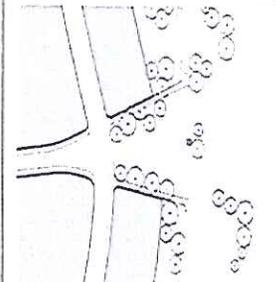
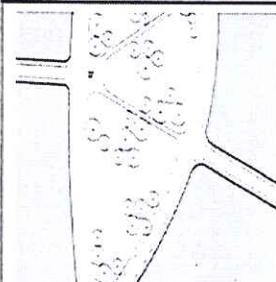
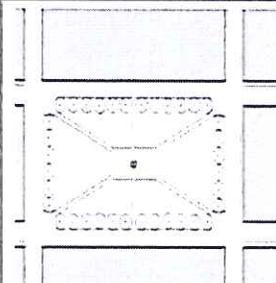
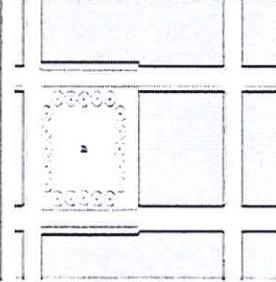
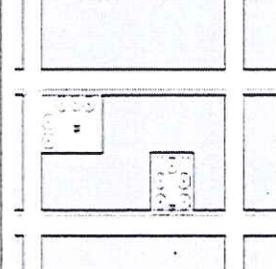
<p>2. <b>Edgeyard:</b> Specific Types - single-family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well placed Backbuilding and/or Outbuilding.</p>		<p><b>T2</b> <b>T3, T3Plus</b> <b>T4-T4C</b> <b>T5, T5B</b></p> <table border="1"> <tr> <td><b>ED</b></td> <td><b>ID</b></td> </tr> <tr> <td><b>HD</b></td> <td><b>RC</b></td> </tr> </table>	<b>ED</b>	<b>ID</b>	<b>HD</b>	<b>RC</b>
<b>ED</b>	<b>ID</b>					
<b>HD</b>	<b>RC</b>					
<p>3. <b>Sideyard:</b> Specific Types - Charleston single-House, double house, zero-lot-line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a Twin or double house. Energy costs, and sometimes noise, are reduced by sharing a party wall in this disposition.</p>		<p><b>T5, T5B</b></p>				
<p>4. <b>Rearyard:</b> Specific Types - Townhouse, Rowhouse, Live-work unit, loft building, Apartment House, Mixed use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.</p>		<p><b>T5, T5B</b></p>				
<p>5. <b>Courtyard:</b> Specific Types - patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>		<p><b>T5, T5B</b></p>				

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ARTICLE 4. TABLE 10

CIVIC SPACE

This Table describes the types of Civic Spaces permitted within Transect Zones. Civic Spaces should be at the ground level, landscaped and/or paved, open to the sky and shall be open to the public. Civic Spaces may be publicly or privately owned. Open Space requirements for each Transect Zone are described in Article 3.

<p>a. <b>Park:</b> A natural preserve available for recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be linear, following the trajectories of natural corridors; they may be conservation areas preserving natural conditions, and their size may vary. Larger parks may be approved by Warrant as Special Districts in all zones.</p>		<table border="1"> <tr><td>T1</td><td>T2</td></tr> <tr><td colspan="2">T3, T3Plus</td></tr> <tr><td colspan="2">T4-T4C</td></tr> <tr><td>RC</td><td>ED</td></tr> <tr><td>CD</td><td>HD</td></tr> <tr><td colspan="2">CC</td></tr> </table>	T1	T2	T3, T3Plus		T4-T4C		RC	ED	CD	HD	CC			
T1	T2															
T3, T3Plus																
T4-T4C																
RC	ED															
CD	HD															
CC																
<p>b. <b>Green:</b> An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of lawn and trees, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 4 acres.</p>		<table border="1"> <tr><td colspan="2">T3, T3Plus</td></tr> <tr><td colspan="2">T4-T4C</td></tr> <tr><td colspan="2">T5, T5B</td></tr> <tr><td>RC</td><td>ED</td></tr> <tr><td>CC</td><td>CD</td></tr> <tr><td colspan="2">HD</td></tr> </table>	T3, T3Plus		T4-T4C		T5, T5B		RC	ED	CC	CD	HD			
T3, T3Plus																
T4-T4C																
T5, T5B																
RC	ED															
CC	CD															
HD																
<p>c. <b>Square:</b> An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages with streets on at least one Frontage. Its landscape shall consist of paths, pavement, lawns and trees, formally disposed. Squares shall be located at the intersection of important Thoroughfares. The minimum size shall be 1/3 acre and the maximum shall be 2 acres.</p>		<table border="1"> <tr><td colspan="2">T4-T4C</td></tr> <tr><td colspan="2">T5, T5B</td></tr> <tr><td>RC</td><td>ED</td></tr> <tr><td>CC</td><td>CD</td></tr> <tr><td colspan="2">HD</td></tr> </table>	T4-T4C		T5, T5B		RC	ED	CC	CD	HD					
T4-T4C																
T5, T5B																
RC	ED															
CC	CD															
HD																
<p>d. <b>Plaza:</b> An Open Space available for Civic purposes, Commercial and programmed activities. A Plaza shall be spatially defined by building Frontages and may include street Frontages. Its landscape shall consist primarily of pavement. Trees are optional. Plazas shall be located at the intersection of important streets. The minimum size shall be 1/8 acre and the maximum shall be 2 acres.</p>		<table border="1"> <tr><td colspan="2">T4B, T4BPlus</td></tr> <tr><td colspan="2">T5, T5B</td></tr> <tr><td>CC</td><td>RC</td></tr> <tr><td>ED</td><td>CD</td></tr> <tr><td colspan="2">HD</td></tr> </table>	T4B, T4BPlus		T5, T5B		CC	RC	ED	CD	HD					
T4B, T4BPlus																
T5, T5B																
CC	RC															
ED	CD															
HD																
<p>e. <b>Playground:</b> An Open Space designed and equipped for the recreation of children. A playground shall be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.</p>		<table border="1"> <tr><td colspan="2">T2</td></tr> <tr><td colspan="2">T3, T3Plus</td></tr> <tr><td colspan="2">T4-T4C</td></tr> <tr><td colspan="2">T5, T5B</td></tr> <tr><td>ED</td><td>CD</td></tr> <tr><td>RC</td><td>HD</td></tr> <tr><td colspan="2">CC</td></tr> </table>	T2		T3, T3Plus		T4-T4C		T5, T5B		ED	CD	RC	HD	CC	
T2																
T3, T3Plus																
T4-T4C																
T5, T5B																
ED	CD															
RC	HD															
CC																

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VEHICULAR LANE DIMENSIONS

ARTICLE 4. TABLE 11A

\* This table assigns lane widths and curb radii to specific movement types (described below) in each Transect Zones. Movement types describe the expected driver experience on a given Thoroughfare. The design speed for pedestrian safety and mobility is the determinant for each of these movement types.

**Movement Types**

- Yield:** Drivers must proceed slowly and with extreme care and must yield in order to pass a parked car or approaching vehicle. Functional equivalent of traffic calming. Design speed of 20 mph or less; this type can accommodate bicycle routes.
- Slow:** Drivers can proceed carefully with an occasional stop to allow pedestrian to cross or another car to park. Drivers should feel uncomfortable exceeding design speed due to presence of parked cars, enclosure, tight turn radii, and other design elements. Design speed of 20-25 mph; this type can accommodate bicycle routes.
- Free:** Drivers can expect to travel generally without delay at the design speed; street design supports safe pedestrian movement at the higher design speed.  
This movement type is appropriate for Thoroughfares designed to traverse longer distances or that connect to higher intensity locations. Design speed of 25-30 mph; this type can accommodate bicycle routes.
- Speed:** Drivers can expect travel similar to conventional street design, but with continues emphasis on pedestrian safety and comfort. Design speed of 30-35mph. Bicycle safety to be assessed by Thoroughfare.
- High Speed:** Conventional street design in which drivers can expect a separation of modes - e.g. bike lanes, walking paths, and roads - allowing automobile travel unimpeded by pedestrians or walkability concerns. This movement is rarely used in traditional town planning but may be needed when traveling outside of pedestrian areas. Bicycle safety to be assessed by Thoroughfare.

MOVEMENT TYPE	DESIGN SPEED	TRAVEL LANE WIDTH	T1	T2	T3	T3plus	T4	T4B	T4Bplus	T4C	T5	T5B	CD	CC	RC	ID	HD
YIELD	Below 20 mph	8 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SLOW	20-25 mph	9 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
FREE	25-30 mph	10 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SPEED	30-35 mph	11-12 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
HIGH SPEED	Above 35 mph	12 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

MOVEMENT TYPE	DESIGN SPEED	PARKING LANE WIDTH	T1	T2	T3	T3plus	T4	T4B	T4Bplus	T4C	T5	T5B	CD	CC	RC	ID	HD
YIELD	20 mph or less	(Parallel) 7 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
YIELD, SLOW	20-25 mph	(Parallel) 7 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SLOW, FREE	20-25 mph	(Parallel) 7 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SLOW, FREE	25-35 mph	8 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SPEED	Above 35 mph	(Parallel) 8 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

MOVEMENT TYPE	DESIGN SPEED	CURB RADIUS WITH PARKING	T1	T2	T3	T3plus	T4	T4B	T4Bplus	T4C	T5	T5B	CD	CC	RC	ID	HD
YIELD	Below 20 mph	5-10 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SLOW	20-25 mph	10-15 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
FREE	25-30 mph	15-20 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
SPEED	30-35 mph	20-30 feet	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

\* Dimensions with parking on each leg of intersection. Both tangent sections adjacent to the curb return must be parked, or else curb radii must be evaluated using "design vehicle" and AutoTurn or turning templates.

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## ARTICLE 4. TABLE 11B VEHICULAR LANE & PARKING ASSEMBLIES

The projected design speeds determine the dimensions of the vehicular lanes and Turning Radii assembled for Thoroughfares.

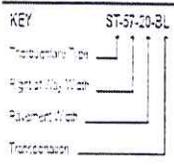
	ONE WAY MOVEMENT		TWO WAY MOVEMENT		
<b>a. NO PARKING</b>					
<b>b. YIELD PARKING</b>					
<b>c. PARKING ONE SIDE PARALLEL</b>					
<b>d. PARKING BOTH SIDES PARALLEL</b>					
<b>e. PARKING BOTH SIDES DIAGONAL</b>					
<b>f. PARKING ACCESS</b>					



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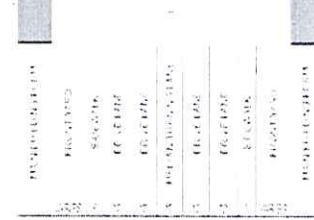
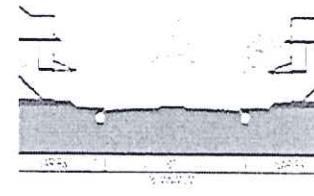
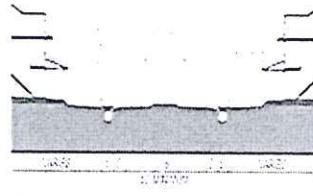
## ARTICLE 4. TABLE 11C

## THOROUGHFARE ASSEMBLIES



**THOROUGHFARE TYPES**

Highway	H1
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Residential	RA
Roadway	RL
Street/Traffic	ST
Street Lane	SL
Street Road	SR
Road	RD
Package	PS
Transit Route	TR



**DR-56-35**

**RD-76-60**

Thoroughfare Type
Traverse Lane Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Turning Lanes
Parking Lanes
Curb Radius
Median Type
Planer Type
Curve Type
Landscaping Type
Transportation Provider

Drive
T0, T0P, T0+, T4, T4B, T4B+, T4C, ED, CD
56 feet
26 feet
Slow Movement
20 MPH
8" maximum
8 lanes, one turning lane
None
15 feet
Street Standard
Continuous Slab
Raised curb
Tree planted
BL

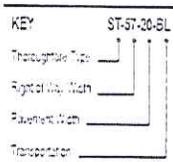
Road
T4D, CD, RD
76 feet
20 feet
Free Movement
20 MPH
8" maximum
8 lanes, one turning lane
None
10 feet
Street Standard
Continuous Slab
Continuous
Tree planted



# MINUTES OF MARCH 24, 2011 REGULAR MEETING LONG BEACH PLANNING COMMISSION

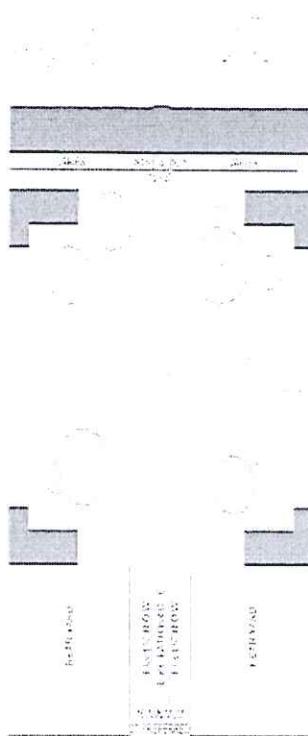
## ARTICLE 4. TABLE 11C

## THOROUGHFARE ASSEMBLIES



**THOROUGHFARE TYPES**

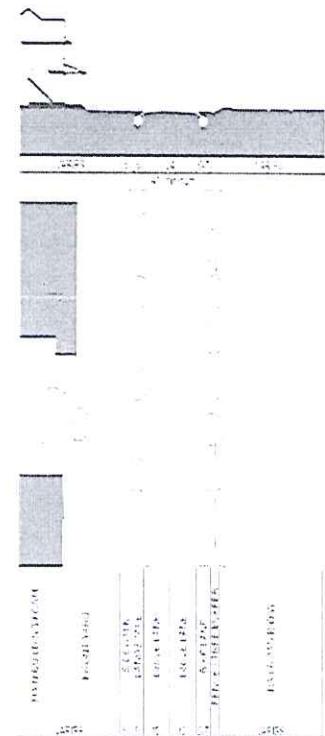
Highway	40
Boulevard	BV
Avenue	AV
Commercial Street	CS
Driveway	DR
Street	ST
Road	RD
Front Alley	FA
Rear Lane	RL
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Passage	PS
Transit Route	TR



**BT-15-8**

Thoroughfare Type
Travel Lane Assignment
Right Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Clear Radius
Walkway Type
Planer Type
curb Type
Landscape Type
Transportation Provision

Bicycle Trail
T1, T2, T3, T4, T5, T6, T7, T8, T9, T10, T11, T12, T13, T14, T15, T16, T17, T18, T19, T20, T21, T22, T23, T24, T25, T26, T27, T28, T29, T30, T31, T32, T33, T34, T35, T36, T37, T38, T39, T40, T41, T42, T43, T44, T45, T46, T47, T48, T49, T50, T51, T52, T53, T54, T55, T56, T57, T58, T59, T60, T61, T62, T63, T64, T65, T66, T67, T68, T69, T70, T71, T72, T73, T74, T75, T76, T77, T78, T79, T80, T81, T82, T83, T84, T85, T86, T87, T88, T89, T90, T91, T92, T93, T94, T95, T96, T97, T98, T99, T100
15 feet, 30 feet preferred
3 feet
NA
Concrete Slab
Open grade
Tree clusters



**ST-46-26**

Street
R0
46 feet
26 feet
Slow Movement
20 MPH
70 seconds
2 lanes
None
10 feet
8 feet Sidewalk
Continuous Slab
Open grade
Tree clusters on sidewalk

# MINUTES OF MARCH 24, 2011 REGULAR MEETING LONG BEACH PLANNING COMMISSION

## PUBLIC FRONTAGES - GENERAL

## ARTICLE 4. TABLE 12A

The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 12B.

PLAN	
LOT	ROW
PRIVATE FRONTAGE	PUBLIC FRONTAGE
<p>a. (HW) For Highway: This Frontage has open Swales drained by perforation, Bicycle Trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in natural sod clusters. Buildings are buffered by a stand of palms.</p>	
<p>b. (RD) For Road: This Frontage has open Swales drained by perforation and a walking Path or Bicycle Trail along one or both sides and Yield parking. The landscaping consists of multiple species arrayed in natural sod clusters.</p>	
<p>c. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks separated from the vehicular lanes by narrow continuous Planters with parking on one or both sides. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Aisle, with the exception that Streets with a right-of-way (R.O.W.) width of 40 feet or less are exempt from tree requirements.</p>	
<p>d. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Aisle.</p>	
<p>e. (AV) For Avenue: This Frontage has raised Curbs drained by inlets and wide Sidewalks separated from the vehicular lanes by a narrow continuous Planter with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Aisle.</p>	
<p>f. (CS) Commercial Street: This Frontage has raised Curbs drained by inlets and very wide Sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible, but clear the storefront entrances.</p>	
<p>g. (BV) For Boulevard: This Frontage has Slo Roads on both sides. It consists of raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Aisle.</p>	

Note: Appropriate Frontage types for Civic Districts shall be determined by Warrant based on context and Acoustic Transit Zones.

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ARTICLE 4. TABLE 12B

PUBLIC FRONTAGES - SPECIFIC

This table assembles prescriptions and dimensions for the Public Frontage elements - Curots, walkways and Planters – relative to specific Thoroughfare types within Transect Zones.

TRANSECT ZONE Thoroughfare Type Public Frontage Type	R U R A L I N T E R M E D I A T E T R A N S E C T I O N U R B A N					
	11 12	11 12 R6	13 13P15	14 14C	15 15E	16 16E
	13 13P15	13 13P15	14 14C	15 15E	15 15E	16 16E
	R6 D R6	E1 R6 D	E1 R6 R6	E1 R6 R6	E1 R6	R6 D
	R6 R6	R6 ST	STORAL	STORAVE	OSORAVE	OSORAVE
a. Assembly: This element includes all 10' high and 12' wide curbs, curbside planters, and planters.						
b. Curot: The curb height is 10' high and 12' wide.						
c. Walkway: The curb height is 10' high and 12' wide.						
d. Planter: The curb height is 10' high and 12' wide.						

Note: Appropriate types for Civic Districts shall be determined based on context and Abutting Transect Zones.

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**PRIVATE FRONTAGES**

**ARTICLE 4. TABLE 13**

The Private Frontage is the area between the building Facades and the Lot lines.

	SECTION		PLAN		
	LOT PRIVATE FRONTAGE	PUBLIC FRONTAGE	LOT PRIVATE FRONTAGE	PUBLIC FRONTAGE	
a. Common Yard: a) oriented Frontage where the Facade is set back substantially from the Frontage Line. The front yard created remains unfenced and a visually continuous with adjacent yards abutting a common entrance. The deep Setback provides a buffer from the right-of-way. (See Diagram)					T2 T3, T3Plus T4 ED CC ID RC
b. Porch & Fender: a) oriented Frontage where the Facade is set back from the Frontage Line with an attached porch permitted to Encroach. A fence at the Frontage Line maintains street grade definition. Porches shall be no less than 8 feet deep.					T3, T3Plus T4 ED
c. Terrace or Deck: a) oriented Frontage where the Facade is set back from the Frontage Line on an elevated terrace or a sunken Lightwell. This type of use is Residential Use from under Sidewalk and must be the water yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes. (See Lightwell)					T4-T4C T5, T5B
d. Forecourt: a) Frontage where no portion of the Facade is set back from the Frontage Line and the entrance is recessed. The Forecourt created is suitable for vehicular drop-off. This type should be utilized in conjunction with other Frontage types. Large trees within the Forecourt may be along the Sidewalk.					T4-T4C ED T5, T5B CC ID
e. Stoop: a) Frontage where the Facade is aligned close to the Frontage Line with the first story elevated from the Sidewalk sufficiently to create an overhang for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground floor Residential Use.					T4-T4C T5, T5B ED
f. Shopfront: a) Frontage where the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail Use. It has a substantial glazing on the Sidewalk side and an awning that extends over the Sidewalk to within 2 feet of the Curb. (See Retail Frontage)					T4-T4C T5, T5B HD
g. Gallery: a) Frontage where the Facade is aligned close to the Frontage Line with an attached canopy over the entrance, giving an overhang over the Sidewalk. This type is conventional for Retail Use. The Gallery shall be no less than 10 feet wide and should overhang the Sidewalk to within 2 feet of the Curb.					T4-T4C T5, T5B
h. Arcade: a) canopy overhanging facade is space that overhangs the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail Use. The Arcade shall be no less than 10 feet wide and should overhang the Sidewalk to within 2 feet of the Curb. (See Table 2)					T5, T5B ED

Note: Appropriate Frontage types for Civic Districts shall be determined by Warrant based on context and Abutting Transect Zones.



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## PUBLIC PLANTING

## ARTICLE 4, TABLE 15

This table shows five common types of street tree shapes and their appropriateness to location within the Transect Zones, hardiness, and adaptability to the environment, with preference to native species. Other species meeting the same criteria may be used. The table also includes species particularly chosen to stabilize coastal sand dunes and protect shoreline areas from erosion.

