

REDONDO AVENUE PLANNED DEVELOPMENT PLAN (PD-15)

Ordinance History: C-6085, 1984; C-6781, 1990; C-7904, 2004

Purpose and Intent

- A. This Planned Development Plan for the Redondo Avenue District is intended to establish guidelines for the use and development of this County-owned parcel of land as an industrial and commercial node. The benefits anticipated to be derived from this development are increased job opportunities within the boundaries of the City, increased municipal revenue through enhanced sale, business license and property tax base, and development of vacant land with a high quality, visually attractive complex.
- B. This Planned Development Plan shall consist of the attached Land Use Plan, and Use and Development Standards. All development proposals shall be reviewed by the Planning and Building Department Site Plan Review Committee for Site Plan Review to assure consistency with this Planned Development Plan and to assure high quality design and site planning.

I. DEVELOPMENT REVIEW PROCEDURES

- A. Each property owner shall submit a Master Site Plan for Planning Commission approval prior to approval of the first phase or, for projects where the first phase of new development has already begun, prior to the approval of the building permits for the next building. Such Master Site Plan shall identify the location of each building to be built on the site, the area of the building and the use of each building. The Master Site Plan shall also indicate the overall design character of the site, including unifying architectural and landscape design themes.
- B. Each proposed development on the site shall be reviewed for Site Plan Review by the Site Plan Review Committee. No building permit shall be issued for any building on the site until a Site Plan Review has been approved, or conditionally approved and all conditions satisfied. Site Plan Review shall review each building project for consistency with the PD requirements and the Master Site Plan, functionality of building layout, consistency with detailed zoning standards and architectural and landscape architectural quality.
- C. In addition to the required plot plan, elevations and landscape plan, the application for Site Plan Review shall contain an estimate of the peak-hour trips to be generated by the proportion of the full development requested

with the application and identification of the Transportation Demand Management (TDM) measures to be taken to reduce the peak-hour trips.

In the submission of individual buildings, it is recognized that the building sizes may be changed, building locations redistributed or the mix of uses adjusted to meet changing user demands. However, the architectural, landscaping and overall design character of the site shall be in substantial conformance to the original Master Site Plan and the intensity of development as measured in trips shall not be changed except by the procedure described later in this PD. Substantial conformance shall be determined by Site Plan Review.

II. GENERAL USE AND DEVELOPMENT STANDARDS

A. Uses

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1. The use of the Redondo Avenue Planned Development District shall be any combination of research and development, light industrial, office, retail sales and hotel of up to 300 rooms. Commercial storage/self-storage (defined by 21.15.570) is a prohibited land use. Further, development of the site shall be limited to an intensity of development equal to no more than 1,642 vehicle trips to and from the site in the peak-trip hour between 4:00 p.m. and 6:00 p.m. and implementation of a Transportation Demand Management Plan that reduces exiting work trip generation in the evening peak hour by twenty percent. Any combination of uses allowed in the PD which generate an equal or lesser number of trips per hour in the P.M. peak hour are allowed if consistent with the Master Site Plan. The initial plan for the site that satisfies this trip limitation consists of:

-  One 195,000 sq. ft. office building;
-  One 155,000 sq. ft. medical office building;
-  Two 150,000 sq. ft. office buildings;
-  Two 132,000 sq. ft. office buildings.

2. As used in this ordinance:
 - a. "Office use" means use of a building for administrative, professional, or clerical tasks.
 - b. "Retail sale use" means a commercial land use which provides for the exchange of goods directly to the ultimate consumer.

- c. “Research and development use” means a mixed use of a building containing not more than twenty-five percent of gross usable floor area of office use and the remainder being laboratories or laboratories and light manufacturing. If the area devoted to office exceeds twenty-five percent, then the office use portion is treated as an office building.
 - d. “Warehouse” means use of a building for storage of goods or commodities with not more than ten percent of the floor area used for office uses. If the area devoted to office use exceeds ten percent then the office use portion is treated as an office building.
 - e. “Light industrial” means use of a building for activities necessary to convert natural resources into finished products, with limited environmental impacts. Such activities include manufacturing of precision and electrical products, assembling of products, and storage of non-hazardous materials. If administrative offices for light industrial use exceeds ten percent of the gross usable floor area, then the office use portion is treated as an office building.
 - f. “Hotel” means use of property for rental of rooms, suites or dwelling units for a period of thirty days or less. Includes as accessory uses, retail sales, restaurants, taverns, meeting rooms, conference rooms and banquet rooms and up to fifteen percent of the rooms rented for periods of thirty-one days or more.
 - g. “Gross usable floor area” means gross floor area minus entry lobby, elevator shafts, stairwells, utility cores and shafts, equipment rooms and bathrooms.
3. The type and intensity of development indicated above is determined by a specified number of trips per hour in the evening peak period of 4:00 p.m. to 6:00 p.m. This number is calculated by multiplying the area in each use by the traffic generation rates as estimated in the Trip Generation Manual, Fourth Edition, of the Institute of Traffic Engineering. The number of trips generated by this calculation shall be reduced by the Traffic Demand Management Plan’s trip reduction. The resulting figure is then compared to the permitted peak-hour trips.
4. In calculating the number of trips utilized, all new development within this PD after January 1, 1986, shall be included.

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

All authorized transfer of trips shall not be effective until the change is recorded against the property with the Los Angeles County Recorder.