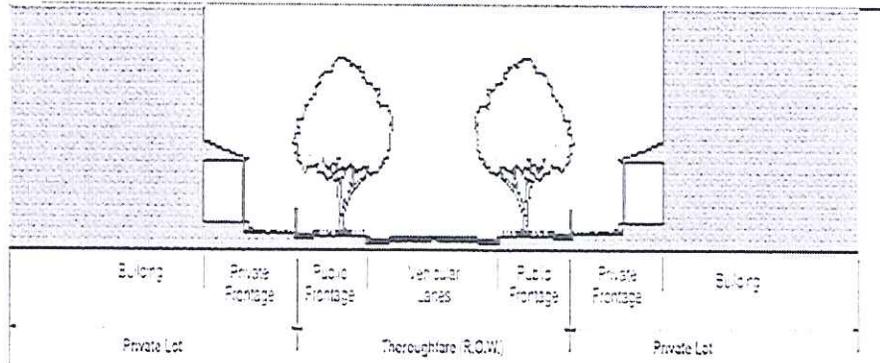
	T1	T2	T3-T3P/us	T4-T4C	T5-T5B	CD	CC	ID	ED	HD	RC	Specific Planting
<b>Pole</b> 			*	*	*	*	*	*	*	*	*	<ul style="list-style-type: none"> <li>Malvaceae - Barkum - Southern live oak 400' tree</li> <li>Palmetto - Live oak - American live oak</li> <li>Yucca - Live oak - Live oak</li> <li>Live oak - Live oak - Live oak</li> </ul>
<b>Umbrella</b> 	*	*	*	*	*	*	*	*	*	*	*	<ul style="list-style-type: none"> <li>Live oak - Live oak - Live oak</li> <li>Live oak - Live oak - Live oak</li> <li>Live oak - Live oak - Live oak</li> </ul>
<b>Ball</b> 	*	*	*	*	*	*	*	*	*	*	*	<ul style="list-style-type: none"> <li>Live oak - Live oak - Live oak</li> </ul>
<b>Pyramid</b> 	*	*	*			*	*	*	*	*	*	<ul style="list-style-type: none"> <li>Live oak - Live oak - Live oak</li> </ul>
<b>Umbrella</b> 	*	*	*	*	*	*	*	*	*	*	*	<ul style="list-style-type: none"> <li>Live oak - Live oak - Live oak</li> <li>Live oak - Live oak - Live oak</li> </ul>
<b>Coastline Species</b> 	*	*	*	*	*	*	*	*	*	*	*	<ul style="list-style-type: none"> <li>Live oak - Live oak - Live oak</li> </ul>

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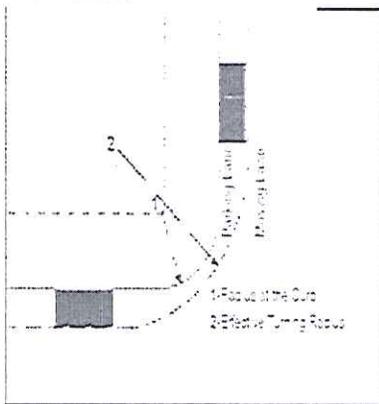
ARTICLE 4. TABLE 16

DEFINITIONS ILLUSTRATED

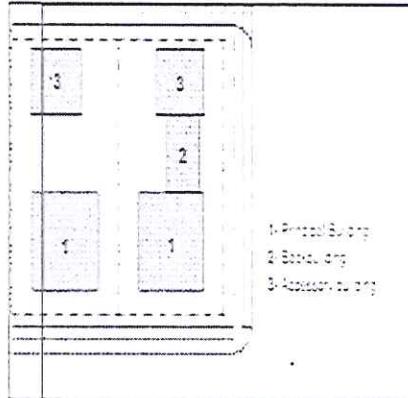
a. THOROUGHFARE & FRONTAGES



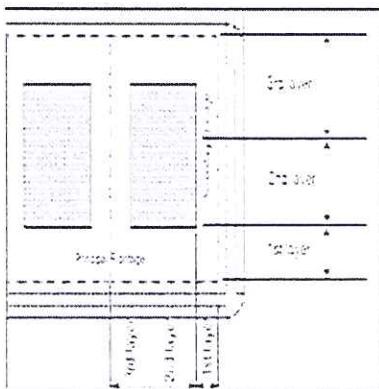
b. TURNING RADIUS



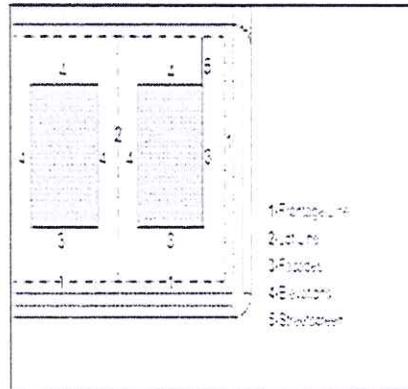
c. BUILDING DISPOSITION



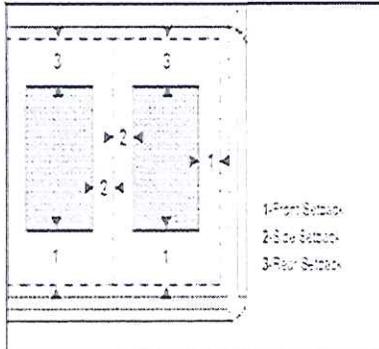
d. LOT LAYERS



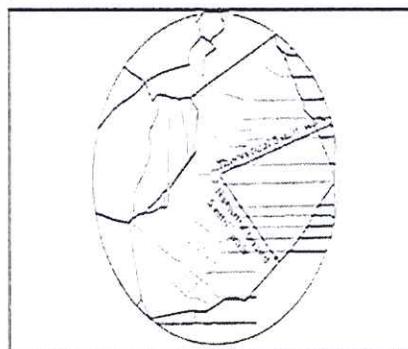
e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



g. NETWORK-BASED PEDESTRIAN SHED



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DESIGN REVIEW CHECKLIST

ARTICLE 4. TABLE 17

DESIGN REVIEW CHECKLIST

BUILDING DISPOSITION

- Respond to the physical context taking into consideration natural features, existing urban form and Transect Zone intentions.
- For buildings on corner lots, design facades to acknowledge all frontages.
- For modifications of nonconforming structures, there shall be no increase in the degree of nonconformity.
- For non-conformities, modifications shall comply with current regulations, but should be designed to the scale and context of the existing structure.
- For non-conformities, modifications shall comply with current regulations, but should be designed to the scale and context of the existing structure.
- Create transitions in height and mass with Abutting properties and Transect Zones.

BUILDING CONFIGURATION

- Articulate the Building facade vertically and horizontally in intervals appropriate to the existing Neighborhood and Transect Zone.
- Articulate the Building facade at street level to recognize pedestrian continuity and interest, and at upper levels to recognize long views of buildings.
- Use architectural styles and details (such as roof lines and fenestration), colors and materials derivative from surrounding area.
- Design facades that respond primarily to human scale.
- Promote pedestrian interaction.
- Design all Walls as active facades, with doors and windows; when not possible, embellish walls with architectural design treatment.
- Provide usable Open Space that allows for visible and convenient pedestrian access from the public sidewalk.

BUILDING FUNCTION & DENSITY

- Respond to the Neighborhood context and Transect Zone.

PARKING STANDARDS

- Minimize the impact of automobile parking and driveways on the pedestrian environment and adjacent properties, especially T3 areas.
- For pedestrian and vehicular safety minimize conflict points such as the number and width of driveways and curb cuts.
- Design landscaping and surface parking areas to buffer CC, CD, ED, HD, ID, & RC from other Transect Zones where appropriate

LANDSCAPE STANDARDS

- Preserve existing vegetation and/or geological features whenever possible.
- Reinforce Transect Zone intention by integrating landscape and hardscape elements.
- Use landscaping to enhance building design and continuity of streetscape.

SIGN STANDARDS

- Provide signage appropriate for the scale and character of the project and immediate neighborhood.
- Provide signage identifying building addresses at the entrance(s).

AMBIENT STANDARDS

- Provide lighting appropriate to the building design and in a manner that coordinates with street lighting.
- Orient outdoor lighting to minimize glare to the public realm and adjacent properties.
- Protect residential areas from excessive noise, fumes, odors, commercial vehicle intrusion, traffic conflicts and the spillover effect of light.

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**SMARTCODE**

**ARTICLE 5. SUPPLEMENTAL REGULATIONS**

- 5.1 Applicability of Article**  
The regulations contained in this Article are additions to and qualify, supplement, or modify, as the case may be, the regulations and requirements contained elsewhere in this Code. No permit or Certificate of Occupancy may be granted for any building, structure, or use, unless such Building, Structure, or use complies with the requirements of these supplemental regulations and all other applicable standards of the Long Beach SmartCode.
- 5.2 Compliance with Building Code**  
5.2.1 Each structure or other improvement installed, constructed or built in the City shall comply with the City of Long Beach Building Code, as the same may be amended and in effect at the time of installation, construction, or Building.
- 5.3 Compliance with the Flood Damage Prevention Ordinance**  
5.3.1 Portions of Transect Zones T3, T3Plus, T4B, T4BPlus, T5, and T5B have designated within them Areas of Special Flood Hazard ("SFHA"). Within these areas so designated, construction shall be conducted in compliance with the requirements of the City of Long Beach Flood Damage Prevention Ordinance ("FDPO"), Ordinance No. 565, as the same may be amended and in effect at the time of installation, construction, or Building. The FDPO can be found in its entirety in Appendix A of this Code.
- 5.4 Compliance with the Subdivision Ordinance**  
5.4.1 The adopted Long Beach SmartCode contains within it certain provisions traditionally delegated to a subdivision ordinance, particularly regulations pertaining to Thoroughfares and Sidewalks. Where such regulations originally contained within Long Beach Subdivision Ordinance, Ordinance Number 477 as amended, overlap with the standards set forth herein, they have been removed from the Subdivision Ordinance and incorporated within appropriate Sections of the SmartCode. Specifically, portions of Article IV, Streets and Sidewalks have been replaced by Article 6 of the SmartCode as well as several tables found in Article 4. It is anticipated that the majority of the subdivision regulations will remain in effect upon SmartCode adoption. Therefore the Subdivision Ordinance as adopted by the Long Beach Mayor and Board of Aldermen on November 30, 2001, less the previously mentioned sections, has been reproduced as Appendix B of the SmartCode.
- 5.5 Special Emergency Provisions**  
5.5.1 Notwithstanding anything to the contrary contained in this Code, following any declaration of emergency or disaster by the Governor of the State of Mississippi or the President of the United States of America that is applicable to the City of Long Beach, Mississippi, the Board of Aldermen may, upon adopting a finding that a disaster has been declared, by a resolution duly made, adopted, and recorded in the minutes of a regularly scheduled or duly called special meeting of that body, invoke either or both of the following subsections for a period of nine months from the date of the adoption of the authorizing resolution. At the expiration of the disaster period set by the resolution, the Board of Aldermen shall reconsider the continuing need for the disaster period at a duly constituted meeting. If the Board of Aldermen does not, by appropriate findings and resolution, extend the disaster period for another period of nine months or less, all existing disaster rebuilding rights will expire at the end of the period previously set.  
5.5.2 Notwithstanding anything to the contrary contained or implied herein, an Owner may repair or rebuild a Building, Structure or other improvement damaged or destroyed by the declared disaster to the extent it legally existed prior to the disaster. To qualify, the Building, Structure, or other improvement must have been legally permitted to have been built under this or other existing local codes, or have existed as a Non-conforming Building, Structure, or other improvement prior to the causative event; neither the Lot, use, Building, improvement, Structure, nor condition shall be added to or altered in any way, except to remedy the effects of such damage or destruction, unless such additions or alterations cause the Lot, use, Building, improvement, Structure, or condition to conform more closely with the provisions of this Code; and permits for repair or replacement of such Buildings, Structures, or improvements shall have been issued before the expiration of the declared disaster period.  
5.5.3 Emergency shelters are permitted as an Accessory Structure throughout the City, subject to the standards of the applicable Transect Zone. Approved emergency shelters may be used for any Principal or Accessory Use permitted in the Zone except for habitation by Persons other than occupants of a principal dwelling. Structures or portions of shelters qualifying as approved emergency shelters shall meet the minimum requirements of the Building Code and standards issued by the Mississippi Emergency Management Agency. When, after review of plans, it is established that an emergency shelter would not be permitted under the foregoing provisions because of topographic conditions, the location and Lot Coverage of existing Structures or other characteristics peculiar to the site, the Zoning Board of Appeals ("ZBA") may permit the following exceptions, subject to whatever conditions the ZBA may find desirable to control the appearance in relation to the Street and effect on Abutting Lots.  
a. Underground or partially below-ground shelters without restriction on side or rear yard location, Lot Coverage requirements, or spacing in relation to the Principal Building or other Accessory Buildings.

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**ARTICLE 5. SUPPLEMENTAL REGULATIONS**

SMARTCODE

- b. An above-ground approved shelter located anywhere in a Side or Rear Yard, provided an under-ground type shelter is not feasible.
  - c. Where no other reasonable alternative is possible an above-ground approved shelter may be permitted in the Front Yard. Whenever it is considered feasible and desirable, the ZBA may require such shelters to be attached and constructed to a height conforming to the Principal Building. When after review of plans and public hearings, the ZBA finds it feasible; the construction of a common, approved shelter by two or more property owners across two or more Lot Lines may be permitted. All Side and Rear Yard requirements may be waived except where an Abutting Lot is not included in the joint proposal. The Zoning Board of Appeals shall require the execution of an agreement between all property Owners involved concerning rights and obligations of taxation, access, and maintenance.
- 5.5.4 The Zoning Board of Appeals may, after review of plans and public hearing, permit a community owned approved shelter or one owned by several parties to be permitted as a Principal Use in any Zone.
- 5.6 **Tree Preservation and Protection Requirements**
- 5.6.1 **Intent and Purpose**
- a. To aid in the stabilization of soil by the prevention of erosion and sedimentation; reduce stormwater runoff and the costs associated therewith and replenish groundwater supplies; aid in the removal of carbon dioxide and generation of oxygen in the atmosphere; provide a buffer and screen against noise pollution; provide protection against severe weather; aid in the control of drainage and restoration of denuded soil subsequent to construction or grading; provide a haven for birds which in turn assist in the control of insects; protect and increase property values; conserve and enhance the City's physical and aesthetic environment; and generally protect and enhance the quality of life and the general welfare of the City.
- 5.6.2 **Generally**
- a. Compliance with the Tree Preservation and Protection Provisions (formerly the Tree Preservation and Protection Ordinance of the City of Long Beach, Mississippi, Ordinance 364, as amended) is required and shall be subject to the review and recommendation of the Planning Commission, with final approval by the Board of Aldermen.
  - b. The Board of Aldermen, upon recommendation from the Planning Commission and/or the Tree Board, shall have exclusive jurisdiction and supervision over all trees, shrubs, and grassy areas planted or growing in Civic Spaces. The Public Works Department, with the direction of the Planning Commission, shall have the duty to plant, trim, spray, treat, preserve, and/or remove trees, shrubs and grassy areas in Civic Spaces to ensure safety and to preserve the symmetry and beauty of such Civic Spaces.
  - c. It shall be unlawful for any Person to hinder, prevent, delay or interfere with the Planning Commission, the Public Works Department, or any agent or employee thereof, in the exercise of the powers and duties in the carrying out of the provisions herein. This Section shall not be construed to prohibit the pursuit of any legal or equitable remedy in a court of competent jurisdiction for the protection of personal or property rights by any property Owner in the City of Long Beach, Mississippi.
  - d. The median of U. S. Highway 90 is within jurisdiction of the Harrison County Park Commission, and therefore is excluded from the provisions of this Section.
  - e. All actions of the Planning Commission and/or the Public Works Department in carrying out the provisions of this Section are subject to the prior approval of the Board of Aldermen which may provide for such actions, at its discretion, to be carried out by contract with private Persons.
- 5.6.3 **Protection of Protected Trees.**
- a. The entire area within the dripline of an existing protected tree shall be naturally preserved or provided with previous landscape material and shall be maintained at its original grade with no trenching or cutting of roots. There shall be no storage of fill or compaction of the soil by heavy equipment or otherwise, or placement of concrete, paint, harmful chemicals or other harmful foreign substance in the soil within the dripline area.
  - b. Unless authorized by a properly issued tree removal permit, no soil shall be removed from within the dripline of any protected tree that is to remain at its original location.
  - c. No protected tree shall be damaged from skinning, barking, bumping, cutting of roots or similar activity.
  - d. Active insect infestation of a protected tree shall be treated to alleviate such infestation upon observation of same.
  - e. No change shall be made affecting the permeability of the surface or the grade of the surface within five feet of the trunk of any protected tree.
  - f. Every protected tree which is destroyed or damaged to the extent that it will die shall be replaced by a tree of the same species or, alternatively, a tree of equivalent environmental value, within six months of such destruction or damage.

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SMARTCODE

ARTICLE 5. SUPPLEMENTAL REGULATIONS

- 5.6.4 Tree Removal Permit Required
- a. It shall be unlawful for any Person to remove or cause or assist in the removal of any Live Oak or Magnolia tree within the City without first having obtained a valid tree removal permit. For the purpose of this Section, a Tree Worthy of Protection is any self-supporting Live Oak or Magnolia tree with its root system, growing upon the earth usually with one trunk or at least 18 inches in circumference or larger, measured four and one-half feet above the surface of the ground, or a multi-stemmed trunk system with a definitely formed crown.
  - b. Any Person desiring a permit for removal of any Live Oak or Magnolia tree, as required by this Code, shall submit a written application and filing fee to the Zoning Official of the City. The application shall include the following information:
    - i. Name and address of the applicant and status of legal entity.
    - ii. Status of applicant with respect to the land upon which such tree(s) are located.
    - iii. Written consent of the Owner and mortgagee of the land if the applicant is not the Owner.
    - iv. Map or diagram of the parcel of land, specifically designating the area(s) of proposed tree removal and the proposed use of such area.
    - v. Name and address of the Person preparing any map, drawing or diagram submitted with the application.
    - vi. Location of the property, including a street number and address, and Lot number as shown on the official assessor's map of the City.
    - vii. A true Copy of the deed or other document of title evidencing ownership of the subject property.
    - viii. Location of all trees on the property and identification of size and species.
    - ix. Designation of all diseased and/or damaged trees.
    - x. Designation of any trees endangering any roadway, pavement, or utility line.
    - xi. Any proposed grade changes that might adversely affect or endanger any trees on the site and specifications of how to maintain them.
    - xii. Designation of trees to be removed and trees to be maintained.
    - xiii. Purpose of tree removal (construction, street or roadway, recreation area, patio, parking lot, diseased tree not worthy of preservation, etc.)
    - xiv. Location of existing and/or proposed Structures.
    - xv. A statement of the applicant that no Person not a party to the application, has any interest in the title in or to the property.
- 5.6.5 The Zoning Official, in addition, may require the applicant to furnish, and the applicant shall supply, any of the following documentation:
- a. A site plan specifying the methods to be used to preserve all remaining trees and their root system and the means of providing water and nutrients to their root systems.
  - b. A topographical survey of the land if development, construction, or subdivision will result in change in elevation, or if the land is more than one acre in area.
  - c. Plat or survey of the land drawn to scale by a registered land surveyor or professional engineer.
  - d. Location of all existing and proposed utilities.
  - e. Grading and drainage requirements.
  - f. The extent, description and time frame which will be used by applicant and/or Owner to replenish the flora occasioned by the removal of any Live Oak and/or Magnolia trees.
  - g. Location and description of all existing or proposed structures, improvements and site uses, drawn to scale and properly dimensioned and referenced to Lot Lines.
- 5.6.6 Planning Commission Review of Tree Removal Permit Application
- a. The Zoning Official shall refer the application for tree removal permit and supporting documents to the Planning Commission for review and appropriate recommendations to the Board of Aldermen for final action. In determining whether or not a tree removal permit should be granted and making its recommendation to the Board of Aldermen, the Planning Commission shall consider the following:
    - i. The condition of the tree or trees proposed to be removed with respect to disease, insect attack, danger of falling, proximity to existing or proposed structures and interference with utility services.
    - ii. The necessity of removing the tree or trees in order to construct the proposed improvements or structures to allow reasonable economic use of the property.
    - iii. The effect of removal on erosion, soil moisture retention, flow of surface waters and coordination with the drainage system plan of the City.
    - iv. The number and density of trees in the area and the effect of tree removal on property values of the Neighborhood and other existing vegetation.
    - v. Whether any tree proposed to be removed is worthy of preservation.
    - vi. Impact upon the urban and natural environment, including:

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**6.1 Generally**

- 6.1.1 This Article describes the standards for development of Thoroughfares throughout the City, supplementing the City of Long Beach Subdivision Ordinance. Where the standards of the SmartCode conflict with the Subdivision Ordinance, the Subdivision Ordinance shall have precedence. The Subdivision Ordinance has been included as Appendix B of this Code for reference and should be consulted simultaneously with the SmartCode where the development of streets, sidewalks, and stormwater management solutions are considered.
- 6.1.2 The urban landscape is characterized by a set of interdependent elements that create a sense of place. Thoroughfares provide the City with both the major part of public Open Space as well as lanes for the movement of vehicles, bicycles, and transit. A Thoroughfare is associated with a particular type of movement, and is endowed with two attributes: capacity and character. Thoroughfare capacity refers to the number of vehicles that can move safely through a segment within a given time period; it is physically manifested by the number of lanes, their width, the centerline radius, the Curb radius, and the super-elevation of the pavement. Thoroughfare character refers to its suitability as a setting for pedestrian activities and is physically manifested by associated Frontage types as determined by location within the Transect.
- 6.1.3 Thoroughfares can be categorized as "types" appropriate to Transect Zones with calibrated Right-of-Way widths, movement types, Design Speeds, number of travel lanes, pavement width, Curb radius and Verge type. Thoroughfare types and their application are described in Section 6.2, in order ranging across the Transect.
- 6.1.4 Thoroughfares must evolve with the needs of the City. As Long Beach continues to grow, a Thoroughfare may change in character reflecting new Density, or conversely, a return to an historic dimension. For instance, a continuous lawn Planter may be replaced with individual tree wells for additional Sidewalk space, or a wide Neighborhood Street may be narrowed to control traffic intrusion.
- 6.1.5 Thoroughfares are intended for use by vehicular, transit, bicycle, and pedestrian traffic and to provide access to Lots and Open Spaces. Thoroughfares consist of vehicular lanes and Public Frontages. Vehicle lanes provide for traffic and parking capacity in a variety of widths appropriate for parked and moving vehicles according to design speed and anticipated traffic volume. Public Frontages lie adjacent to Thoroughfares and contribute to the character of the Transect Zone through the design of Swales, Sidewalks, curbing, Planters, bicycle paths and/or Street Trees.
- 6.1.6 The accommodation of bicycles and transit requires detailed response to existing Thoroughfare conditions and thus is not illustrated specifically here, but rather this Code provides guidelines with which existing Thoroughfares can be retrofitted to accommodate various modes of transportation such as pedestrians, bicycles, and transit alternatives in future.
- 6.1.7 Bicycles and other wheeled devices including Segways, scooters, rollerblades, and motorized chairs are sustainable and viable modes of transportation and recreation. Bicycles and vehicles may share use of lanes on all Thoroughfares. Thoroughfares that have sufficient paving width to accommodate bicyclists' safety should include dedicated Bicycle Lanes. Greenways, waterfront walks and other Civic Spaces should include Bicycle Lanes.
- 6.1.8 A City-wide wheeled devices plan may designate an interconnected network of lanes, Passages, and parking areas serving wheeled devices with a series of marked routes that include Bicycle Lanes as well as Bicycle Routes. Bicycle Routes may include Thoroughfares which parallel major Corridors, or major Corridors which can be reconfigured to limit conflicts between automobiles and bicycles. Paths for other wheeled devices may include vehicular lanes, Bicycle Lanes, Sidewalks, or special zones within these paths.
- 6.1.9 Pedestrian comfort should be a primary consideration of Thoroughfare design and dimensions. Design conflicts between vehicular, bicycle, and pedestrian movement within the more urban Transect Zones (T3-T5B) should be decided in favor of the pedestrian. Within the most rural Transect Zones (T1 and T2), pedestrian comfort is a secondary consideration, with design conflict between vehicle and pedestrian generally decided in favor of the vehicle.
- 6.1.10 Thoroughfares should be designed in context with the urban form and desired design speed of the Transect Zones through which they pass. Public Frontages that pass from one Transect Zone to another should be adjusted accordingly.
- 6.1.11 The Thoroughfare network should be designed to prioritize connectivity, defining Blocks not to exceed the perimeter prescribed in Table 2. The perimeter shall be measured as the sum of Lot Frontage Lines. Street closings should not be allowed; instead, traffic calming designs should be deployed to control traffic volume and speed.
- 6.1.12 No Sign, Fence, Wall, hedge, planting, or other obstruction to vision extending to a height in excess of three feet above the established street grade, shall be erected, planted, or maintained within the area of a Corner Lot that is included between the lines of the intersecting streets and a straight line connecting them at a point 25 feet distant from the intersection of the street lines on both sides of the affronting Thoroughfares.

**6.2 Thoroughfare Types Described**

- 6.2.1 The Thoroughfare types cataloged below are discussed as "ideal conditions" and are based on Right-of-Way widths typically found in the City of Long Beach. Many City Thoroughfares have Right-of-Way widths that vary according to location. Irregular Right-of-Way widths shall default to the closest lesser width designation. For example, a 93' - 0" Right-of-Way shall follow the 90' - 0" Thoroughfare regulation. Similarly, an 88' - 0" Right-of-Way shall follow the 80' - 0" Thoroughfare regulation. The additional dimension shall be applied to the Sidewalk and the Verge.

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- 6.2.2 Highway (HW). A Highway is a long-distance, high-capacity, and high-speed Thoroughfare traversing the City. A Highway should have infrequent intersections and Driveway entrances, and should have Sidewalks and Abutting Buildings buffered by landscape where possible. Otherwise a Highway can become strip development which interferes with traffic flow and pedestrian comfort. Highway Frontages may have Curbs or open Swales drained by percolation. They have no parking and Buildings may Enfront a wide Sidewalk or be setback. Highways can be rural linear parks with a median, naturalistic landscaping, and bicycle and Pedestrian Paths traversing the landscape independently.
- 6.2.3 Road (RD). A Road is a local, slow-movement Thoroughfare suitable for less urban Transect Zones. Roads provide Frontage for low-density Buildings with substantial Setbacks. Roads have narrow pavement and open Swales drained by percolation, with or without Sidewalks. Landscaping along Roads may be informal with multiple species arrayed in naturalistic clusters.
- 6.2.4 Street (ST). A Street is a local, multi-movement Thoroughfare suitable for all urbanized Transect Zones, and all Frontages and uses. A Street is urban in character with raised Curbs, drainage inlets, wide Sidewalks, parallel parking, and Street Trees in individual or continuous Planters aligned in an Allee pattern. Character may vary somewhat, in response to the Enfronting uses.
- 6.2.5 Drive (DR). A Drive is a local movement Thoroughfare along the edge of a wide Right-of-Way or an Open Space. One side of a Drive may have the urban character of a Street or Boulevard with Sidewalks and Buildings; the other side may have the qualities of a parkway such as along the railroad track with naturalistic planting. Alternatively, a Drive may have an urban character with landscape and formal planting, such as along the waterfront.
- 6.2.6 Avenue (AR). An Avenue is a limited distance, slow or free-movement Thoroughfare connecting proximate locations within an urbanized area. Unlike a Boulevard, an Avenue's length is finite and its axis is terminated. An Avenue always has a substantially planted median and may be conceived as an elongated square. An Avenue is appropriate for the approach to a Civic Building; in a downtown area, the median may be wide enough to hold monuments, a Square, Plaza or Green, or even Buildings. In Neighborhoods, the median may accommodate a Playground, or be planted naturalistically to become a Parkway or Green. Avenue Frontages have raised Curbs drained by inlets and wide Sidewalks separated from vehicular lanes by narrow continuous Planters, preferably with parking on both sides. Preferred landscaping consists of a single tree species aligned in a regularly spaced Allee in individual or continuous Planters.
- 6.2.7 Boulevard (BV). A Boulevard is a long-distance, high capacity, multi-movement Thoroughfare outside of Neighborhoods and at Neighborhood edges. Boulevards may have central or side medians with Slip Roads. Side medians segregate slower traffic and parking activity at the edges from through traffic at the center. Boulevards have Sidewalks with raised Curbs along both sides, drainage by inlets and parallel parking, Sidewalks, and Street Trees aligned in a regularly spaced Allee in individual or continuous Planters.
- 6.2.8 Pedestrian Passage (PP). A Pedestrian Passage is a narrow connector restricted to pedestrian use and limited vehicular use that passes between Buildings or between a Building and a public Open Space (See Article 4, Table 10). Passages provide shortcuts through long Blocks and connect rear parking areas with Frontages.
- 6.2.9 Rear Alley (AL). A Rear Alley is a narrow vehicular access-way at the rear or side of Buildings providing service and parking access, and utility Easements in non-Residential areas. Rear Alleys have no Sidewalks, landscaping, or Building Frontage requirements. They accommodate trucks and dumpsters, and may be paved from Building Face to Building Face, with drainage by inverted concrete crown.
- 6.2.10 Rear Lane (LN). A Rear Lane is a narrow vehicular access-way at the rear or side of Buildings providing service and parking access, and utility Easements in single family Residential areas. Rear Lanes have no Sidewalks, landscaping, or Building Frontage requirements. In older Residential Neighborhoods, Rear Lanes may remain unpaved. In new Residential Neighborhoods they may have gravel or shell shoulders for drainage.
- 6.3 Thoroughfare Classification
- 6.3.1 Thoroughfare classification shall occur according to the catalog of Thoroughfare types described in Section 6.2. Such classification shall be based upon the projected volume of traffic to be carried by each Thoroughfare, stated in terms of the number of trips per day.
- 6.3.2 Thoroughfares shall be laid out so that residential blocks do not exceed 1,000 feet unless no other alternative is available.
- 6.3.3 The number of Lots and the uses to be served by the Thoroughfare may be used as an indicator of the number of trips but is not conclusive.
- 6.3.4 Whenever a Thoroughfare extends an existing Thoroughfare that formerly terminated outside the Neighborhood or it is expected that a Thoroughfare will be continued beyond a Neighborhood's boundaries at some future time, the classification of the Thoroughfare shall be based upon the Thoroughfare in its entirety, both within and outside of the Neighborhood.
- 6.4 Coordination with Surrounding Thoroughfares
- 6.4.1 All Thoroughfares should terminate at other Thoroughfares to form a network. Roads, Streets, and Drives shall connect with surrounding Avenues and Boulevards at safe and convenient locations.

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- 6.4.2 The Thoroughfare system of a Neighborhood shall be coordinated with existing, proposed, and anticipated Thoroughfares outside the Neighborhood, or outside the portion of a single tract that is being subdivided into Lots (hereinafter, "surrounding Thoroughfares") as provided in this Section, in order to permit the convenient movement of traffic between Neighborhoods.
- 6.4.3 Whenever connections to anticipated or proposed surrounding Thoroughfares are required by this Section, the Thoroughfare Right-of-Way shall be extended and the Thoroughfare developed to the Lot Line of the subdivided property (or to the edge of the remaining undeveloped portion of a single tract) at the point where the connection to the anticipated or proposed Thoroughfare is expected. In addition, the Planning Commission may require temporary turnarounds to be constructed at the end of such Thoroughfares pending their extensions when such turnarounds appear necessary to facilitate the flow of traffic or accommodate emergency vehicles. Notwithstanding the other provisions of this Section and the Long Beach Subdivision Ordinance, no temporary dead-end Thoroughfare in excess of 1,000 feet may be created unless no other practicable alternative is available.
- 6.4.4 Cul-de-sacs are subject to approval by Warrant and should be permitted only when necessitated by natural site conditions, such as the presence of wetlands or a body of water, or in the case of existing man-made conditions such as a limited access Highway, canal, railroad, or other such feature creating a barrier to the connectivity of Thoroughfares. Any Thoroughfare terminating in a cul-de-sac shall be designed as follows:
- a. The Right-of-Way of a permitted cul-de-sac shall have a radius of 50 feet.
  - b. The radius of the paved portion of the turnaround (measured to back-of-curb or outer edge of the pavement if not Curb) shall be 40 feet.
  - c. Except where no other practicable alternative is available, Thoroughfares terminating in a cul-de-sac may not extend more than 600 feet (measured to the center of the turnaround).
- 6.4.5 Half streets, or Thoroughfares of less than the full required Right-of-Way and pavement width, shall not be permitted except where such Thoroughfares, when combined with a similar Street (developed previously or simultaneously) on adjacent property creates or comprises a Thoroughfare that meets the Right-of-Way and pavement requirements of this Code.
- 6.4.6 Reserve strips, which control access to other Thoroughfares or Abutting property, shall be prohibited except where their control is deliberately placed by the Planning Commission.
- 6.4.7 Thoroughfares shall intersect as nearly as possible to right angles, and no two Thoroughfares may intersect at less than 60 degrees. Not more than two Thoroughfares shall intersect at any one point, unless the City Engineer certifies to the Planning Commission that such an intersection can be constructed with no extraordinary danger to public safety.
- 6.4.8 Whenever possible, proposed intersections along one side of a Thoroughfare shall coincide with existing or proposed intersections on the opposite side of such Thoroughfare. In any event, where a centerline offset (jog) occurs at an intersection, the distance between centerlines of the intersecting Streets shall not be less than 150 feet.
- 6.4.9 Except when no other alternative is practicable or legally possible, no two Thoroughfares may intersect with any other Thoroughfare on the same side at a distance of less than 400 feet measured from centerline to centerline of the intersecting Thoroughfare. When the intersected Thoroughfare is an Avenue or Boulevard, the distance between the intersecting Thoroughfares shall be at least 1,000 feet.
- 6.5 Relationship to Topography
- 6.5.1 Thoroughfares shall be related appropriately to the existing topography. In particular, Thoroughfares shall be designed to facilitate the drainage and stormwater runoff objectives set forth in all applicable City codes and ordinances. Thoroughfare grades shall conform as closely as practicable to the natural topography.
- 6.5.2 As indicated in Section 6.6.3, the maximum grade at any point on a Thoroughfare constructed without Curb and gutter shall be six percent. On Thoroughfares constructed with Curb and gutter the grade shall not exceed six percent unless no other practicable alternative is available. However, in no case may Thoroughfares be constructed with grades that, in the opinion of the City Engineer, create a substantial danger to the public safety.
- 6.6 Width of Thoroughfares, Sidewalks, and Drainage Requirements
- 6.6.1 Thoroughfares may include vehicular lanes in a variety of widths for parked and moving vehicles, including bicycles and other wheeled devices. Thoroughfare Rights-of-Way are designed and developed to serve several functions:
- a. To carry motor vehicle traffic, and in many cases, allow on-street parking;
  - b. To provide a safe and convenient passageway for pedestrian traffic; and
  - c. To serve as an important link in the City's drainage system.
- 6.6.2 In order to meet these objectives, all Thoroughfares shall be constructed to meet both the standards set forth in this Article, and Tables 2, 6, 7, 11A, 11B, and 11C found in Article 4.
- 6.6.3 Thoroughfares may be constructed with six foot wide shoulders and drainage Swales on either side in lieu of Curb and gutter, so long as the Thoroughfare grade does not exceed a grade of six percent. Such Thoroughfares shall be constructed

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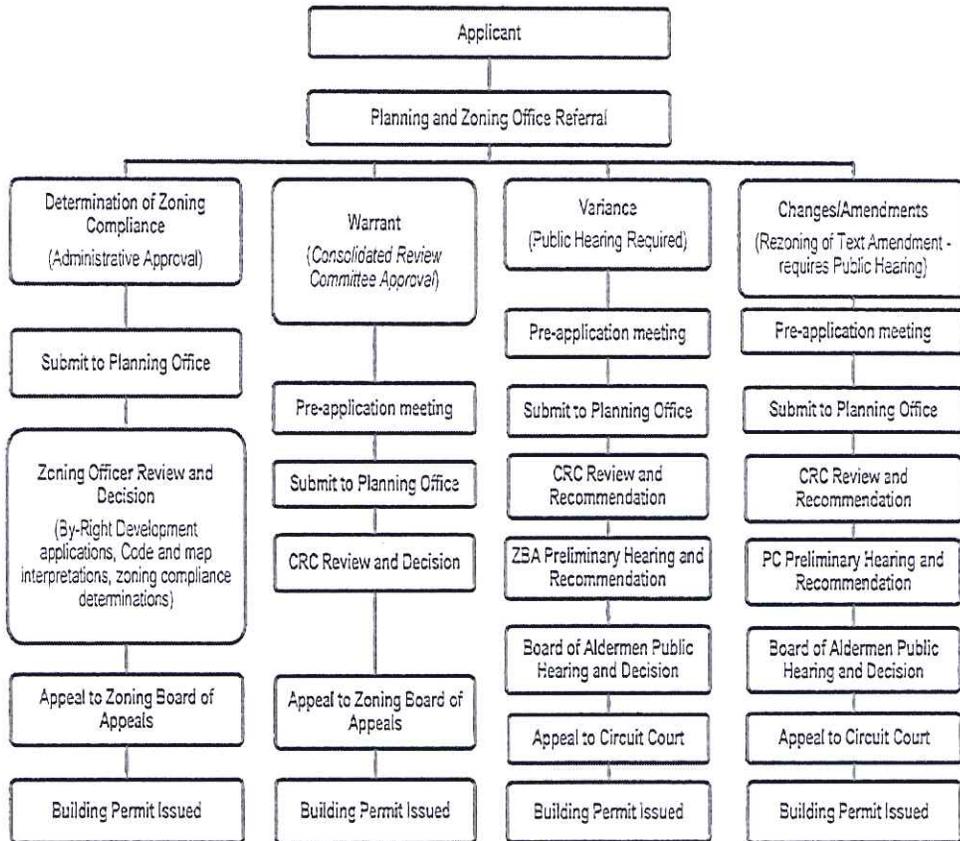
- to meet the criteria indicated in the Tables of Article 4 as well as specifications referenced in the Subdivision Ordinance Construction Standards and Specifications.
- 6.6.4 Except as otherwise provided, all Thoroughfares shall be constructed with Curb and gutter and shall conform to the standards of this Article, and the Subdivision Ordinance Construction Standards and Specifications. Only standard 90-degree Curb may be used on Boulevards and Avenues. Thoroughfare pavement width shall be measured from back-of-curb to back-of-curb.
- 6.6.5 Sidewalks shall be provided as new Thoroughfares are planned and constructed, and as Thoroughfares in existence upon adoption of this Code are maintained and improved.
- 6.6.6 The Sidewalks required by this Section shall be at least four feet in width and constructed according to the specifications set forth in the Subdivision Ordinance Construction Standards and Specifications, except that the Planning Commission may permit the installation of walkways constructed with other suitable materials when it concludes that:
- a. Such walkways would serve the residents of the development as adequately as concrete Sidewalks; and
  - b. Such walkways would be more environmentally desirable or more in keeping with the overall design of the development.
- 6.6.7 Whenever the Planning Commission finds that a means of pedestrian access is necessary from the subdivision to schools, Parks, playgrounds, or other roads or facilities and that such access is not conveniently provided by Sidewalks adjacent to the Thoroughfares, the developer may be required to reserve an unobstructed Easement of at least ten feet in width to provide such access.
- 6.6.8 Whenever new lots are platted which adjoin an existing Thoroughfare, additional Right-of-Way shall be dedicated if needed to make the distance from the pavement centerline to the new Right-of-Way line at least equal to one half of the minimum Right-of-Way width for the classification of the Thoroughfare.
- 6.7 **Access to Lots and Thoroughfares**
- a. Each lot shall Enfront a vehicular Thoroughfare. Direct driveway access to Thoroughfares shall not generally be provided on Avenues, Boulevards or highways to minimize interference with the free and convenient flow of traffic, as appropriate.
  - b. Specifications for Driveways and Thoroughfares are as depicted in Article 4, Tables 11A, 11B, and 11C. All Driveway entrances and other openings onto City-maintained Thoroughfares shall, at a minimum, be prepared by a draftsman in consultation with the City Engineer.
  - c. Driveway entrances and other openings onto Thoroughfares shall be constructed so that vehicular access to Lots can be accommodated without posing any substantial danger to pedestrians, other wheeled devices, or vehicles traveling in Abutting Thoroughfares. Interference with the free and convenient flow of traffic in Abutting or surrounding Streets shall be minimized.
  - d. With the exception of mews and Cottage Lots, every Lot shall have access to it that is sufficient to afford a reasonable means of ingress and egress for emergency vehicles, as well as for all those Persons likely to need or desire access to the property for its intended use.
- 6.8 **Construction Standards and Specifications**
- 6.8.1 Construction and design standards and specifications for Thoroughfares, Sidewalks, and Curbs and gutters are contained in the Subdivision Ordinance, Article VI Construction Standards and Specifications. All such facilities shall be completed in accordance with these standards.

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DIAGRAM 1  
REVIEW AND APPROVAL PROCESS



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**7.1 Authorities and Appeals**

- 7.1.1 The Office of Planning and Zoning (the "Planning Office") shall be established upon adoption of the Long Beach SmartCode and shall consist of the Zoning Office staff, including the Zoning Official, with the addition of a City Planner, or such staff as the Planning Commission may deem appropriate. The Planning Commission may contract with a qualified consulting firm to provide the services of a Planning Office. All records pertaining to the provisions of this Code shall be maintained in the Planning Office and shall be open for public inspection. For purposes of this Code, the functions, powers, and duties of the Planning Office more specifically include the following:
- a. To develop and make available application packets to include permit application forms, checklists of required application materials, review criteria, and review processes for each permit type as outlined in Section 7.2.
  - b. To issue Planning and Zoning Office Referrals directing applicants as to the appropriate permit application and review processes for proposed projects.
  - c. To assist applicants and appellants in the procedures required herein.
  - d. To receive incoming applications and make determinations as to the completeness of application materials prior to further review.
  - e. To distribute application materials to the appropriate review bodies.
- 7.1.2 The Zoning Official, appointed by and responsible to the Board of Aldermen, shall serve as the director of the Planning Office and shall be responsible for administration and enforcement of the Long Beach SmartCode as provided herein, with such assistance from the Planning Commission as may be directed. For purposes of this Code, the functions, powers, and duties of the Zoning Official more specifically include:
- a. To decide questions of interpretation of the Long Beach SmartCode requirements and Transect Map boundaries pursuant to Section 7.2.2.
  - b. To determine whether applications for Building Permits as required by the Building Code are in accord with the requirements of this Code. No Building Permit shall be issued by the Building Code Officer without notice by the Zoning Officer that plans and applications conform to this Code (i.e. Determination of Zoning Compliance, see Section 7.2.5).
  - c. To determine whether the necessary permits have been obtained from those federal, state or local governmental agencies from which prior approval is required. Such review does not assure the presence of all necessary permits.
  - d. To serve as chair of the Consolidated Review Committee.
  - e. To serve in an advisory capacity on general planning and zoning matters to the Planning Commission, Zoning Board of Appeals ("ZBA"), and the Board of Aldermen, and other officers or agencies of the City, and to prepare such reports as may be appropriate in that capacity.
  - f. To review Sign Permit applications for compliance with the provisions of this Code.
  - g. To assist the Building Code Inspections and Enforcement Office with the enforcement of the provisions of the Long Beach SmartCode.
  - h. To act on behalf of the Building Code Official during his absence.
- 7.1.3 **Building Code Inspections and Enforcement Office**
- a. The Building Code Inspections and Enforcement Office shall consist of the Building Code Official who may also recommend to the Board of Aldermen the filling of various positions within the Building Code Office, such as Building Inspector, Electrical Inspector, Heat and Air Inspector, Gas Line Inspector, and Plumbing Inspector.
  - b. The Building Code Official's duties shall include the following:
    - i. Reviewing Building Permit applications for compliance with the Building Code.
    - ii. Assisting applicants and appellants in the procedures required by the Building Code.
    - iii. Inspecting premises for compliance with the Building Code requirements.
    - iv. Issuing Building Permits and Certificates of Occupancy.
    - v. Reviewing Sign Permit applications and issuing Sign Permits.
  - c. The Building Code Official, or a representative, shall serve as a member of the Consolidated Review Committee.
- 7.1.4 **Consolidated Review Committee**
- a. Upon establishment of the Consolidated Review Committee (CRC), it shall consist of the following members: the Zoning Official, the City Planner, the City Attorney, the Chairman of the Planning Commission, the Public Works Director, the Public Utilities Director, the Building Code Official, and other official and departmental representatives as recommended by the Planning Commission to process administratively applications and plans for proposed projects, as applicable. The CRC shall expedite the administrative permitting process by providing a single interface between the developer and the City. In the absence of an established CRC, the Long Beach Planning and Zoning Commission shall serve as the CRC in addition to the duties enumerated above.

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- b. The CRC shall be responsible for the review of applications for Warrants, Variances, and Changes and Amendments (rezoning of property or text amendments of the Code), pursuant to the applicable review criteria of Section 7.2. For purposes of this Code, the functions, powers, and duties of the CRC more specifically include the following:
    - i. To approve, approve with conditions, or deny applications for Warrants pursuant to the standards of Section 7.2.6.
    - ii. To review applications for Variances and Changes and Amendments, and to advise the Zoning Board of Appeals and the Planning Commission, respectively, concerning their approval, approval with conditions, or denial of applications pursuant to Sections 7.2.7 and 7.2.8.
    - iii. To issue a report outlining the findings and reasons behind each decision or recommendation, including legal authority for making a recommendation for denial.
  - c. The applicant shall be given an opportunity to attend any meeting, if any, of the CRC that may be held to review and evaluate its application. Failure of the applicant to appear shall result in the withdrawal of the item from the CRC meeting agenda. The applicant may request an opportunity to revise its application or provide additional information to address any comments or concerns raised by the CRC. If such a request is made, the final decision of the CRC shall not be issued until the applicant has had a reasonable opportunity, as determined by the Zoning Official, to make its revisions or to provide additional information.
  - d. An Owner, developer, or contract purchaser may appeal a decision of the CRC concerning an application for a Warrant to the ZBA pursuant to Section 7.1.7.b herein.
- 7.1.5 Planning and Zoning Commission
- a. The City of Long Beach Planning and Zoning Commission (the "Planning Commission") shall have the following duties with regard to the Long Beach SmartCode and in addition to its duties and obligations under the City Charter, the City Code, and other applicable law:
    - i. To serve as the local planning commission pursuant to Section 17-1-11(1)(a) of the Code of Mississippi (1972).
    - ii. To review, consider, and recommend approval, approval with conditions, or denial of proposed amendments to the Comprehensive Plan and this Code, including Transect Map changes (rezoning).
    - iii. To regularly review Warrants issued by the CRC and issue guidance to the CRC as to what provisions of this Code may be adjusted by Warrant and to what extent deviations shall be warrantable.
    - iv. To consider and recommend adoption, adoption with conditions or denial of codes, regulations and other proposals as it deems appropriate for promoting orderly Development.
    - v. The Planning Commission shall perform such other functions as may be given it by the Board of Aldermen.
- 7.1.6 Mayor and Board of Aldermen
- a. The Board of Aldermen shall establish a schedule of fees, charges, and expenses, and collection procedure for building permits, certificates of occupancy, Determinations of Zoning Compliance, Warrants, Variances, Changes and Amendments, appeals, and other matters pertaining to this Code. This schedule of fees shall be posted in the Planning Office and the Building Code Inspections and Enforcement Office, and may be altered or amended only by the Board of Aldermen.
  - b. Decisions of the Planning Commission and the Zoning Board of Appeals are advisory only to the Board of Aldermen of the City, which Board of Aldermen shall have the final decision with respect to zoning matters under the provisions of this Code. The Board of Aldermen shall hold a public hearing upon proper notice of the time, place and date of such hearing as provided by Section 7.2 of this Code.
  - c. Any person or interested party, feeling aggrieved at the decision of the Board of Aldermen may within ten days of the date of the entry of its decision in its minutes and filing with the City Clerk of the City of Long Beach, Mississippi, and not thereafter, appeal to the Circuit Court in writing, and be entitled to a hearing before the Court upon notice of the time, place and date of such hearing as provided by law.
  - d. No Building Permit may be issued pending the final outcome of any appeal from a decision of the Board of Aldermen.
- 7.1.7 Zoning Board of Appeals
- a. The Zoning Board of Appeals consists of the nine members of the Long Beach Planning Commission, as appointed by the Board of Aldermen of the City of Long Beach.
    - i. Members of the ZBA serve without pay, but may be reimbursed for expenses incurred in the performance of official duties; provided, however, that no expenditure made or contracted by said ZBA or any member thereof shall be binding upon the City of Long Beach, Mississippi, so as to require any payment in excess of funds made available for the purpose. Members of the ZBA shall hold no other public office in the City.

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- ii. The ZBA shall elect a Chairman and a Vice-Chairman, each of whom shall serve for one year with eligibility for reelection. The ZBA shall adopt rules for the conduct of its business. The ZBA shall appoint a Secretary, who may be an officer or employee of the City.
- iii. Meetings of the ZBA shall be held at the call of the Chairman and at such other times as the ZBA may determine. The Chairman, or in his absence, the Vice-Chairman, may administer oaths and compel the attendance of witnesses by subpoena. No member of the ZBA shall participate in a hearing in which he has any pecuniary interest or special interest. All meetings of the ZBA shall be open to the public.
- iv. The ZBA shall keep minutes of its proceedings, showing the vote of each member upon each question, or, if absent or failing to vote, indicating such fact, and shall keep records of its examination and other official actions, all of which shall be immediately filed in the Planning Office and shall be a public record. The majority vote of those voting members of the ZBA shall be necessary to take official action correct an error, grant a Variance, make an interpretation and permit a temporary or substituted use. The Chairman or presiding officer shall vote only in the event of an equal division of votes.
- b. Specific functions, powers, and duties of the Zoning Board of Appeals include the following:
  - i. To hear and decide appeals where it is alleged there is an error in any order, requirement, decision, or determination made by the Building Code Official.
  - ii. To hear and make a ruling on an appeal of an interpretation of the zoning regulations or the location of the boundaries of Transect Zones made by the Zoning Official.
  - iii. To hear and make a ruling on an appeal of administrative decisions by the Zoning Official or the CRC regarding Determinations of Zoning Compliance and Warrants, respectively.
  - iv. To hear and decide applications for Variances to the terms of this Code where, owing to special conditions, a literal enforcement will result in practical difficulty or unnecessary hardship. Such Variance shall not be contrary to the public interest and shall be so conditioned that the spirit and purposes of this Code shall be observed and the public health, safety, and welfare preserved, and substantial justice done. No Variance shall have the effect of permitting any use in a Transect Zone that is prohibited in that Transect Zone. No Variance shall be brought before the ZBA within twelve months from the date of a favorable or unfavorable determination by the Board of Aldermen upon the recommendations of the ZBA.
  - v. To hear and grant applications for substitutions of more restrictive Nonconforming Use for existing Nonconforming Uses provided no structural alterations are to be made and the Building Code Official has made a review and recommendation. Whenever the ZBA permits such a substitution, the use may not thereafter be changed without application.
  - vi. To hear and grant applications for temporary uses in any Transect Zone provided that such uses are of a temporary nature, do not involve the erection of a substantial Structure, and are compatible with the neighboring uses and the Building Code Official has made a review and recommendation. The permit shall be temporary, revocable, subject to any conditions required by the ZBA, and shall be issued for a period not to exceed 12 months. Compliance with all other provisions of this Code shall be required.
  - vii. The ZBA may request assistance from other officers, departments, commissions, and boards.
- c. Appeals shall be filed in the Planning Office within 30 days after the date of written notice of the decision or order of the Zoning Official, Building Code Official, or CRC. Applications of appeal shall be made in writing by the Owner or lessee of the Building, Structure, land, or water to be affected at any time.
- d. The ZBA shall fix a reasonable time for the hearing of appeals or other matters referred to it, and give at least 15 days notice thereof as well as due notice to the parties in interest, and decide them within a reasonable time. Upon a hearing any party may appear in person, or by agent, or by attorney. The ZBA may grant continuances or adjourn hearings from time to time.
- e. The ZBA shall decide all appeals within 30 days after the final hearing and shall transmit a signed copy of the ZBA decisions to the appellant or applicant and the Zoning Official or Building Code Official, as appropriate.
- f. Appeal of a ZBA decision stays all legal proceedings in furtherance of the action appealed from, unless the Building Code Official certifies to the ZBA after the notice of appeal shall have been filed with him that by reason of facts stated in the certificate a stay would, in his opinion, cause imminent peril to life and property. In such case proceedings shall not be stayed otherwise than by a restraining order which may be granted by the ZBA or by a court of record application, on due notice to the Building Code Official from whom the appeal is taken and on due cause shown.

**7.2 Permit Types and Review Processes**

The permits that may be necessary to develop property under the Long Beach SmartCode include the following: Building

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Permit, Determination of Zoning Compliance, Warrant, Variance, and changes or amendments to the Code or the Transect Map. The permit types and their review processes are outlined in Article 7, Diagram 1, Review and Approval Process.

**7.2.1 Generally**

- a. The geographic locations and the standards for the Transect Zones were determined through a process of public consultation with recommendation from the Planning Commission and approval by the Board of Aldermen. These determinations and standards have been incorporated into this Code and its associated maps, tables, and illustrations.
- b. There shall be two types of deviation from the requirements of this Code: Warrants and Variances. Whether a deviation requires a Warrant or Variance shall be determined by the CRC, with guidance from the Planning Commission.
- c. Projects that comply with the Code and, thus, require no Warrants or Variances, or only Warrants, shall be processed administratively with review by the Zoning Official and Building Code Official without further recourse to public consultation.
- d. Projects requiring Variances shall be reviewed by the Board of Aldermen upon recommendation by the Zoning Board of Appeals.
- e. Changes or Amendments to the text of this Code or the boundaries or designation of the Transect Zones depicted on the Transect Map, shall be approved by the Board of Alderman upon recommendation by the Planning Commission.
- f. No Building, Structure, improvement, or land shall be hereinafter be used or occupied, and no Building or Structure shall be erected, constructed, reconstructed, moved, or structurally altered nor any development commenced except in conformity with this Code.
- g. Permits may be requested by the Owner, developer, or contract purchaser of the Building, Structure, land or water that is the subject of the application.
- h. Permits issued in error shall convey no rights to any part. The Zoning Official shall require corrections to be made unless construction has commenced on that portion of the construction that was permitted in error.
- i. No permit, certificate, Warrant, Variance, Change or Amendment shall be issued unless or until any such costs, charges, fees, or expenses that may be applicable as determined by the Board of Aldermen have been paid in full; nor shall any action or proceedings before the ZBA or Planning Commission be undertaken unless or until preliminary charges and fees have been paid in full.

**7.2.2 Interpretations of SmartCode Requirements and Transect Map Boundaries**

- a. Upon making an interpretation of SmartCode requirements or Transect Map boundaries, the Zoning Official shall notify the party requesting the interpretation, as well as any other officer or agency of the City likely to be affected by such ruling, and shall post the interpretation in the Planning Office.
- b. An appeal of a Code or Map interpretation shall be presented to the Planning Office within 15 calendar days of notification of the applicant. The appeal shall be heard by the Zoning Board of Appeals, which shall determine whether the administrative interpretation is upheld or rescinded. The ruling of ZBA may be further appealed to the Board of Aldermen and must be filed within 15 days of the issuance of a ruling by the ZBA.

**7.2.3 Building Permit.**

- a. Building Permit approval by the Building Code Official is required in advance of the initiation of construction, erection, moving or alteration of any Building or Structure. No Building Permit shall be issued by the Building Code Official except where all the provisions of this Code have been complied with, as demonstrated by the issuance of a Determination of Zoning Compliance by the Zoning Official, pursuant to Section 7.2.5.
- b. If the proposed excavation, filling, construction, or movement as set forth in said plans is in conformity with the provisions of this Code and any other codes of the City of Long Beach, Mississippi that may be applicable, the Building Code Official shall sign and return one copy of the plans to the applicant and shall issue a Building Permit upon payment of any required fees. The Building Code Official shall retain one copy of the Building Permit and one copy of the plans.
- c. Application for a Residential Building Permit, if required by the Building Code Official, and all applications for Commercial or multi-family Residential Building Permits shall be accompanied by plans in duplicate, drawn to scale, showing the following:
  - i. Actual dimensions of the Lot to be built upon.
  - ii. The width of the Street or Streets upon which the Lot fronts or abuts the Setback Lines of Buildings on adjoining Lots.
  - iii. The exact sizes and locations on the Lot of Buildings already existing, if any.
  - iv. The location and dimensions of the proposed Building or alteration.
  - v. The number of Dwelling Units the Building is designed to accommodate.

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- vi. Such other information as may be necessary to provide for the enforcement of this Code.
- 7.2.4 Certificate of Occupancy. A Certificate of Occupancy issued by the Building Code Official is required in advance of occupancy or use of the following:
- a. Any Lot or change of use thereof.
  - b. A Building hereafter erected or altered or a change in the use or occupancy of an existing Building.
  - c. Each Nonconforming Use created by the passage of and subsequent amendment to this Code or that is changed, extended, altered, and rebuilt thereafter; the Certificate of Occupancy will state specifically where the occupancy fails to meet the requirements of Code.
  - d. A record of occupancy permits shall be kept on file in the Building Code Official's Office.
- 7.2.5 Determination of Zoning Compliance. A Building Permit shall be issued only after a Determination of Zoning Compliance from the Zoning Official has been obtained indicating that the proposal is consistent with the City of Long Beach SmartCode. Upon an affirmative finding by the Zoning Official that plans and application are complete and in compliance with the requirements of this Code as submitted, an approval shall be entered on the application and on the applicable Building Permit(s) and, if otherwise lawful, the permit shall be issued to the applicant, together with one copy of the approved plan. If the application and plan are not in full compliance with the requirements of the Code, then the application shall not be approved and the applicant shall be notified in writing of the reasons for such decision, with citation to the legal authority for any denial of a permit.
- 7.2.6 Warrant
- a. A Warrant is a ruling that would permit a practice that is not consistent with a specific provision of this Code but is justified by the provisions of Article 1, Section 1.3. Specific uses requiring a Warrant can be found in Article 4, Table 3 of this Code. The CRC shall have the authority to review and approve, approve with conditions, or disapprove a Warrant subject to the explicit requirements of this Code. A decision to approve a Warrant by the CRC may be reversed within seven days of its issue by the Planning Commission.
  - b. Prior to submitting an application for a Warrant, the prospective applicant shall attend a preapplication meeting with the Zoning Official to obtain information and guidance as to matters related to the proposed application.
  - c. Warrant Applications shall be filed in the Planning Office and shall include the following information at a minimum:
    - i. Name and address of the applicant.
    - ii. Plat of survey prepared by a registered Land Surveyor in the State of Mississippi or other map drawn to scale and approved by the Zoning Official showing all of the information, as applicable, required under Section 7.3.
    - iii. Additional information as required by the Zoning Official or the CRC.
  - d. The Planning Office shall determine if a submitted application for a Warrant is complete and together with the CRC, shall review the Warrant application for compliance with the applicable standards and guiding principles of the Code. The review shall consider the intent of the Transect, the guiding principles of the Long Beach SmartCode, and the manner in which the proposed use will operate given its specific location and proximity to less intense uses. The review shall also consider Article 4, Table 17, Design Review Checklist.
  - e. The CRC shall issue a final decision to approve, approve with conditions, or deny the Warrant request at regularly scheduled public meetings. Approval of a Warrant request shall be granted when an application complies with all applicable regulations; conditional approvals shall be issued when an application requires conditions in order to be found in compliance with all applicable regulations; an application shall be denied if, after conditions and safeguards have been considered, the application still fails to comply with all applicable regulations.
  - f. A report of the findings and decision of the CRC shall include a list of items to be corrected, if any, and a citation to the legal authority for any denial of a Warrant request, if applicable, and shall be forwarded to the applicant with notice of the CRC's decision.
  - g. Appeal of any CRC decision shall be filed with the Zoning Board of Appeals for their consideration within 15 business days of notice of the applicant.
  - h. A Warrant shall be valid for a period of one year during which a Building Permit or a Certificate of Occupancy must be obtained. A one time extension, for a period not to exceed an additional year, may be obtained upon approval by the Zoning Official.
- 7.2.7 Variance
- a. A Variance is any ruling on a deviation from the terms of the Long Beach SmartCode other than a Warrant. The request for a Variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.

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- b. Prior to submitting an application for a Variance under this Code, the prospective applicant shall attend a pre-application meeting with the Zoning Official to obtain information and guidance as to matters related to the proposed application.
  - c. The Planning Office shall determine if a submitted application for a Variance is complete. Upon receiving a complete application, the CRC shall review the application for compliance with the Code and shall prepare a report for the ZBA with a recommendation for approval, approval with conditions, or denial of the request. Following revisions to the application by the applicant, if any, the Zoning Official shall forward the application and accompanying CRC recommendation to the Zoning Board of Appeals for consideration.
  - d. Variance Applications shall be filed in the Planning Office and shall include the following information at a minimum:
    - i. Name and address of the applicant and all Abutting and opposite property Owners of record.
    - ii. Plat of survey prepared by a registered Land Surveyor in the State of Mississippi or other map drawn to scale and approved by the Zoning Official showing all of the information, as applicable, required under Section 7.3.
    - iii. Additional information as required by the Zoning Official, CRC, or the ZBA. The Zoning Official shall transmit the application to the ZBA together with the CRC recommendation.
  - e. Criteria for approval. An application for a Variance shall be recommended for approval by the ZBA only if it demonstrates all of the following:
    - i. There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape, or topography that are not applicable to other lands or Structures in the same Transect Zone.
    - ii. A literal interpretation of the provisions of this Code would deprive the applicant of rights commonly enjoyed by other residents of the district in which the property is located.
    - iii. The requested Variance will be in harmony with the purpose and intent of this Code and will not be injurious to the Neighborhood or to the general welfare.
    - iv. The special circumstances are not the result of the actions of the applicant.
    - v. The existence of a Nonconforming Use of neighboring land, Buildings, or Structures in the same Transect Zone or permitted or Nonconforming Uses in other Transect Zones shall not constitute a reason for the requested Variance.
    - vi. The Variance requested is the minimum Variance that will make possible the legal use of the land, Building, or Structure.
    - vii. The Variance is not a request to permit a use of land, Buildings, or Structures which are not permitted By-Right in the Transect Zone involved.
    - viii. Notice of public hearing shall be given as in Section 7.2.7.h herein.
  - f. The ZBA shall fix a reasonable time for the hearing of Variance applications, appeals, or other matters referred to it, and give at least 15 days notice thereof as well as due notice to the parties in interest, and decide them within a reasonable time. Upon a hearing any party may appear in person, or by agent, or by attorney. The ZBA may grant continuances or adjourn hearings from time to time.
  - g. After the preliminary hearing as provided in this Section, the ZBA shall submit a report recommending approval, approval with conditions, or denial of the application for any proposed Variance. The report shall include the reasons for the recommended action, including any conditions which must be met for approval, or a citation of the legal authority for a recommendation of denial. The application and report shall then be forwarded to the Board of Aldermen for review, and shall be filed in the office of the City Clerk of the City of Long Beach, Mississippi, as a public record.
  - h. The Board of Aldermen shall be the final authority in the issuance of a Variance following a public hearing pursuant to Section 7.2.9 herein.
  - i. Appeal of the determination of the Board of Alderman shall be filed with the Circuit Court of Mississippi for their consideration within 30 days of the decision by the Board of Aldermen.
  - j. Approved Variances shall expire within two years unless substantial work has commenced pursuant to such grant of approval. See Section 7.4
- 7.2.8 Transect Map Changes (Rezoning), SmartCode Text Amendments and/or Conditional Use Permits
- a. Textual changes or amendments to this Code or Map shall be considered by the Planning Commission and by the Board of Aldermen. It is the function of the Planning Commission to consider prepared amendments, to collect information relative to the text amendment by investigation or other means, to conduct preliminary hearings on the proposed amendment, and to make recommendations to the Board of Aldermen. The Code can only be amended by the Board of Aldermen following a public hearing pursuant to Section 7.2.9.

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- b. The Transect Zones and Transect Map created under this Code may be changed or amended by the Board of Aldermen of the City when one or more of the following conditions prevail:
  - i. Error. There is manifest error in the Code.
  - ii. Change in Conditions. Changed or changing condition in a particular area or in the City or metropolitan area generally, make an amendment to the Code necessary or desirable.
  - iii. Increase in Need for Sites. Increased or increasing needs for business or industrial sites in addition to sites that are available make it necessary and desirable to reclassify an area or to extend the boundaries of an existing Transect Zone.
  - iv. Annexation. It is necessary and desirable to classify territory annexed to the City to a Transect Zone classification.
  - v. Code Change. An amendment to the Code not involving a change in classification of land is necessary or desirable.
  - vi. Change in Governmental Property. It is necessary to reclassify property as a result of acquisition or disposition of such property by the United States of America, the State of Mississippi, or Harrison County.
- c. Conditional Use
  - i. The purpose of the conditional use provisions is to provide for certain uses which, because of their unique characteristics, can be allowed with special consideration in each case of the impact of those uses upon neighboring land and of the public need for the particular use at the particular location. Because of their unique characteristics, however, each of these requires the exercise of planning judgment on a case-by-case basis.
  - ii. The CRC may recommend and/or the Board of Alderman may impose on the issuance of a conditional use permit, conditions as to number, area, location, screening, entrances and/or exits, doors and/or windows, or relation to existing and permitted land use in a zoning district, and/or such other conditions as may be appropriate.
  - iii. Conditional use permits are initiated and processed in the same way as transect map changes (rezonings) and/or text amendments, as described herein.
- d. Initiation
  - i. Textual changes or amendments to this Code may be initiated by the Board of Aldermen on its own motion, or by the Planning Commission. In addition, any Person, firm, or corporation owning property in the City of Long Beach by filing a written application may initiate an amendment to the Code.
  - ii. Reclassification of Transect Zones or the Transect Map (Rezoning) may be initiated by the Board of Aldermen on its own motion, by the Planning Commission, or by the single or multiple Owner(s), developer(s), or contract purchaser(s) of said property by filing a written application as described in Section 7.2.8.e.
- e. Limitation on Proposed Amendments  
(Reserved for future)
- f. Application Procedures for Changes and Amendments. An application or petition for a text amendment to this Code or map change shall be filed with the City through the Planning Office and shall contain at least the following information:
  - i. The applicant's name, address and interest of every Person, firm or corporation represented by the applicant in the application, the name of the Owner or Owners and their respective addresses of the entire land area proposed to be changed in Classification or to be included within the Structures then existing thereon, and sufficient evidence to establish that the applicant has the right of possession to the land area and Structures, the names and addresses of all Owners of adjacent property (exclusive of the width of intervening Streets, Alleys, or bodies of water).
  - ii. If the proposed amendment would require a change in the Transect Map, a Regulating Plan shall be prepared as described in Section 7.3. The Regulating Plan shall show the land area which would be affected, existing and proposed Transect Zones and boundaries, Buildings, Structures, Thoroughfares and Civic Spaces, and Easements bounding and intersecting the designated area, at a minimum.
  - iii. The time schedule for the beginning and completion of Development planned by the applicant in the area; if the Development is planned in stages, the time schedule shall indicate the successive stages and the Development planned for each stage.
  - iv. A report giving the nature, description, and effect of the proposed amendment shall be submitted. If the proposed amendment would require a change in the Transect Map, a description of the probable effect on the surrounding land uses and properties shall be included.
  - v. The error in this Code that would be corrected by the proposed amendment, if the intent is to correct an error.

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- vi. Before any action shall be taken as provided for in this Section, the party or parties proposing or recommending a change in the Transect Zone requirements or Transect Zone boundaries shall deposit with the City Clerk a fee determined by resolution of the Board of Aldermen of the City for each text change or Transect Zone reclassification.
- g. Planning Commission Public Notice and Hearing.
  - i. Following receipt of a complete application, as certified by the Planning Office, for a Change or Amendment, the application shall be forwarded to the CRC for review and recommendation. Upon receipt of the CRC report and recommendation, the Planning Commission shall certify the application for preliminary hearing, at which parties of interest and citizens shall have an opportunity to be fully heard.
  - ii. The Planning Commission shall fix a reasonable time for the hearing and in case of a change in zoning classification shall give appropriate notice thereof by notifying the applicant and the Owners of all surrounding property within 200 feet of the subject parcel(s) of land by mail. The names and addresses of such Owners shall be provided by the applicant on the application form.
  - iii. When proposed change in zoning classification lies within 500 feet of a City boundary, notice of the proposal, together with the date, time and place of the public hearing thereof, if such hearing has been scheduled, shall be forwarded to the Planning Commission, if such exists and/or the governing body of the adjacent city or county to provide an opportunity to express its opinion on the effect of such proposed change in zoning classification.
  - iv. After the preliminary hearing as provided in this Section, the Planning Commissions' recommended approval, approval with conditions, or denial of the application for any proposed change in zone classification or text amendment shall be reflected in the meeting minutes. The minutes shall include the reasons for the recommended action, including any conditions which must be met for approval, or a citation of the legal authority for a recommendation of denial. The application and minutes shall then be forwarded to the Board of Aldermen for review, and shall be filed in the office of the City Clerk of the City of Long Beach, Mississippi, as a public record.
  - v. The Board of Aldermen shall be the final authority in the approval or denial of an application for a Change or Amendment following a public hearing pursuant to Section 7.2.9 herein.
  - vi. Appeal of the determination of the Board of Alderman shall be filed with the Circuit Court of Mississippi for their consideration within 30 days of the decision by the Board of Aldermen.
  - vii. An approved Change or Amendment shall expire within two years unless substantial work has commenced pursuant to such grant of approval. See Section 7.4.
- 7.2.9 Legislative Disposition and Action.
  - a. The Board of Aldermen, upon receipt of an appropriately filed and processed Variance or Rezoning application, shall authorize a public hearing. The Board of Aldermen shall fix a reasonable time and place for the public hearing and give public notice thereof by one publication in a qualified newspaper having a general circulation in the City of Long Beach. Such newspaper publication shall be made not less than 15 calendar days prior to say hearing, as required by law. If it deems necessary, the Board of Aldermen in the case of a change in zoning classification shall notify the Owners of all surrounding property within 200 feet of the subject parcel(s) by mail as the names and addresses of such Owners have been furnished by the applicant.
  - b. The Board of Aldermen shall not take official action upon the proposed Variance, change in zoning classification, or text amendment until report of the Zoning Board of Appeals or Planning Commission has been received, provided, however, that if the report has not been received within 45 days following the date of the public hearing, the Mayor and Board of Aldermen may then take official action on the Variance, proposed change in zoning classification or text amendment without the report of the ZBA or Planning Commission..
  - c. The Board of Aldermen shall consider all information provided during the public hearing and examine all such applications, reports, and recommendations transmitted to it prior to any official action. The Board of Aldermen shall vote to approve, disapprove, modify or remand the application to the ZBA or to the Planning Commission.
  - d. In case of a protest against such change by the Owners of 20 or more either of the area of the Lots included in such proposed zoning change, or of those within a radius of 160 feet of the area within such proposed change, such amendments shall not become effective except by favorable vote of two-thirds of all members of the Board of Aldermen.
  - e. No land for an application that has been denied by the Board of Aldermen shall be considered again by the ZBA or the Planning Commission or by the Board of Aldermen for at least one year from the date such application was denied. This provision shall not apply in cases where the Board of Aldermen wishes to consider a petition involving a comprehensive zoning revision of any area larger than 20 acres.
- 7.2.10 Tree Removal Permit requirements and process can be found in Article 5, Section 5.7.4.
- 7.2.11 Sign Permit requirements and process can be found in Article 5, Section 5.8.2.

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7.3 Regulating Plan Submission Requirements

7.3.1 Generally:

- a. The Regulating Plan is the primary review mechanism and application requirement for all permits. Review and approval of a Regulating Plan generally occurs in two steps: preliminary and final; however, an applicant may submit all of the information required by Sections 7.3.2 through 7.3.4 and request simultaneous review of the Preliminary and Final Regulating Plans.
- b. If the Zoning Official agrees that the Regulating Plans may be processed simultaneously, only one public hearing each before the Planning Commission and the Board of Aldermen will be required.
- c. Should the Zoning Official determine that the application does not meet all of the requirements of Section 7.3.4, the applicant shall proceed with the request for approval of the Preliminary Regulating Plan alone, in which case, the applicant or his successors shall have a period of two years within which Final Regulating Plan approval must occur or the preliminary approval will lapse. See Section 7.4.

7.3.2 Preliminary Regulating Plan

- a. A Preliminary Regulating Plan shall designate Transect Zones, Civic Districts, and Thoroughfares with appropriate transitions to Abutting areas. Guidelines for the development of Preliminary and Final Regulating Plans are found in Section 7.3 and referenced in other Sections of this Code. The requirements of this Code may be adjusted by Warrant or Variance to meet the particular circumstances of the proposed Development. The term "Preliminary Regulating Plan" incorporates by reference any and all supporting maps, illustrations, and graphics as may be necessary to convey the required information.
- b. Submission requirements for Preliminary Regulating Plans shall include graphic information (such as maps, plans, charts, and tables) and textual statements at a scale and level of detail that satisfies the reviewing authority as to a project's compliance with applicable Sections of Articles 2 through 7 of this Code. Three sets of a Preliminary Regulating Plan shall be submitted for each Transect Zone.
- c. A Preliminary Regulating Plan shall assign at least five percent of its Lot Area to Civic Space. Civic Building sites are to be located within or adjacent to Civic Spaces or at the axial termination of significant Thoroughfares.

7.3.3 In addition to the Preliminary Regulating Plan, the following information shall be required for the proposed Development site:

- a. Existing site conditions including location of flood plains, drainage-ways, wetlands, topography in one foot contour intervals, and other significant natural features.
- b. Existing and proposed vegetation, Buildings, Structures, and other impervious surfaces.
- c. Existing and proposed utility infrastructure such as water, sewer, electric, cable, and telephone lines.
- d. Proposed Development agreements, contracts, dedications, deed restrictions, sureties, or other legal instruments.
- e. A legal description of the total site proposed for Development including a statement of present and proposed ownership and present zoning.
- f. A statement of planning objectives to be achieved with the proposed project.
- g. A Development schedule indicating the approximate date when construction for various stages of development can be expected to begin and be completed.
- h. A statement of the applicant's intentions with regard to future selling or leasing of all or portions of the Development such as land areas, Dwelling Units, etc.
- i. An economic feasibility study or market analysis, drainage analysis, transportation analysis, and/or other studies as required by the Planning Commission.
- j. Quantitative data for the following:
  - i. Parcel or site area;
  - ii. Proposed Lot Coverage of Buildings and Structures;
  - iii. Total amount of non-residential construction;
  - iv. Description and square footage of each non-residential land use anticipated;
  - v. Total number and type of Dwelling Units;
  - vi. Approximate gross and net residential densities, per type;
  - vii. Total amount of proposed Open Space;

7.3.4 Final Regulating Plan

- a. Proposed final drafts of all plans, Development agreements, contracts, dedications, deed restrictions, sureties, or other instruments shall be provided at time of Final Regulating Plan review.
- b. Final Regulating Plans shall consist of one or more maps indicating the location and purposes of all features and improvements, including items required to be included in the Preliminary Regulating Plan, but with such added dimensions and details as will permit the Planning Commission to make its determinations concerning conformity with the standards described in Articles 2 through 7:
  - i. Transect Zones

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- ii. Civic Districts
  - iii. Thoroughfare network and standards
  - iv. Special Districts, if any
  - v. Special Requirements, if any
  - vi. Numbers of Warrants or Variances requested, if any.
  - c. The Planning Commission shall make a detailed review of the Final Regulating Plan to determine compliance with this Code. Following a public hearing, the Planning Commission shall forward the application and a report of its findings to the Board of Aldermen for review pursuant to Section 7.2.9.
  - d. Upon approval of the Final Regulating Plan by the Board of Aldermen and recordation of the Final Regulating Plan with the Office of the City Clerk, building permits may be issued and development may begin.
- 7.4 Failure to Begin Development**
- 7.4.1** If construction has not begun within two years of the approval date, said approval of the Regulating Plan shall expire; however, the Planning Commission, upon a showing of good cause by the applicant, may approve an extension of up to six months, for a maximum period not to exceed two and one half years within which construction shall have begun.
- 7.4.2** If Development does not proceed within the time limit set, the Planning Commission shall be required to examine the circumstances and make recommendations to the Board of Aldermen as to whether the Development approvals are still appropriate under current circumstances. Within 30 days of such recommendation from the Zoning Board of Appeals or the Planning Commission, the Board of Aldermen shall hold a hearing as required by Section 7.2.9 of this Code to approve, approve with conditions, or deny the approval.
- 7.5 Non-conformities: Lots, Uses, and Structures**
- 7.5.1 Intent Concerning Non-conformities Generally**
- a. Within the Transect Zones established by this Code or amendments that may later be adopted there exist Lots, Structures, uses of land and Structures, and characteristics of use which were lawful before this Code was passed or amended, but which would be prohibited, regulated or restricted under the terms of this Code or future amendments. It is the intent of this Code to permit these non-conformities to continue until they are removed but not to encourage their survival. It is further the intent of this Code that all non-conformities shall not be enlarged upon, expanded or extended, nor be used as ground for adding other Structures or uses prohibited elsewhere in the same Transect Zone.
  - b. Nonconforming Uses are declared by this Code to be incompatible with permitted uses in the Transect Zones involved. A Nonconforming Use of a Structure, a Nonconforming Use of land, or a Nonconforming Use of Structure and land in combination shall not be extended or enlarged after passage of this Code by attachment on a Building or Premises of additional signs intended to be seen from off the Premises, or by the addition of other uses of a nature which would be prohibited generally in the Transect Zone involved.
  - c. To avoid undue hardship, nothing in this Code shall be deemed to require a change in the plans, construction, or designated use of any Building on which actual construction was lawfully begun and the actual Building construction has been carried on diligently, prior to adoption of this Code. Actual construction is hereby defined to include the placing of construction materials in permanent position and fastened in a permanent manner. Excavation or demolition or removal shall be deemed to be actual construction, provided that work shall be carried on diligently.
  - d. Notwithstanding the provisions of this Section, uses and Structures within Special Districts CD, CC, ED, HD, ID, and RC made nonconforming by adoption of this Code are governed by Section 7.6.
- 7.5.2 Nonconforming Lots of Record**
- a. In any Transect Zone in which single-family dwellings are permitted, a single-family dwelling and customary accessory buildings may be on a single Lot of Record at the effective date of adoption or amendment of this Code, notwithstanding limitations imposed by other provisions of this Code. Such Lot must be in separate ownership and not of continuous Frontage with other Lots in the same ownership. This provision shall apply even though such Lots fail to meet the requirements for area or width, or both, that are generally applicable in the Transect Zone, provided that requirements other than those applying to areas or width, or both, of the Lot shall conform to the regulations for the Transect Zone in which such Lot is located.
  - b. Variance of Lot and Setback requirements shall be obtained only through recommendation of the Zoning Board of Appeals and action by the Board of Aldermen.
  - c. If one or more Lots or combinations of Lots and portions of Lots with continuous Frontage in single ownership are of record at the time of adoption or amendment of this Code, and if all or part, of the Lots do not meet the requirements established for Lot Width and area, the lands involved shall be considered to be an individual parcel for the purpose of this Code, and no portion of said parcel shall be used or sold in a manner which diminishes compliance with Lot Width or area below the requirements stated in this Code.

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- d. Where Buildings exist on adjacent Lots, the CRC may require that a proposed Building match one or the other of the adjacent Setbacks and Building Heights rather than the provisions of this Code.
- 7.5.3 Nonconforming Uses of Land
- a. Where at the time of adoption of this Code lawful use of land exists which would not be permitted by the regulations imposed by this Code and where such use involves no individual Structure with replacement cost exceeding \$1,000 the use may be continued as long as it remains otherwise lawful, provided:
- i. No such Nonconforming Use shall be enlarged or increased or extended to occupy a greater area of land than was occupied at the effective date of adoption or amendment of this Code.
  - ii. No such Nonconforming Use shall be moved in whole or in part to any portion of the Lot or parcel other than that occupied by such use at the effective date of adoption or amendment of this Code.
  - iii. If any such Nonconforming Use of land ceases, or is discontinued, or abandoned for any reason for a period of more than 30 days, any subsequent use of such land shall conform to the regulations specified by this Code for the Transect Zone in which the land is located.
  - iv. No additional Structure not conforming to the requirements of this Code shall be erected in connection with such Nonconforming Use of land.
- 7.5.4 Nonconforming Structures and Buildings
- a. Where a lawful Structure exists at the effective date of adoption or amendment of this Code that could not be built under the terms of this Code by reason of restrictions on Building Configuration, Building Disposition, Building Function, or other standards, such Structure may be continued so long as it remains otherwise lawful, subject to the following provisions:
- i. No such nonconforming Structure may be enlarged or altered in a way which increases its nonconformity, but any Structure or portion thereof may be altered to decrease its nonconformity.
  - ii. Should such nonconforming Structure or nonconforming portion of Structure be destroyed by any means to an extent of more than 50% of its replacement cost at the time of destruction, it shall not be reconstructed except in conformity with the provisions of this Code.
  - iii. Should such Structure be moved for any reason for any distance whatever, it shall thereafter conform to the regulations for the Transect Zone in which it is located after it is moved.
  - iv. Structures that do not conform to the provisions of this Code may continue in use and form until a Substantial Modification occurs or is requested, at which time the CRC shall determine the provisions of this Section that shall apply.
  - v. Existing Structures that have at any time received a Certificate of Occupancy shall not require upgrade to the current Building Code and when renovated may meet the standards of the code under which they were originally permitted.
  - vi. The modification of existing Structures is permitted By-Right if such changes result in greater conformance with the specifications of this Code.
  - vii. The restoration or rehabilitation of an existing Structure shall not require the provision of (a) parking in addition to that existing, nor (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for this Code may be reduced as provided by Tables 2, 4, 5, and 7.
- 7.5.5 Nonconforming Uses of Structures or of Structures and Premises in Combination
- a. If lawful use involving individual Structures with a replacement cost at \$1,000 or more, or of Structure and Premises in combination at the effective date of adoption or amendment of this Code, that would not be allowed in the Transect Zone under the terms of this Code, the lawful use may be continued so long as it remains otherwise lawful, subject to the following provisions:
- i. No existing Structure devoted to a use not permitted by this Code in the Transect Zone in which it is located shall be enlarged, extended, constructed, reconstructed, moved, or structurally altered except in changing the use of the Structure to a use permitted in the Transect Zone in which it is located.
  - ii. Any Nonconforming Use may be extended throughout any parts of a Building which were manifestly arranged or designed for such use at the time of adoption or amendment of this Code, but no such use shall be extended to occupy any land outside such Building.
  - iii. If no structural alterations are made, any Nonconforming Use of a Structure, or Structure and Premises, may as a substitution be changed to another Nonconforming Use provided that the Zoning Board of Appeals, either by general rule or by making findings in the specific case shall find that the proposed use is equally appropriate or more appropriate to the Transect Zone than the existing Nonconforming Use in approving such substitution, the Zoning Board of Appeals may require appropriate conditions and safeguards in accord with the provisions of this Code.

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- iv. Any Structure, or Structure and land in combination, in or on which a Nonconforming Use is superseded by a permitted use, shall thereafter conform to the regulations for the Transect Zone, and the Nonconforming Use may not, thereafter be resumed.
  - v. When a Conforming Use of a Structure, or Structure and Premises in combination, is discontinued or abandoned for six consecutive months or for 18 months during any three year period (except when government action impedes access to the Premises), the Structure, or Structure and Premises in combination, shall not thereafter be used except in conformity with the regulations of the Transect Zone in which it is located.
  - vi. Where a Nonconforming Use status applies to a Structure and Premises in combination, Removal or destruction of the Structure shall eliminate the nonconforming status of the land. Destruction for the purpose of this subsection is defined as damage to an extent of more than 50% of the replacement cost at time of destruction.
- 7.5.6 Repairs and Maintenance
- a. On any nonconforming Structure or portion of a Structure containing a Nonconforming Use, work may be done in any period of 12 consecutive months on ordinary repairs, or on repair or replacement of non-bearing walls, fixtures, wiring or plumbing, to an extent not exceeding ten percent of the current replacement cost of the nonconforming portion of the Structure as the case may be, provided that the cubic content existing when it became nonconforming shall not be increased.
  - b. If a nonconforming Structure or portion of a Structure containing a nonconforming use becomes physically unsafe or unlawful due to lack of repairs and maintenance, and is declared unsafe or unlawful by reason of physical condition by any duly authorized official, it shall not thereafter be restored, repaired, or rebuilt except in conformity with the regulations of the Transect Zone in which it is located.
- 7.5.7 Uses Under Warrant or Variance Provisions not Conforming Uses
- a. Any use permitted by Warrant or Variance in a Transect Zone under the terms of this Code (other than a change through the Zoning Board of Appeals action from a nonconforming use to another use not, generally permitted in the Transect Zone) shall not be deemed a Nonconforming Use in such Transect Zone, but shall without further action be considered a Conforming Use.
- 7.6 Non-conformities: Special Districts CD, CC, ED, HD, ID, and RC
- 7.6.1 A lawful Structure, Building, or Use in Special Districts CD, CC, ED, HD, ID, and RC made nonconforming by adoption of this code may be continued and expanded, provided:
- a. A Nonconforming Structure, Building, or Use may be enlarged or increased or extended only in compliance with lot area restrictions provided in Article 4, Table 7. Enlarged or increased or extended uses of land must be in compliance with the Landscape Standards outlined at Article 2, Section 2.6.
  - b. If any such Nonconforming Use ceases, or is discontinued, or abandoned for any reason for a period of more than one year, any subsequent Use shall conform to the regulations specified by this Code for the Transect Zone.
  - c. Should such Nonconforming Structure or Building be destroyed by any means to an extent of more than 80% of its replacement cost at the time of destruction, it shall not be reconstructed except in conformity with the provisions for the appropriate Transect Zone.
  - d. Should such Structure be moved from the lot upon which it stood at the effective date of adoption or amendment to this code, it shall thereafter conform to the regulations for the Transect Zone in which it is located after it is moved.
  - e. The restoration or rehabilitation of an existing Structure shall not require the provision of (a) parking in addition to that existing, nor (b) on-site stormwater retention/detention in addition to that existing, unless required by federal or state statute. Existing parking requirements that exceed those for this Code may be reduced as provided by Tables 2, 4, 5, and 7.
  - f. If no structural alterations are made, any Nonconforming Use may as a substitution be changed to another Nonconforming Use provided that the Zoning Board of Appeals, either by general rule or by making findings in the specific case shall find that the proposed use is equally appropriate or more appropriate to the Transect Zone than the existing Nonconforming Use in approving such substitution, the Zoning Board of Appeals may require appropriate conditions and safeguards in accord with the provisions of this Code.
  - g. Any Structure, or Structure and land in combination, in or on which a Nonconforming Use is superseded by a permitted use, shall thereafter conform to the regulations for the Transect Zone, and the Nonconforming Use may not, thereafter be resumed.
  - h. On any Nonconforming Structure or portion of a Structure containing a Nonconforming Use, work may be done in any period of 12 consecutive months on ordinary repairs, or on repair or replacement of non-bearing walls, fixtures, wiring or plumbing, to an extent not exceeding ten percent of the current replacement cost of the

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- nonconforming portion of the Structure as the case may be, provided that the cubic content existing when it became nonconforming shall not be increased.
- i. If a Nonconforming Structure or portion of a Structure containing a Nonconforming use becomes physically unsafe or unlawful due to lack of repairs and maintenance, and is declared unsafe or unlawful by reason of physical condition by any duly authorized official, it shall not thereafter be restored, repaired, or rebuilt except in conformity with the regulations of the Transect Zone in which it is located.
  - j. Any use permitted by Warrant or Variance in a Transect Zone under the terms of this Code (other than a change through the Zoning Board of Appeals action from a Nonconforming Use to another use not generally permitted in the Transect Zone) shall not be deemed a Nonconforming Use in such Transect Zone, but shall without further action be considered a Conforming Use.
- 7.6.2 Change in Ownership
- a. A change of the ownership or occupancy of the Nonconforming Building or Structure or the lot on which a Nonconforming Use is located shall not affect the status of the nonconformance, nor the continued use permitted by this Section.
- 7.7 Violations and Penalties.
- 7.7.1 If the Building Code Official, or his designated representative, finds that any of the provisions of this Code are being violated he shall notify the Person responsible for such violation in writing and order action(s) necessary to correct it, to include discontinuance of the use of land, Building or Structures, Removal of Buildings or Structures or of Additions, alterations, or structural changes thereto, and discontinuance of any work being done. In such instances and under circumstances whereby the Building Official is left without any further recourse but to seek police assistance, he may call upon the Chief of Police of the City of Long Beach, Mississippi, to furnish such Building Code Official with the necessary personnel to fulfill his or her duties.
- 7.7.2 Any Person violating any provisions of this Code shall be guilty of a misdemeanor and upon conviction shall be punished for each offense by fine and/or imprisonment not to exceed the limits provided by the laws of the State of Mississippi. Each day such violation continues shall be deemed a separate offense and punishable as such.
- 7.8 Schedule of Fees, Charges, and Expenses
- 7.8.1 The Board of Aldermen shall establish a schedule of fees, charges, and expenses, and collection procedure for Building Permits, certificates of occupancy, appeals, and determinations of zoning approval, applications for Warrants and Variances, and other matters pertaining to this Code. This schedule of fees shall be posted in the Zoning and Planning Office and in the Building Code Office, and may be altered or amended only by the Board of Aldermen. The permit, certificate, Warrant, or Variance shall not be issued unless or until such costs, charges, fees, or expenses have been paid in full; nor shall any action be taken or proceedings before the Planning Commission, Board of Zoning Appeals, or Board of Aldermen be heard unless or until preliminary charges and fees have been paid in full.
- 7.9 Periodic Review
- 7.9.1 It shall be the duty of the Planning Commission, in cooperation with the Zoning Official, the City Planner/Consultant, the Building Code Official, and the City Attorney to continuously review the provisions of this Code, including the Transect Map, and from time to time to offer recommendations to the Board of Aldermen as to the sufficiency thereof in accomplishing the implementation of the City of Long Beach Comprehensive Plan and the development of Long Beach, Mississippi.
- 7.10 Severability
- 7.10.1 If any section, subsection, sentence clause or phrase of this Code, or the application thereof to any Person or circumstance, shall be held invalid, or unconstitutional, by any court of competent jurisdiction, such holding of invalidity or unconstitutionality shall not affect the remaining provisions or applications of this Code which can be given effect without the invalid or unconstitutional provision or application; and to that end, the provisions of this Code and each section, subsection, sentence clause or phrase are hereby declared to be severable.

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This Article provides definitions for terms in this Code that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the CRC shall determine the correct definition.

**8.1 Definitions of Uses**

**8.1.1 Residential**

This category is intended to encompass land use functions predominantly of permanent housing.

**Accessory Building or Unit:** a dwelling unit sharing ownership and utility connections with a Principal Building and contained on the same Lot. An Accessory Unit may be attached to the Principal Building, or it may be contained within an Outbuilding. (Syn: Outbuilding, Ancillary Unit, Granny Flat, Garage Apartment, and Carriage House)

**Apartment Building:** a detached or semi-detached building, containing three or more Dwelling Units available for rent. (Syn: Multi-family dwelling unit)

**Boarding House:** a building used for living accommodations, including lodging and meals, by three or more persons for compensation and by prearrangement. Includes fraternities, sororities, and rooming houses.

**Condominium Unit:** the elements of a condominium which are not owned in common with the owners of other condominiums in the project.

**Dormitory:** a Building used principally for sleeping accommodations for students or staff related to an educational institution or place of employment.

**Duplex:** a Building designed and intended for or occupied exclusively by two families living independently of each other. (Syn: Two-family Dwelling).

**Live-Work Unit:** a Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity. The live component exceeds 50% of the Building area. Such facilities may include, but are not limited to the following: artist's studios and workshops; offices of independent real estate agents, insurance agents, financial planners, travel agents, attorneys, engineers, travel agents, architects, physicians, dentists, accountants. Live-Work excludes manufacturing activities. See Work-Live.

**Mobile Home Park:** any plot of ground upon which two or more mobile homes, occupied for dwelling or sleeping purposes, are located, regardless of whether or not a change is made for such accommodations.

**Single Family Dwelling Unit:** a detached house or building designed and intended for or occupied exclusively by one family and having no party wall or walls in common with an adjacent house or houses, building or buildings.

**Townhouse:** a structure which is one of a series or group of dwelling units designed for single family occupancy, with property lines separating each unit. See Rearyard Building, Row house.

**Two-family Dwelling:** a building designed and intended for or occupied exclusively by two families living independently of each other. (Syn: Duplex).

**8.1.2 Lodging**

This category is intended to encompass land Use functions predominantly of sleeping accommodations occupied on a rental basis for limited periods of time. These are measured in terms of lodging units: a lodging unit is a furnished room of a minimum 200 square feet that includes sanitary facilities, and that may include limited kitchen facilities.

**Bed and Breakfast:** an owner-occupied Lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests. (Syn: Tourist Home).

**Hotel:** any building or portion thereof containing more than 12 lodging units to be used for transients but not including motels, mobile home parks, dormitories, fraternities, sororities, boarding houses, or rooming houses. A hotel is a business use rather than a residential use and may provide services for dining, meeting, and recreation.

**Inn:** A group of lodging units not to exceed 12 units that may provide services for dining, meeting, and recreation.

**Motel:** a building or group of buildings, comprising individual living quarters or dwelling units for the accommodation of transient guests, which is so designed that parking is on the same building site and is conveniently accessible from the living units without having to pass through any lobby or interior court. This definition includes auto courts, tourist courts, motor hotels, but does not include accommodations for mobile homes. A motel is a business use rather than a residential one.

**8.1.3 Office**

This category is intended to encompass land Use functions predominantly related to business, professions, or services.

**Home Occupation:** A space within a Dwelling Unit devoted to a non-retail business activity belonging to the resident thereof that is clearly secondary in Use to the residence, that does not alter the exterior of the property or affect the residential character of the Neighborhood, and that meets all legal requirements of the business.

**Office Building:** A Building or portion thereof used for the transaction of general business, profession, or service, but excluding Retail, artisanal, and manufacturing uses. Such facilities may include, but are not limited to, offices of attorneys, engineers, travel agents, architects, physicians, dentists, accountants, financial institutions, real estate companies, employment office, insurance companies, financial planners, or corporate offices, and exclude manufacturing activities.

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**Work-Live Unit:** a Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. The work component exceeds 50% of the Building area. Such facilities may include, but are not limited to the following: artist's studios and workshops; offices of independent real estate agents, insurance agents, financial planners, travel agents, attorneys, engineers, travel agents, architects, physicians, dentists, accountants. Work-Live excludes manufacturing activities. See Live-Work.

8.1.4 Commercial

This category is intended to encompass land Use functions of retail, service, entertainment or recreational establishments and supporting office.

**Alcohol Service Establishment:** A place of business selling alcoholic beverages for consumption on the premises, and where the sale of food may be incidental to the sale of such beverages. This includes any establishment in receipt of a valid alcoholic beverage license from the state which permits the sale for consumption on the premises of alcoholic beverages as a Use. Alcohol beverage service establishments may include, but are not limited to: bars, taverns, cocktail lounges, nightclubs or supper clubs.

**Auto-Related Commercial Establishment:** A place of business serving auto-related needs including, but not limited to: car rental, car wash, gas station, mechanic offering minor repairs, retail sales such as auto parts, tire store, indoor vehicle sales. **Uses not included:** major mechanical work; body work; painting; steam cleaning; welding; outdoor vehicle sales; storage of automobiles not in operating condition; commercial parking Lot or commercial garage; or any work involving undue noise, glare, fumes or smoke, all of which are considered auto-related industrial activities.

**Entertainment Establishment:** A place of business serving the amusement and recreational needs of the community. Such facilities may include, but not limited to: cinemas, billiard parlors, teen clubs, dance halls, or video arcades. **Uses not included:** Entertainment Establishment, adult.

**Food Service Establishment:** A place of business dedicated to the preparation and sale of food and beverage for immediate consumption on or off site. Such facilities may include, but are not limited to: delicatessens, catering shops; food products, wholesale storage and sale; candy, nut and confectioneries; bakery; dairy products sales; restaurants, seafood stores,

**General Commercial:** A place of business providing the sale and display of goods or sale of services directly to the consumer, with goods available for immediate purchase and removal from the premises by the purchaser. General commercial services include, but are not limited to, barber shops; beauty salons; professional offices such as travel agencies, real estate companies, and the like; fortune tellers; general retail such as floral, financial institutions, jewelry stores, leather or luggage stores, liquor package stores, home improvement stores, grocery stores, antique stores, appliance stores, fruit and produce stands, fixture sales, drug stores, department stores, optical goods, tobacco stores, toy stores, pet shops, retail dry cleaning; express delivery service; photo studios and supplies; business services establishments such as print shops, office products sales and services, hobby supplies; music stores; repair service establishments, such as clock and watch repair, small appliance repair, vacuum and sewing machine repair, and tailoring shops but excluding auto related or marine related establishments and the like. General commercial goods include, but are not limited to, clothing, food, furniture, pharmaceuticals, books, art objects and the like.

**Marine-Related Establishment:** A place of business serving marine-related needs including but not limited to: boat repairs, boat storage, boat servicing, boat rentals; or a place of business provides marine-related retail including but not limited to: bait and tackle stores, boat sales, and marine supplies stores. **Uses not included** are all work on vessels which exceed eight feet in width; all vessel paint and body work; and major engine work or overhaul, all of which are considered marine-related industrial activities.

**Open Air Retail:** A retail sales establishment operated substantially in the open air including, but not limited to: farmers market, Flea Markets, Sidewalk Retail, and the like. **Uses not included** are: car sales, equipment sales, boats sales, and home and garden supplies and equipment. Open Air Retail and Sidewalk Retail are permitted By Right on the ground floor level of properties located within designated Special Flood Hazard Areas. See Sidewalk Retail.

**Place of Assembly:** A commercial facility for public assembly including, but not limited to: arenas, auditoriums, conference facilities, convention centers, exhibition halls, major sports facilities, theaters and performing arts centers, and the like.

**Recreational Establishment:** A place of business providing group leisure activities of a more active recreation nature, often requiring equipment and open to the public with or without entry or activity fees. This may include, but is not limited to: game courts, skating rinks, bowling alleys, health spas and fitness studios; and commercial golf facility, gyms or sports rooms.

**Sex Shop:** an establishment offering goods for sale or rent and that meets any of the following tests: 1. It offers for sale items from any two of the following categories: sexually oriented media; lingerie; leather goods marketed or presented in a context to suggest their use for sadomasochistic practices; and the combination of such items make up more than ten

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percent of its stock in trade or occupies more than ten percent of its floor area; 2. More than five percent of its stock in trade consists of sexually-oriented toys or novelties; or 3. More than five percent of its gross public floor area is devoted to the display of sexually-oriented toys or novelties.

**Sexually-Oriented Cabaret:** a building or portion of a building regularly featuring dancing or other live entertainment in which the dancing or entertainment which constitutes the primary live entertainment is distinguished or characterized by an emphasis on the exhibiting of specific sexual activities or specified anatomical areas for observation by customers therein.

**Sexually-Oriented Cinema:** a cinema or motion picture theater which shows hard-core features on more than half the days that it is open, or which is marketed as or offers features described as adult, XXX, or sexually-oriented.

**Sexually-Oriented Media Store:** an establishment that rents and/or sells media, and that meets any of the following three tests: 1. More than 40 percent of the gross public floor area is devoted to sexually-oriented media; or 2. More than 40 percent of the stock in trade consists of sexually-oriented media; or 3. It is advertised, marketed, or holds itself out in any forum as XXX, adult, sex or otherwise as a sexually-oriented business other than a sexually-oriented motion picture theater or sexually-oriented cabaret.

**Sexually-Oriented Video Arcade:** a video arcade providing or displaying sexually-oriented media.

8.1.5 Civic

This category is intended to encompass land Use functions predominantly of community-oriented purposes or objectives including those of not-for-profit organizations dedicated to arts and culture, education, recreation, religion, government, and the like.

**Community Facility:** A non-commercial facility established primarily for the benefit and service of the general public. Such facilities include, but are not limited to: community centers, cultural facilities such as libraries and museums; police, fire, ambulance, and rescue or emergency facilities, and the like.

**Infrastructure and Utilities:** A facility or Structure related to the provision of roads, water and sewer lines, electrical, telephone and cable transmission, and all other utilities and communication systems necessary to the functioning of a community.

**Recreational Facility:** A non-commercial facility, primarily an open space or more passive recreation opportunity, serving the recreation needs of the general public. This may include but is not limited to: golf courses, parks, camping facilities, playfields, tot lots, and playgrounds.

8.1.6 Civil Support

This category is intended to encompass land uses predominantly supportive of other community Uses and functions.

**Community Support Facility:** a commercial facility providing basic services for the benefit and service of the population of the community. Such facilities may include but are not limited to: Hospitals, continuing care retirement community facilities, nursing or convalescent homes, rest homes, funeral homes, animal clinics, medical offices and clinics, shelters, cemeteries, mausoleums, or the like.

**Institutional Facility:** A large facility of an institutional nature including but not limited to public health and social service facilities, non-educational research facilities, shelters, judicial Buildings, Jails, Detention Facilities, work camps, or the like.

**Marina:** A facility for storage, servicing, fueling, berthing, or securing of boats. The Use does not include marine-related industrial activities.

**Public Parking:** A parking facility available to the general public for parking motor vehicles, including parking lots or garages.

**Religious Facility:** A building or buildings accommodating persons regularly assembling for worship and activities normally associated with churches and their Accessory Uses such as a parish house, community house, educational building, offices, multipurpose facilities, cemeteries, and the like.

**Rescue Mission:** A facility providing personal assistance to individuals in need; such assistance to individuals may include temporary shelter, food services provisions, counseling, instruction, medical services, and other incidental services.

**Semi-public Facility:** includes organizations such as noncommercial clubs and lodges, theatre groups, recreational and neighborhood associations, and cultural activities operating as a nonprofit activity and serving a public purpose.

8.1.7 Educational

This category is intended to encompass land Use functions connected with providing education, training, or care of children and students of all ages.

**Childcare:** A commercial facility where six or more children are cared for on a part-time basis by day or by night including after-school care. The term does not include community based residential facilities, foster homes, group homes, rehabilitation or detention centers, orphanages, or other places operating primarily for remedial care.

**College / University:** A facility for post-secondary education that grants associate, bachelor, master or doctoral degrees, and may include research functions or professional schools.

**Elementary School:** A facility offering instruction at the elementary school level.

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**Learning Center:** A facility offering to students training, tutoring or instruction in subjects such as languages, music, fine arts or dance. This may include provision of electronic testing and distance learning.

**Middle / High School:** A facility offering instruction at the middle or high school level.

**Pre-School:** A facility offering care and instruction of children who are pre-elementary school age.

**Research Facility:** A facility for research and development that does not involve the use of human testing, animal husbandry, incinerators, heavy equipment, mass manufacturing, fabrication, processing, or sale of products. Any facility involving human testing, animal husbandry, and the use of incinerators shall be considered an Institutional Facility.

**Special Training / Vocational:** A facility offering instruction or training in trades or occupations such as secretarial, paralegal, business, beauty, barber, bartender, acupuncture, massage, design, fine arts, music and dance or other similar vocations. This classification excludes training and education in any activity that is not otherwise permitted in the Zone.

**8.1.8 Industrial**

This category is intended to encompass land Use functions connected with a business or activity involving manufacturing, fabrication, assembly, distribution, disposal, warehousing or bulk storage, trucking and equipment facilities, and other business serving primarily industrial needs. Residential Uses are not permitted except for live-aboard in commercial marinas, and limited work-live Uses.

**Auto-Related Industrial Establishment:** A facility conducting activities associated with the repair or maintenance of motor vehicles, trailers, and similar large mechanical equipment; paint and body work; major overhaul of engine or engine parts; motor home or recreational vehicle sales and service; vehicle impound or wrecking yard; junk yard; outdoor vehicle sales, storage or repair; and government vehicle maintenance facilities. This includes auto related Uses not otherwise allowed within the commercial auto related establishment category.

**Communications, Transportation, and Utilities:** Facilities such as, but not limited to: electric power generating plants and substations; freight depots; railroad facilities; communications towers, etc.

**Manufacturing and Processing:** A facility primarily engaged in the creation, assemblage, processing, repair or assembly of goods, using table-mounted electrical machinery or artisanal equipment. Premises may include retail or wholesale sales. Such facilities may include, but are not limited to laboratories, machine shops, venetian blind assembly establishments, antique refinishing and repair, etc.

**Marine-Related Industrial Facility:** A facility conducting activities associated with the construction, repair, and operation, storage, loading and unloading of boats, and other activities the primary purpose of which is to facilitate the maritime industry. All work on vessels which exceed eight feet in width; all vessel paint and body work; and major engine work or overhaul, shall all be considered marine-related industrial activity.

**Products and Services:** A public or private facility providing industrial and other services to individuals or businesses. This includes but is not limited to laundry / dry cleaning plants; metal, air conditioning sales and service establishments, machine or welding shops; office equipment sales and service; restaurant equipment sales and service, etc. This also includes special services such as pharmaceutical laboratories, government maintenance facilities, and solid waste facilities including incinerators.

**Storage and Distribution:** A facility providing long-term or short-term storage, selling or distribution of merchandise. This includes but is not limited to: container yards; contractors storage yards, lumber yards and building materials stock yards; petroleum and petroleum products storage and distribution; rent-all equipment store; crating, packing and shipping service; heavy equipment sales, service and storage; storage, warehousing or distribution establishments; cold storage plant; public storage facilities or commercial storage facilities; or outdoor storage of building materials.

**8.2 Definitions of Terms**

**Abutting:** having property or Transect Zone boundary lines in common.

**Accessory Use, Building or Structure:** a use, building, or structure which is: (1) is subordinate to and serves a principal building or principal use; (2) is subordinate in area, extent, or purpose to the principal building or principal use served; (3) contributes to the comfort, convenience, or necessity of occupants of the principal building or principal use, and (4) is located on the same zoning lot as the principal building or principal use. (Syn: Outbuilding)

**Addition:** any construction which increases the size of a building such as a porch, attached garage or carport, or a new room or wing.

**Advisory Base Flood Elevation (ABFE):** the Base Flood Elevation on a FEMA Flood Insurance Rate Map that has not yet been adopted.

**Affordable Housing:** dwellings consisting of rental or for-sale units that have a rent (including utilities) or mortgage payment typically no more than 30% of the income of families earning no more than 80% of median incomes by family size for the county. (Alt. definition: rental or for-sale dwellings that are economically within the means of the starting salary of a local elementary school teacher).

**Allee:** a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Path.

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**Alley, Rear (AL):** a narrow vehicular access-way designated by a recorded plat, deed, or legal instrument, to be a secondary means of vehicular access to the rear or side of properties otherwise abutting a Street. Rear Alleys generally provide service and parking access, and utility Easements in non-Residential areas. Rear Alleys have no Sidewalks, landscaping, or Building Frontage requirements. They accommodate trucks and dumpsters, and may be paved from Building Face to Building Face, with drainage by inverted concrete crown. Alleys are

**Arcade:** a Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

**Attic:** the interior part of a building contained within a pitched roof structure, either conditioned or unconditioned. An Attic may contain a single Habitable Floor. The majority of space in an attic shall be located above the eave or roofline.

**Avenue (AV):** a Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

**Backbuilding:** a single-story structure connecting a Principal Building to an Outbuilding.

**Base Density:** the number of dwelling units per acre before adjustment for other Functions and/or TDR. See Density.

**Base Flood:** means the flood having a one percent chance of being equaled or exceeded in any given year (Syn. 100-year flood).

**Base Flood Elevation (BFE):** the height at or above which the lowest structural member of a building must be raised, according to an adopted FEMA Flood Insurance Rate Map.

**Basement:** means that portion of a Building having its floor sub-grade (below ground level) on all sides.

**Bicycle Lane (BL):** a dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.

**Bicycle Route (BR):** a Thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

**Bicycle Trail (BT):** a bicycle way running independently of a vehicular Thoroughfare.

**Block:** the aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.

**Block Face:** the aggregate of all the building Facades on one side of a Block.

**Boulevard (BV):** a Thoroughfare designed for high vehicular capacity and moderate speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings. (Syn: Arterial Street).

**Breakaway Wall:** means a wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces without causing damage to the elevated portion of the building or the supporting foundation system.

**Buffer Area:** an area set aside to remain vacant or to be planted and landscaped to protect one type of land use from another with which it is incompatible.

**Buildable Area:** the space remaining on a zoning lot after the minimum open-space requirements (coverage, yards, setbacks) have been met.

**Building:** any structure having a roof and intended to be used for the sheltering, housing or enclosing of persons, animals or chattel.

**Building Configuration:** the form of a building, based on its massing, private frontage, and height.

**Building Disposition:** the placement of a building on its lot.

**Building Face or Wall:** shall mean all window and wall area of building in one plane or elevation of a building or other structure.

**Building Frontage:** shall mean the linear length of a building facing the right-of-way or the linear length of the right-of-way facing the building, whichever is smaller.

**Building Function:** the uses accommodated by a building and its lot. Functions are categorized as Restricted, Limited, or Open, according to the intensity of the use.

**Building Height:** the vertical extent of a building measured in Stories, unless otherwise noted, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, water tanks, elevator bulkheads and similar structures. Building Height shall be measured from the average grade of the fronting thoroughfare to the eave or roofline.

**Building Code Official:** the person in charge of the Building Department (or his authorized representative), whose duties are to enforce the provisions of this Code.

**Building Permit:** a permit authorizing the construction or alteration of or addition to a specific Building or Structure on a specific Lot.

**Building Type:** a structure category determined by function, disposition on the lot, and configuration, including frontage and height.

**By Right:** characterizing a proposal or component of a proposal that complies with the SmartCode and is permitted and processed administratively, without public hearing. See Warrant and Variance.

**Caliper:** the diameter of any tree trunk six inches above ground level.

**Center Line of Street:** that line surveyed and monumented by the governing body shall be the center line of the street or if such center line has not been surveyed, it shall be the center of the road.

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**Certificate of Occupancy:** official certification that a premise conforms to provisions of the SmartCode and Building Code and may be used or occupied.

**Civic:** the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

**Civic Building:** a non-commercial building or facility established and operated by not-for-profit organizations primarily for the benefit and service of the general public. Such facilities include, but are not limited to community centers; art and cultural facilities such as libraries and museums; public offices or administrative facilities; police and fire stations; municipal parking; or for other uses approved by the Board of Aldermen.

**Civic District:** designation for public sites dedicated for Civic Buildings and Civic Space.

**Civic Parking Reserve:** Parking Structure or parking lot within a quarter-mile of the site that it serves.

**Civic Space:** an outdoor area dedicated for public use and includes public parks and recreation, and other cultural facilities. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings.

**Clinic:** a building or portion thereof designed for, constructed or under construction or alteration for, or used by one or more physicians, surgeons, dentists, or practitioners in related medical or dental specialties or a combination of persons in these professions, where patients who are not lodged overnight are admitted for examination or treatment.

**Clustered Land Development (CLD):** a Community Type structured by a Standard Pedestrian Shed oriented toward a Common Destination such as a general store, Meeting Hall, schoolhouse, or church. CLD takes the form of a small settlement standing free in the countryside. (Syn: Cluster development)

**Common Destination:** An area of focused community activity, usually defining the approximate center of a Pedestrian Shed. It may include without limitation one or more of the following: a Civic Space, a Civic Building, a Commercial center, or a transit station, and may act as the social center of a neighborhood.

**Common Yard:** a planted Private Frontage wherein the Facade is set back from the Frontage line. It is visually continuous with adjacent yards.

**Community Type:** a category defining the physical form of a settlement. The three basic Community Types addressed in this Code are CLD and TND. The choice of Community Type will depend upon the level of urban intensity desired, particulars of the site, transportation, and implementation.

**Condominium:** that form of ownership of property under which units of improvements are subject to ownership by different owners and there is, appurtenant to each unit as part thereof, an undivided share in the common areas.

**Conforming Use:** any lawful use of a building or land which complies with the provisions of this Code.

**Consolidated Review Committee (CRC):** Usually part of the Planning Office, a CRC is comprised of a representative from each of the various regulatory agencies that have jurisdiction over the permitting of a project.

**Context:** surroundings made up of the particular combination of elements that create specific habitat.

**Corner Lot:** a lot which at least two adjoining sides abut for their full length on public streets.

**Corridor:** a lineal geographic system incorporating transportation and/or Greenway trajectories. A transportation Corridor may be a lineal Transect Zone.

**Cottage:** an Edgeward building type. A single-family dwelling, on a regular Lot, often shared with an Accessory Building in the rear yard.

**Courtyard Building:** a building that occupies the boundaries of its Lot while internally defining one or more private patios.

**Coverage:** the percentage of the lot area covered by the building area.

**Curb:** the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system.

**Density:** the number of dwelling units within a standard measure of land area.

**Design Speed:** is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired Design Speed. Development: any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation, or drilling operations.

**Disposition:** the placement of a building on its Lot.

**Double Frontage Lot:** a lot which runs through a block from street to street, and has two opposite sides abutting on two or more streets.

**Drive:** a Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

**Driveway:** a vehicular lane within a Lot, usually leading to a garage. A Driveway in the first layer may be used for parking if it is no more than 18 feet wide, thereby becoming subject to the constraints of a parking lot.

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**Dwelling Unit:** a room, or group of rooms within a Building, constituting a separate, independent housekeeping establishment for owner occupancy, or rental or lease on a monthly or longer basis, and physically separated from any other rooms or dwelling units which may be in the same structure, and containing independent cooking and sleeping facilities.

**Easement:** a grant, by the property owner to the public, a corporation, or persons, of the use of a strip of land for specific purposes.

**Edgeyard Building:** a building that occupies the center of its Lot with Setbacks on all sides.

**Effective Parking:** the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor.

**Effective Turning Radius:** the measurement of the inside Turning Radius taking parked cars into account.

**Elevated Building:** means a non-basement building built to have the lowest floor elevated above the ground level by means of fill, solid foundation perimeter walls, pilings, columns (posts and piers), shear walls, or breakaway walls.

**Elevation:** an exterior wall of a building not along a Frontage Line. See: Facade.

**Encroach:** to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

**Encroachment:** any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit. Encroachment into the public Right-of-Way will require a recorded Encroachment Agreement addressing insurance and maintenance.

**Enfront:** to place an element along a Frontage, as in "porches Enfront the street."

**Erected:** shall mean attached, altered, built, constructed, reconstructed, enlarged, or moved, and shall include the painting of wall signs, but does not include copy changes on any sign.

**Extension Line:** a line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage.

**FEMA:** Federal Emergency Management Agency.

**Facade:** the exterior wall of a building that is set along a Frontage Line. See Elevation.

**Farm:** any parcel of land three acres or more which is used for gain in the raising of agricultural products, livestock, poultry, fur bearing animals, and dairy products. It includes necessary farm structures within the prescribed limits and the storage of equipment used. It excludes riding academies, livery or boarding stables, and dog kennels.

**Fence:** any structural device forming a physical barrier to include wire mesh, steel mesh, chain-link, louvered, stake, wood, stucco, brick, block and similar material.

**Floodplain:** means any land area susceptible to flooding.

**Floodway:** means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than one foot.

**Front Yard:** an open, unoccupied space on the same lot with a principal building extending the full width of the lot and situated between the front line of the lot, and the front line of the building projected to sidelines of the lot.

**Frontage:** the area between a building Facade and the vehicular lanes, inclusive of its built and planted components.

Frontage is divided into Private Frontage and Public Frontage.

**Frontage Line:** a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines.

**Function:** the use or uses accommodated by a building and its Lot, categorized as Restricted, Limited, or Open, according to the intensity of the use.

**Gallery:** a Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk.

**Habitable Floor:** any floor usable for living purposes, which includes working, sleeping, eating, cooking or recreation, or a combination thereof. A floor used only for storage purposes is not a "habitable floor."

**Highway:** a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1, T2, T3, and T3Plus).

**Inside Turning Radius:** the curved edge of a thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn.

**Interior Lot:** a lot other than a corner lot.

**Junkyard:** the outdoor storage of inoperative machinery or material.

**Kennel:** the keeping of more than four dogs or other animals that are more than six months old.

**Kiosk:** a small open-fronted building or booth of less than 75 square feet from which newspapers, magazines, refreshments, tickets, information pamphlets, and similar goods may be sold, or through which police presence or similar community services may be offered. A Kiosk shall not exceed 12 feet in height, shall have Facades on all sides, shall be reviewed and recommended by the CRC to the Board of Aldermen as being an excellent embodiment of either the Gulf Coast Pattern Book, or of the Long Beach Architectural Guidelines if they exist. The City may require that all Kiosks be

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securely stowed according to requirements set forth by the Planning Office, Police Chief, or Fire Chief of the City in anticipation of impending severe weather, may require the posting of a bond at the time of permitting to ensure that such removal and stowage is performed in a timely manner, and shall impose such other requirements as may be necessary to ensure the public safety. A Kiosk and associated displays may not impede pedestrian passage on the sidewalk. Goods may be displayed outside the Kiosk but shall not be stored outside the Kiosk outside hours of business. Only goods of sizes which allow them to be passed through the sales window of the Kiosk may be sold. The open area of the sales window shall not exceed 30 inches by 30 inches.

**Lane, Rear (LN):** a narrow vehicular access-way located to the rear or side of Lots providing access to service areas, parking, and Outbuildings and containing utility easements in single family Residential areas. Rear Lanes have no Sidewalks, landscaping, or Building Frontage requirements. In older Residential Neighborhoods, Rear Lanes may remain unpaved. In new Residential Neighborhoods they may have gravel or shell shoulders for drainage.

**Layer:** a range of depth of a Lot within which certain elements are permitted.

**Layer, 1st:** the distance between the Building Face and the required Setback.

**Layer, 2nd:** the distance from the Building Face to the Outbuilding.

**Layer, 3rd:** that portion of the Lot that is not within the 1st and 2nd Layers.

**Linear Pedestrian Shed:** A Pedestrian Shed that is elongated along an important Mixed Use Corridor such as a main street. A Linear Pedestrian Shed extends approximately 1/4 mile from each side of the Corridor for the length of its Mixed Use portion. The resulting area is shaped like a lozenge. (Syn: elongated pedestrian shed.)

**Liner Building:** a building specifically designed to mask a parking lot or a parking garage from a frontage. A Liner Building, if less than 30 feet deep and two stories, shall be exempt from parking requirements.

**Long Pedestrian Shed:** a Pedestrian Shed that is an average 1/2 mile radius or 2,640 feet, used when a transit stop (bus or rail) is present or proposed as the Common Destination. A Long Pedestrian Shed represents approximately a ten-minute walk at a leisurely pace. See Pedestrian Shed.

**Lot:** a parcel or tract of land accommodating a building or buildings of unified design, and accessory buildings and uses customarily incidental thereto, together with such yards, or open spaces within the lot lines as may be required by this Code, and fronting upon a public dedicated street.

**Lot Area:** the total horizontal area included within the lot lines.

**Lot Frontage:** that measurement of a lot abutting on a public street, measured along the street right-of-way line from side lot line to side lot line. (Structures on corner lots fronting on a particular street shall be deemed to have frontage on that street).

**Lot Line:** the boundary that legally and geometrically demarcates a Lot as defined herein.

**Lot of Record:** a lot, the plat or deed or act of sale of which has been recorded in the office of the Chancery Clerk of Harrison County, Mississippi, prior to the adoption of this Code.

**Lot Width:** the length of the Principal Frontage Line of a Lot.

**Lot Width, Corner Lot:** the average distance from the street right-of-way to the rear lot line, measured along the sidelines of the lot.

**Main Civic Space:** the primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.

**Maintain:** shall mean to permit a sign, structure, or any part of each to continue or to repair or refurbish a sign, structure, or any part of either.

**Manufactured Home:** a structure built in a factory to the Federal Manufactured Home Construction & Safety Standards (the "HUD Code"). Homes are built on a steel frame, may be single or multi-sectional, and are substantially complete from the factory. Modules are transported to the building site and installed. Manufactured Homes may only be single family dwellings and are regulated by federal standards for construction, strength, and durability.

**Meeting Hall:** a building available for gatherings, including conferences, that accommodates at least one room equivalent to a minimum of ten square feet per projected dwelling unit within the Pedestrian Shed in which it is located.

**Mixed Use:** multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by Warrant.

**Mobile Home:** a structure transportable in one or more sections in the traveling mode which is eight feet or more in width or 40 feet or more in length or when erected on site is 320 or more square feet and which is built on a permanent chassis and designed to be used as a dwelling with or without a permanent foundation when connected to utilities and includes any plumbing, heating, air conditioning, and electrical systems contained therein.

**Mobile Home - Dependent:** a mobile home which does not have a toilet and a bathtub or shower.

**Mobile Home - Independent:** a mobile home which has a toilet and a bathtub or shower.

**Mobile Home Space:** a plot of ground within a mobile home park designed for the accommodation of one mobile home.

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**Modular Home:** a movable or portable dwelling over 32 feet in length and over eight feet in width, designed and constructed without carriage or hitch, as stationary house construction for placement upon permanent foundations to be connected to utilities, for year-round occupancy. It typically consists of two or more "modules." It is capable of being separated from its foundation and utilities and relocated. It can consist of one or more components that can be retracted when transported and subsequently expanded for additional capacity, or of two or more units separately transportable but designed to be joined into one integral unit. A Modular Home must comply with all applicable federal, state, and local codes.

**Motor Home:** a structure built on and made an integral part of a self-propelled motor vehicle chassis primarily designed to provide temporary living quarters for recreation, camping, and travel use.

**Neighborhood:** a mostly residential area, often but not necessarily with a recognizable edge, based on a mapped Pedestrian Shed with a mixed-use center or corridor.

**Net Site Area:** all developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

**New Construction:** structures for which the start of construction commenced on or after the effective date of this Code.

**Nonconforming Building, Structure, or Use:** a building, structure or use of land existing at the time of enactment of this Code, and which does not conform to the regulations of the district or zone in which it is situated.

**Nursing or Convalescent Home:** the rooming or boarding of any aged, chronically ill, convalescent or incurable persons, whether ambulatory or non-ambulatory, are housed and furnished with meals and nursing care for compensation, and for which a license is required by a city, county, state, or federal agency. (Syn. Rest Home).

**Obstruction:** includes, but is not limited to, any dam, wall, wharf, embankment, levee, dike, pile, abutment, protection, excavation, channelization, bridge, conduit, culvert, building, wire, fence, rock, gravel, refuse, fill, structure, vegetation or other material in, along, across or projecting into any watercourse which may alter, impede, retard or change the direction and/or velocity of the flow of water, or due to its location, its propensity to snare or collect debris carried by the flow of water, or its likelihood of being carried downstream.

**Open Space:** land intended to remain undeveloped; it may be for Civic Space.

**Outbuilding:** an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. (Syn. Accessory Use, Building or Structure)

**Owner:** shall mean any person recorded as such on official records and including duly authorized agent or notary, a purchaser, devisee, fiduciary; any person having a vested or contingent interest in or to the property in question.

**Parapet or Parapet Wall:** shall mean that portion of a building wall that rises above the roof level of the building.

**Park a Civic Space type** that is a natural preserve available for unstructured recreation.

**Parking Structure:** a building containing one or more Stories of parking above grade.

**Passage (PS):** a pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear parking areas to Frontages.

**Path (PT):** a pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

**Pedestrian Shed:** An area that is centered on a Common Destination. Its size is related to average walking distances for the applicable Community Unit type. Pedestrian Sheds are applied to structure Communities. See Standard, Long, or Linear Pedestrian Shed. (Syn: walkshed, walkable catchment)

**Pedestrian Way:** a right-of-way, however designated, either across or within a block, intended for use by pedestrian traffic.

**Person:** shall mean any individual, corporation, association, firm, partnership, and the like, singular or plural.

**Planter:** the element of the public streetscape which accommodates street trees. Planters may be continuous or individual.

**Plaza:** a Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

**Premises:** shall mean any area of land with its appurtenances and buildings which, because of its units of use, may be regarded as smallest conveyable unit or real estate.

**Principal Building:** the main building on a Lot, usually located toward the Frontage.

**Principal Entrance:** the main point of access for pedestrians into a building.

**Principal Frontage:** On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. See Frontage.

**Principal Use:** the specific primary purpose for which land or a building is intended to be used.

**Private Drive:** a right-of-way which has the characteristics of a street, as defined herein, except that it is not dedicated for public use, a driveway located on a lot which serves only that lot is not considered a private drive.

**Private Frontage:** the privately held layer between the frontage line and the principal building façade. The structures and landscaping within the Private Frontage may be held to specific standards. The variables of Private Frontage are the depth of the setback and the combination of architectural elements such as fences, stoops, porches and galleries.

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**Quarry:** a lot or parcel of land or part thereof used for the purpose of extracting stone, sand, gravel, or soil for sale.

**Rear Lot Line:** the lot boundary opposite and most distant from the front lot line. In the case of a pointed irregular lot it shall be an imaginary line parallel to and farthest from the front lot line.

**Rearyard Building:** a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. (Syn: Row house, Townhouse, Apartment House)

**Recess Line:** a line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space. (Syn: Extension Line)

**Recreational Vehicle:** travel trailer, camping trailer, truck camper, or motor home.

**Recreational Vehicle Campground:** a place where sites are rented for placement and use of recreational vehicles for temporary transitory occupancy for sleeping and living quarters. The term "recreational vehicle campground" includes necessary sanitary and utility facilities and permitted accessory uses.

**Regulating Plan:** a map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by the SmartCode.

**Removal (of plant material or landscape features):** the ultimate destruction or removal of any shrub, or tree through cutting, land fill, drainage, poison, fire, explosion, damaging, or any other direct or indirect action resulting in the death of such shrub, shrubs, tree or trees.

**Retail:** characterizing premises available for the sale of merchandise and food service.

**Retail Frontage:** Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use.

**Right-of-Way:** shall mean the particular distance across a public street, measured from property line to property line. When property lines on opposite sides of the public street are not parallel, the public right-of-way width shall be determined by the City Engineer.

**Road (RD):** a local, rural and suburban Thoroughfare of low-to-moderate vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T1-T3).

**Roof Line:** shall mean the top edge of the roof or the top of the parapet, whichever forms the top line of the building.

**Secondary Frontage:** on corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated.

**Service Building:** a substantial permanent building providing toilet facilities for men and women, janitor facilities, and other facilities for use in common by the occupants of mobile home spaces.

**Setback:** the area of a lot measured from the lot line to a building façade or elevation. This area must be maintained clear of permanent structures with the exception of: galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first story level) which are permitted to encroach into the Setback.

**Setback Line:** for all parcels except those parcels lying adjacent to or including the easement for U.S. Highway 90, the minimum distance, as prescribed by this Code, between the property line of a lot or parcel of land, as established by survey, and any point on a building or structure related thereto, exclusive of those architectural features permitted to extend thereinto.

**Shared Parking Factor:** an accounting for parking spaces that are available to more than one Function.

**Shared Parking Policy:** an accounting for parking spaces that are available to more than one function. The requirement is reduced by a factor, shown as a calculation. The Shared Parking ratio varies according to multiple functions in close proximity which are unlikely to require the spaces at the same time.

**Shopfront:** a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade.

**Side Lot Line:** the side lot line is the property boundary line between the front and rear lot lines.

**Side Yard:** an open, unoccupied space on the same lot with a principal building, situated between the building and the sideline of the lot and extending from the rear line of the front yard to the front line of the rear yard.

**Sidewalk:** the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

**Sidewalk Retail:** Open-air retail uses including pushcart peddlers, kiosks, newsstands, shoe shine stands, outdoor cafes and restaurants, and open-air markets.

**Sideward Building:** a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house.

**Slip Road:** an outer vehicular lane or lanes of a Thoroughfare, designed for slow speeds while inner lanes carry higher speed traffic, and separated from them by a planted median. (Syn: access lane, service lane)

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- Special District (SD):** an area that, by its intrinsic Function, Disposition, or Configuration, cannot or should not conform to one or more of the normative Community Unit types or Transect Zones specified by the SmartCode. Special Districts may be mapped and regulated at the regional scale or the community scale.
- Special Flood Hazard Area (SFHA):** a designation by the Federal Emergency Management Agency that may include the V Velocity Zones and Coastal A Zones where building construction is forbidden, restricted, or contingent upon raising to the Base Flood Elevation.
- Square:** a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed.
- Standard Pedestrian Shed:** An area, approximately circular, that is centered on a Common Destination. A Pedestrian Shed is applied to determine the approximate size of a Neighborhood. A Standard Pedestrian Shed is ¼ mile radius or 1,320 feet, about the distance of a five-minute walk at a leisurely pace. It has been shown that provided with a pedestrian environment, most people will walk this distance rather than drive. The outline of the shed must be refined according to actual site conditions, particularly along thoroughfares. See Pedestrian Shed.
- Start of Construction:** the first placement of permanent construction of a structure (other than a mobile home) on a site, such as the pouring of slabs or footings or any work beyond the stage of excavation. Permanent construction does not include land preparation, such as clearings grading, and filling; nor does it include the installation of streets and/or walkway; nor does it include excavation for a basement footings, piers or foundations or the erection of temporary form; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not as part of the main structure. For a structure (other than a mobile home) without a basement or poured footings, the Start of Construction includes the first permanent framing or assembly of the structure or any part thereof on its piling or foundation. For mobile homes not within a mobile home park or mobile home subdivision, Start of Construction means the affixing of the mobile home to its permanent site. For mobile homes within a mobile home park or mobile home subdivisions, Start of Construction is the date on which the construction of facilities for servicing the site on which the mobile home is to be affixed (including at a minimum, the construction of streets, either final site grading or the pouring of concrete pads, and installation of utilities) is completed.
- Stepback:** a building Setback of a specified distance that occurs at a prescribed number of Stories above the ground.
- Stoop:** a Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance.
- Story:** a habitable level within a building of no more than 14 feet in height from finished floor to finished ceiling. Attics and raised basements are not considered stories for the purposes of determining building height.
- Street (ST):** a local urban thoroughfare of low speed and capacity. Its public frontage consists of raised curbs drained by inlets and sidewalks separated from the vehicular lanes by a planter and parking on both sides. The landscaping consists of regularly placed street trees. This type is permitted within the more urban Transect Zones (T4-T6).
- Streetscape:** the urban element that establishes the major part of the public realm. The streetscape is composed of thoroughfares (travel lanes for vehicles and bicycles, parking lanes for cars, and sidewalks or paths for pedestrians) as well as the visible private frontages (building facades and elevations, porches, yards, fences, awnings, etc.), and the amenities of the public frontages (street trees and plantings, benches, streetlights, etc.).
- Street Tree or Street Shrub:** any tree or shrub in a public place.
- Streetscreen:** A freestanding wall built along the frontage line, or coplanar with the facade, often for the purpose of masking a parking lot from the thoroughfare. Streetscreens should be between 3.5 and 8 feet in height and constructed of a material matching the adjacent building facade. The streetscreen may be a hedge or fence by Warrant. Streetscreens shall have openings no larger than is necessary to allow automobile and pedestrian access. In addition, all streetscreens over 4 feet high should be 50% permeable or articulated to avoid blank walls. Syn. Streetwall.
- Structure:** anything constructed or erected, the use of which requires more or less permanent location on the ground, or which is attached to something having more or less permanent location on the ground. Structures include buildings, mobile homes, radio and TV towers, sheds and permanent signs. It excludes vehicles, sidewalks, and paving.
- Substantial Improvement:** any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds 50 percent of the market value of the structure either, (1) before the improvement or repair is started, or (2) if the structure has been damaged and is being restored, before the damage occurred. For the purposes of this definition, "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include either (1) any project for improvement of a structure to comply with existing state or local health, sanitary, or safety code specifications which are solely necessary to assure safe living conditions, or (2) any alteration of a structure listed on the National Register of Historic Places or a State Inventory of Historic Places.
- Substantial Modification:** alteration to a building that is valued at more than 50% of the replacement cost of the entire building, if new.
- Swale:** a low or slightly depressed natural area for drainage.

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**Terminated Vista:** a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

**Third Place:** a private building that includes a space conducive to unstructured social gathering. Third Places are usually bars, cafes, and corner stores.

**Thoroughfare:** a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage.

**Timeshare (Unit):** the practice whereby an individual or individuals, corporation or other entity pays for and acquires the right to the timed use of a condominium or apartment unit for a specified period of time each year, generally for a week or a number of weeks in a given year, with the right to use said condominium or apartment unit for like periods in subsequent years. (Syn: timeshare units).

**Traditional Neighborhood Development (TND):** a Community Unit type structured by a Standard Pedestrian Shed oriented toward a Common Destination consisting of a Mixed Use center or Corridor, and in the form of a medium-sized settlement near a transportation route. (Syn: village, neighborhood.)

**Trailer:** any vehicle without motive power and without a kitchen and toilet and which is designed to be drawn by a motor vehicle, and to be used in such manner as to permit temporary occupancy thereof as sleeping quarters, or for the conduct of any business, trade or occupation or use as a selling or advertising device, or used for storage or conveyance of tools, equipment, or machinery and so designed that it is mounted on wheels and may be used as a conveyance on highways and streets. The term trailer includes the terms camp trailer and similar terms, except when the latter falls within the definition of "mobile home". Trailers are considered structures for the purpose of this Code when they are used as temporary places for human habitation, offices, washhouses, or for storage. Trailers are characteristically for a variety of temporary or intermittent types of use; whereas, mobile homes are intended for full-time use as a residence.

**Trailer, Camping:** a vehicular portable structure mounted on wheels, constructed with collapsible partial side walls of fabric, plastic or other material for folding compactly while being drawn by another vehicle; and when unfolded at the site or location providing a temporary living quarter; and whose primary design is for recreation, camping, or travel use.

**Trailer, Travel:** a vehicular, portable structure mounted on wheels, of such a size or weight as not to require special highway movement permits when drawn by a stock passenger automobile; primarily designed and constructed to provide temporary living quarters for recreation, camping, or travel use and shall not exceed 28 feet in length.

**Transect:** a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in the SmartCode template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

**Transect Zone (Zone or T-Zone):** One of several areas on a Zoning Map regulated by the SmartCode. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage.

**Transfer of Development Rights (TDR),** a method of relocating existing zoning rights from areas to be preserved as Open Space to areas to be more densely urbanized.

**Transition Line:** a horizontal line spanning the full width of a facade, expressed by a material change or by a continuous horizontal articulation such as a cornice or a balcony.

**Tree Worthy of Preservation:** any tree which can reasonably be determined by the Planning Commission of the City to have a remaining life span equal to or greater than that of a proposed structure included in a site plan or subdivision plat, or any tree which is unique by reason of age, size, rarity or status as a landmark or species specimen, or other outstanding quality.

**Truck Camper:** a portable structure, designed to be loaded onto, or affixed to the bed or chassis of a truck, constructed to provide temporary living quarters for recreation, camping or travel use.

**Turning Radius:** the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn.

**Type:** a form category determined by function, disposition, and configuration, including size or extent. There are community types, street types, civic space types, etc. See Building Type.

**Urbanism:** collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects.

**Urbanized:** generally, developed. Specific to the SmartCode, developed at T-3 (Suburban) Density or higher.

**Variance:** a variance is an adjustment of terms in this Code where such variance will not be contrary to the public interest and where, owing to conditions peculiar to the property and not the result of the actions of the applicant, a literal enforcement of the Code would result in unnecessary and undue hardship. As used in this Code, a variance is authorized only for height and size of structures or size of yards and open spaces; establishment or expansion of a use otherwise

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prohibited shall not be allowed by variance, nor shall a variance be granted because of the presence of non-conformities in the zoning district or uses in an adjoining zoning district.

**Verge:** the space between the Sidewalk and the Curb

**Wall:** any structure or device forming a physical barrier which is so constructed that 50% or more of the vertical surface is closed to prevent the passage of light, air, and vision through said surface in a horizontal plane. This shall include concrete, concrete block, wood or other materials that are solids and are so assembled as to form a solid barrier.

**Warrant:** a ruling that would permit a practice that is not consistent with a specific provision of this Code, but that is justified by its Intent. Warrants are usually granted administratively by the CRC.

**Way:** a street, thoroughfare, or easement permanently established for passage of persons or vehicles.

**Yard:** a space on the same lot with the principal building open, unoccupied, and unobstructed by buildings or structures from ground to sky except where encroachments and accessory buildings are expressly permitted.

**Yield:** characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.

**Zoning Board of Appeals (ZBA):** shall mean the board consisting of members appointed by the Mayor and Board of Aldermen of the City of Long Beach, Mississippi, to hear and decide applications for appeals, Variances.

**Zoning Map:** the official map or maps that are part of the SmartCode and delineate the boundaries of individual Transect Zones.

8.5 **Definitions of Signs**

**Abandoned Sign:** shall mean a sign which no longer serves a useful purpose the owner of which sign cannot be identified, or is not being maintained.

**Animated Sign:** means a sign that moves or a sign that changes lighting by any mechanical, electrical or other device. Letters shall be no more than eight inches in size and shall be located on the vertical edge of the awning.

**Awning:** means a covering attached to a structure, erected on or over a window or door, and typically supported by a metal frame.

**Awning Sign:** shall mean a type of projecting sign that is painted or printed on, or attached to, the surface of an awning.

**Banner Sign:** means a temporary sign that is not a pennant, composed of lightweight material either enclosed or not enclosed in a rigid frame that is suspended from a fixed structure, rope, wire, string, or cable. Banner Signs shall not exceed 25 square feet in area; and a Permit for same shall be limited to 30 days, but may be renewed on approved applications. Such Signs shall be securely anchored to a Building, pole, or other structural support, but shall not be permitted to be attached to electric, telephone or other utility poles, guys or devices, or within the public Right-of-Way.

**Billboard:** a freestanding outdoor advertising sign exceeding 32 square feet in area, which generally advertises firms and organizations that, along with their goods and services, are not located on the same premises as the sign, and which surface is sold, rented or leased for the display of advertising material. (Syn: Off-premise Sign)

**Blade Sign:** shall mean a projecting sign set perpendicular to the Building façade, relating to the pedestrian on the street, and appropriate for a business. Blade signs shall be no larger than two square feet in size, the bottom edge of which shall be no closer to the sidewalk than eight feet. (Syn: Architectural Blade Sign)

**Bulletin Board Sign:** means a type of directory sign that has changeable copy enclosed within a casement covered by glass, Plexiglas or other transparent material.

**Canopy:** means a permanent structure, or part thereof, that has a roof with support but no walls, and is intended as shelter.

**Canopy Sign:** shall mean a type of projecting sign that is attached to the fascia of a canopy.

**Centered Sign:** shall mean a wall sign that is centered on a building's façade width above the entry level.

**Changeable Copy (Manual):** shall mean a sign on which copy is changed manually in the field, i.e., reader boards with changeable letters or changeable pictorial panels.

**Construction Sign:** means a sign that identifies a construction project and/or an architect, contractor, subcontractor, builder, development firm, real estate sales firm, material supplier or lending institution participating in the construction project. Such sign may also refer to materials, appliances, supplies and building trades use in construction of the development or services provided by the developer.

**Copy (Permanent and Temporary):** shall mean the letters, figures, designs, devices, pictures, projected images, symbols, fixtures, colors, logos, emblems, or insignias displayed on a sign face in either permanent or removable format.

**Copy Area:** shall mean the area in square feet of the smallest geometric figure which describes the area enclosed by the actual copy of a sign. For wall signs, the copy area limits refers to the message, not to the illuminated background. For double faced projecting signs, the area is calculated on one face of the sign only.

**Corner Sign:** shall mean a projecting sign attached to a building at the corner formed by the intersection of two thoroughfares. Corner Signs may be no larger than 30 square feet in size.

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**Directional Sign:** Non-electrical Signs which provide instruction or direction and are located entirely on the property to which they pertain, and do not exceed four square feet in area; Signs identifying rest rooms, public telephones, walkways, or Signs providing direction such as parking lot entrances and exits Signs, and those of a similar nature.

**Directory Sign:** a type of freestanding or wall sign, other than a development's primary freestanding sign, that displays the names and/or the addresses of the establishments or uses of a building or group of buildings located within the development for the sole purpose of providing direction, that is not erected at the road entrance to the development, and includes, but is not limited to, a bulletin board sign.

**Electric Message Sign:** means a sign on which the copy can be altered by electric, electromechanical or electronic means.

**Erect:** in the appropriate context, the term "Erect" shall mean to affix, construct, hang, install, locate, paint, place or print.

**Exempt Sign:** shall mean signs exempted from normal permit requirements.

**Facia:** shall mean one or more of the vertical faces of the roof of a canopy or structure.

**Flag:** shall mean a sign consisting of a piece of fabric or other flexible material attached to a flag pole, except as otherwise authorized. A flag representing the official symbol of a national, state or local government is not a sign for the purposes of Article 5, Section 5.8.

**Flashing Sign:** shall mean an illuminated sign of which all or part of the illumination is flashing or intermittent, or changing in degrees of intensity, brightness or color.

**Freestanding Sign:** shall mean a sign that is supported from the ground and not attached to a structure.

**Freeway-Oriented or Controlled Access Highway Sign:** shall mean any sign identifying premises where food, lodging or places of services essential to normal operation of motor vehicles, and where such businesses are directly dependent upon the adjacent freeway for business.

**Governmental or Public Sign:** means a sign that is erected and maintained by a town, city, county, state or federal government or an authority thereof, and any lawful road name and number sign regardless of whether it was publicly or privately erected or maintained.

**Hanging Sign:** shall mean a projecting sign typically used within wall openings or archways to communicate the nature of the business or service available beyond the opening, or limitations within the structure beyond the opening, such as height limitations in parking garages.

**Height of Sign:** shall mean the vertical distance measured from the adjacent street grade or upper surface of the nearest street curb other than an elevated roadway, which permits the greatest height to the highest point of said sign.

**Identification Sign:** shall mean a sign which is limited to the name, address, and number of a building or institution, or the occupancy of the person. (Syn. Nameplate, Building Number)

**Illuminated Sign:** shall mean a sign, or any part of a sign, that is illuminated by an external or internal light source.

**Incidental Sign:** shall mean any sign pertaining to goods, products, services or facilities which are available on the premises where the sign is located.

**Individual Letter:** shall mean any sign made of self-contained letters that are mounted on the face of a building, top of a parapet, roof edge of a building or on top of, or below a marquee.

**Integrated Sign:** shall mean a Sign which is constructed as part of the Building Façade, such as engraved or raised lettering in cut stone, or other similar material. Integrated Signs are typically found on Civic Buildings such as libraries or courthouses. Integrated Signs are usually found on the Fascia in the form of a sign band, with letters that have appropriate massing and proportion so as to be in scale with the architecture of the Façade.

**Kiosk Sign:** a freestanding sign structure that provides information or serves as a community bulletin board.

**Maintain:** means the cleaning, painting, repair or replacement of defective parts of a sign in a manner that does not alter in any way, however slight, the copy, design, or the structure of the sign.

**Marquee:** means a permanent roof-like shelter that projects from part or all of a building façade over the public right-of-way and constructed of some durable material such as metal, glass, or plastic.

**Marquee Sign:** means a type of projecting sign constructed entirely of metal or non-combustible material incorporated in or attached to a marquee, and that may have changeable copy. This sign type is appropriate for entertainment venues such as theaters, cinemas, and music halls. Marquee Signs, when hung from a marquee, shall be at least eight feet at its lowest level above the Sidewalk or ground level; and further, such Signs shall not extend outside the line of such marquee. Under no circumstances, shall the Sign or Signs have a vertical dimension greater than eight feet.

**Monument Sign:** shall mean a freestanding sign that serves as an entrance marker to a development either to the side or in the median at the development entrance.

**Nameplate:** shall mean a non-electric sign identifying only the name and occupation or profession of the occupant of premises on which the sign is located. If any premises includes more than one occupant, nameplate refers to all names and occupations or profession as well as the name of the building and directional information.

**Neon Sign:** means a sign using neon, argon, helium, xenon or krypton gas in a glass tube for illumination.

**Nonconforming Sign:** shall mean any sign which was lawfully erected and maintained prior to the effective date of this Code, and any amendments thereto, that does not comply with the requirements contained herein.

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**Pennant:** means a series of two or more sections of a piece of fabric or other flexible material that is generally triangular and tapering, suspended from a fixed structure, rope, wire, string or cable and designed to move in the wind and including, but not limited to, streamers and tinsel.

**Plaque:** shall mean a Sign affixed to the Façade and typically made of stone, Bronze or a similar material, commemorating events, Persons, or activities associated with a Building. Commemorative or memorial Plaques shall be no larger than one square foot of sign area. Syn. Memorial Plaque, Commemorative Plaque.

**Political Sign:** means a sign that pertains to the candidacy of one or more persons for an elective office, or pertains to one or more issues to be voted upon, in an upcoming election.

**Portable Sign:** shall mean any a temporary sign that is not permanently affixed to the ground or to a permanent structure, or a sign that can be moved to another location, including but not limited to, a sign erected on a trailer, a sign with attached wheels, or a sign consisting of A-shaped or T-shaped frames.

**Projecting Sign:** shall mean any sign, other than a wall sign, which is attached to and projects from a structure or building face, but which is not mounted parallel to the structure's wall surface, and includes, but is not limited to, an awning sign. A projecting sign with sign surface on both sides of such sign shall be construed as a single sign, and the total area of such sign shall be the area computed on a single surface.

**Public Service Information:** shall mean any sign intended primarily to promote items of general interest to the community such as time, temperature and date, atmospheric conditions, news or traffic control, and other items of public interest.

**Real Estate Sign:** shall mean any sign used to advertise the sale, lease, rental, or development or other use of the property (land or buildings) on which the sign is located.

**Sandwich Board Sign:** a portable, freestanding sign built with an A-frame which typically advertises restaurant menus or specials of the day in retail districts.

**Sign:** any object, device, display, or structure, or any part thereof including the sign face and the sign structure, either illuminated or non-illuminated and visible from beyond the boundaries of the lot on which it is located, which exists primarily to advertise, identify, display, direct or attract attention to a structure, object, person, institution, organization, business, product, service, event, issue or location by any means, including letters, figures, designs, devices, pictures, projected images, symbols, fixtures, colors, logos, emblems, or insignias or any part or combination thereof.

**Sign Face:** means the area or display surface used to advertise, identify, display, or direct or attract attention.

**Sign Structure:** means the supports, uprights, bracings and framework of any structure, be it single-faced, double-faced, or otherwise, used to exhibit a sign. For the purpose of removal, signs shall also include all sign structures.

**Special Decorative Display Signs:** Signs of a primarily decorative nature, clearly incidental and customary and commonly associated with any national, local, or religious holidays or public events. **Subdivision Sign:** shall mean a type of freestanding sign erected at the entrance of a residential development that identifies the development. Syn. Neighborhood Identification Sign.

**Surface-mounted Sign:** a wall sign with letters applied directly onto the building façade, either flush mounted or raised. Raised letters may be backlit and project up to one foot from the building façade.

**Temporary Sign:** shall mean a sign that is displayed for only a limited period of time that describes or identifies participants in a seasonal, brief or particular event or activity to be or being conducted upon a lot.

**Unlawful Sign:** shall mean any sign which violates the provisions of this Code or which the building inspector may declare as unlawful if it becomes dangerous to public safety by reason of dilapidation or abandonment or a nonconforming sign.

**Visible:** means that which is capable of being seen, whether or not legible, by a person of normal visual acuity.

**Wall Sign:** shall mean a sign, other than a projecting sign, that is painted on, or attached to, a wall of a building and parallel to the wall, is located on a fake mansard, or is a canopy sign or a marquee sign.

**Warning Sign:** means a sign that provides a warning or a notice to persons on, or entering upon, the premises on which the sign is located including, but not limited to, signs stating that solicitations, hunting, fishing or trespassing is prohibited, that a dog is present on the property, and that the property is protected by a security or alarm system. Also refers to signs warning the public of the existence of danger, but containing no advertising material, of a size as may be necessary, to be removed upon the subsidence of danger.

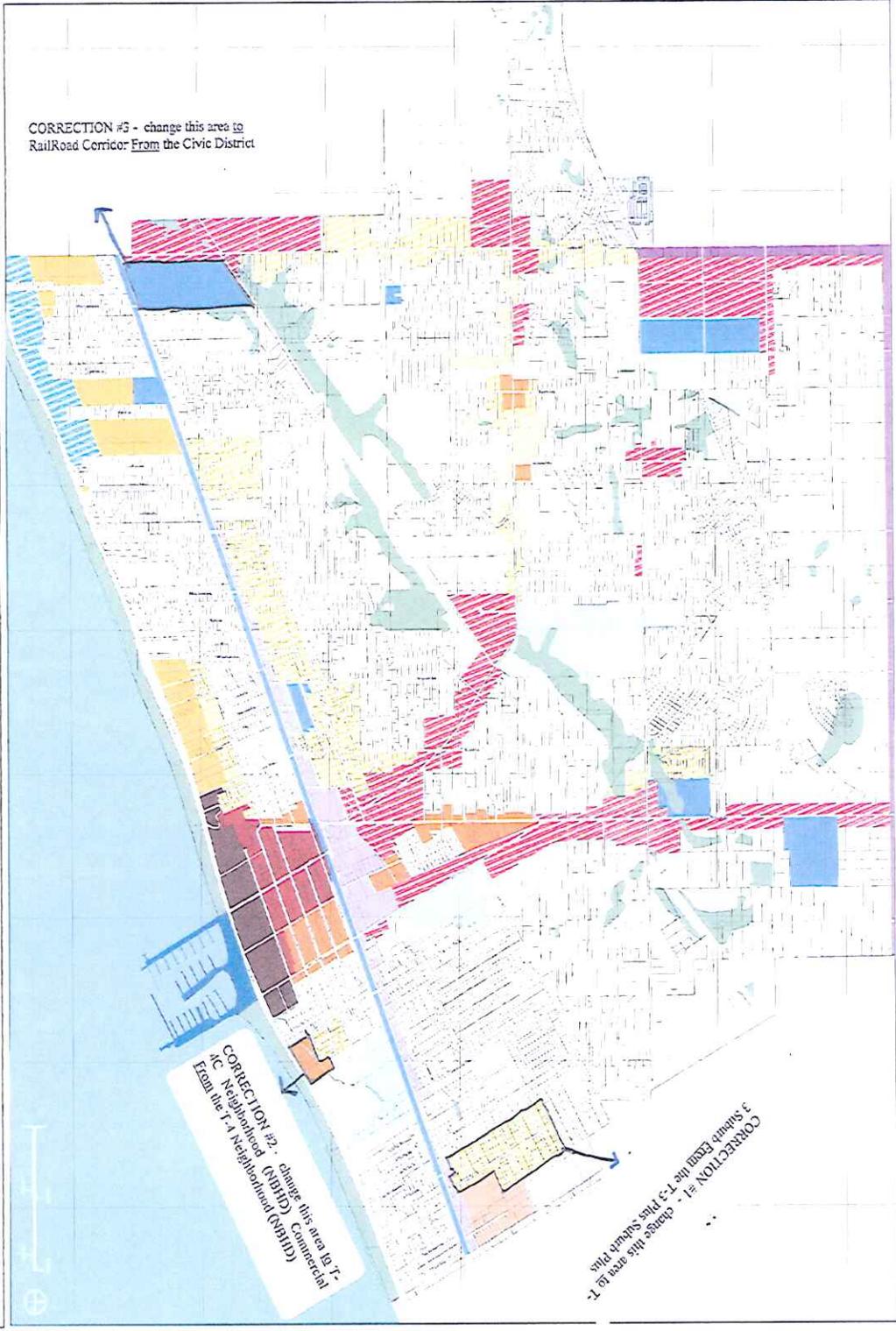
**Window Sign:** means a permanent or temporary sign affixed to the interior or exterior of a window or door, or within three feet of the interior of the window or door, provided that the display of goods available for purchase on the premises is not a window sign.

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**AYERS  
SAINT  
GROSS**  
ARCHITECTS + PLANNERS

	<b>RECREATION</b> RECREATION: Areas designated for parks, playgrounds, and other recreational facilities.
	<b>COMMERCIAL</b> COMMERCIAL: Areas designated for commercial and business uses.
	<b>INDUSTRIAL</b> INDUSTRIAL: Areas designated for industrial and manufacturing uses.
	<b>OFFICE/INFORMATION</b> OFFICE/INFORMATION: Areas designated for office and information services.
	<b>RESIDENTIAL</b> RESIDENTIAL: Areas designated for residential uses.
	<b>UNDESIGNATED</b> UNDESIGNATED: Areas not currently designated for any specific use.

**CITY OF LONG BEACH TRANSECT MAP**



	<b>GOVERNMENT</b> GOVERNMENT: Areas designated for government and public administration.
	<b>GOVERNMENT</b> GOVERNMENT: Areas designated for government and public administration.
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Commissioner Yandell made motion seconded by Commissioner Heinzl and unanimously carried recommending to the Mayor and Board of Aldermen adoption of the Smart Code Plan, as submitted; and the Transect map with the notated corrections, stating that a corrected map would be submitted before their regular scheduled meeting of April 5, 2011.

There being no further business to come before the Planning Commission at this time Commissioner Yandell made motion seconded by Commissioner Loftus and unanimously carried to Adjourn the meeting until the next regularly scheduled meeting in due course.

APPROVED:

\_\_\_\_\_  
Commission Chairman, Frank Olaiivar

Date: \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Veronica Howard, Minutes Clerk