6. Increased development intensity through added trips. Additional trips beyond the original allocation may be approved provided that:
 - a. The increase will not exceed the original allocation by more than twenty percent;
 - b. The applicant shall pay a trip mitigation fee that is pro-rata fair share of the costs of the original Traffic Mitigation Program for the additional trips;
 - c. A new analysis of the traffic impacts on all intersections in the Airport Area is undertaken at the expense of the applicant, and such analysis shows either: no significant

detrimental effect upon the level of service at any intersection; or the applicant agrees to pay an additional trip mitigation fee equal to all costs of all additional improvements at all intersections necessary to mitigate the degradation of the level of service caused by the applicant's increased allocation of trips. Degradation of the level of service is a reduction to level of service "E" or "F" unless that level of service was accepted in the original improvement program;

- d. An amendment to the Master Site Plan shall be required to authorize the additional trip allocation; and
 - e. Notice of the Master Site Plan Amendment hearing is sent to all owners and lessees, with an interest recorded on the Tax Assessor's rolls, in the Airport Area Planned Developments;
7. The City will accept applications for modification of development intensity at any time after the Traffic Mitigation Program is adopted through the enactment of necessary ordinances and establishment of the First Assessment District; however, an applicant does not receive first priority for utilizing available trips by merely filing an application. Available trips shall be reserved to an applicant only upon the payment of all necessary traffic mitigation fees for the proposed modification. Because the modification process can take many months to complete, the City may also set aside during the modification process the trips which will be utilized if the application is approved, providing that both of the following conditions are met:
- a. The traffic analysis has been completed and the Director of Public Works has prepared an estimate of the necessary traffic mitigation fee; and
 - b. The applicant has made a good-faith deposit with the City of cash or letter of credit equal to ten percent of the estimated traffic mitigation fee, which deposit will be forfeited if the applicant does not proceed with the project or does not diligently pursue the application in accordance with a reasonable schedule set forth by the Director of Planning and Building. If this application is approved and the developer meets all traffic mitigation conditions of approval, the deposit will be refunded or credited toward the traffic mitigation fees, at the discretion of the applicant. If the application is denied, the deposit will be refunded to the applicant; and

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

B. Building Setbacks

Redondo Avenue and Willow Street. The setback minimum is 30'-0" from both the Redondo Avenue and Willow Street property lines.

Interior property lines. The minimum setback from interior property lines shall be 20'-0" north of Willow Street and 10'-0" south of Willow Street.

Setbacks and spacing between buildings on the site shall be determined by Site Plan Review.

The yards indicated in Section 2 of this part shall be clear of all structures from the ground to the sky (except for those items otherwise permitted) and shall be landscaped and maintained in a neat and healthy condition.

C. Building coverage

There shall be no minimum or maximum building coverage. The percentage of lot coverage shall be determined by Site Plan Review. Lot coverage shall reflect a proportional development between building, parking and landscaping so that this site creates the impression of a quality office development without building congestion or excessively paved parking area.

D. Accessory and Temporary Structures

No portable buildings, trailers, or other like portable structures shall be permitted without prior written approval of the Department of Planning and

Building. Such temporary structures as construction trailers and temporary offices may be approved by the Director of Planning and Building during construction only.

E. Billboards and Signs

No billboards shall be constructed, installed or maintained. Any on-premises signs, banners or like displays which may be placed in or upon any building or structure in such manner as to be visible from the outside thereof, except those approved by the Department of Planning and Building according to the Zoning Regulations, shall be prohibited. No freestanding sign shall exceed 8'-0" in height. All other provisions of the on-premises sign regulation, Section 21.45 shall apply.

F. Landscaping

The minimum landscaping requirements for any new development shall be those standards outlined in the commercial zoning regulations.

G. Parking Size, Number, Access and Improvements

The minimum parking requirements shall be established by the Zoning Regulations and determined by the use, or combination of uses, proposed for the site and subject to revision during site plan review procedures. Any proposal to decrease the required number of parking spaces shall be accompanied by a detailed parking study prior to any consideration of a reduced parking standard. Such a study would have to be reviewed and approved by the City Traffic Engineer.

H. Design, Treatment and Finish

1. All sides of a building shall be designed, treated and finished in a manner compatible with the area and with the other visible sides of the building. Buildings located adjacent to the San Diego Freeway should recognize the exceptionally high public visibility and shall respect the visual importance of the site. All buildings shall be visually integrated through use of a common palette of materials and design themes. However, each building shall be designed with the individual characteristics so as not to be a copy of other buildings in the project.
2. Not less than ten percent of a building wall shall be treated and finished or articulated in a material contrasting with the remainder of that building wall (on a concrete wall contrasting paint colors or texturing of the concrete shall be considered contrasting material). This standard may be waived if the exterior design is approved by the Director of Planning and Building.

3. All mechanical appurtenances (other than rain gutters and solar power collectors) shall be fully screened from public view.
4. All roof areas which provide concealment from the street shall be secured.
5. The use of unshielded reflective glass for a majority of the building surface shall be prohibited. Use of reflective glass shall require submittal of a reflective glare study with Site Plan Review. Such study shall include potential impact on air as well as surface vehicle traffic and shall also be submitted to the Federal Aviation Administration for review and comment prior to approval.
6. Retail commercial space shall be integrated within the parking structure as a design feature.

I. Public Facilities Improvement

All public utility and infra-structural improvements shall be designed and provided as necessary to serve the site or to increase existing capacities due to systemic demand created by development, in which case they shall be designed and provided proportionately to their increase in the systemic demand.

J. Road Improvements

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

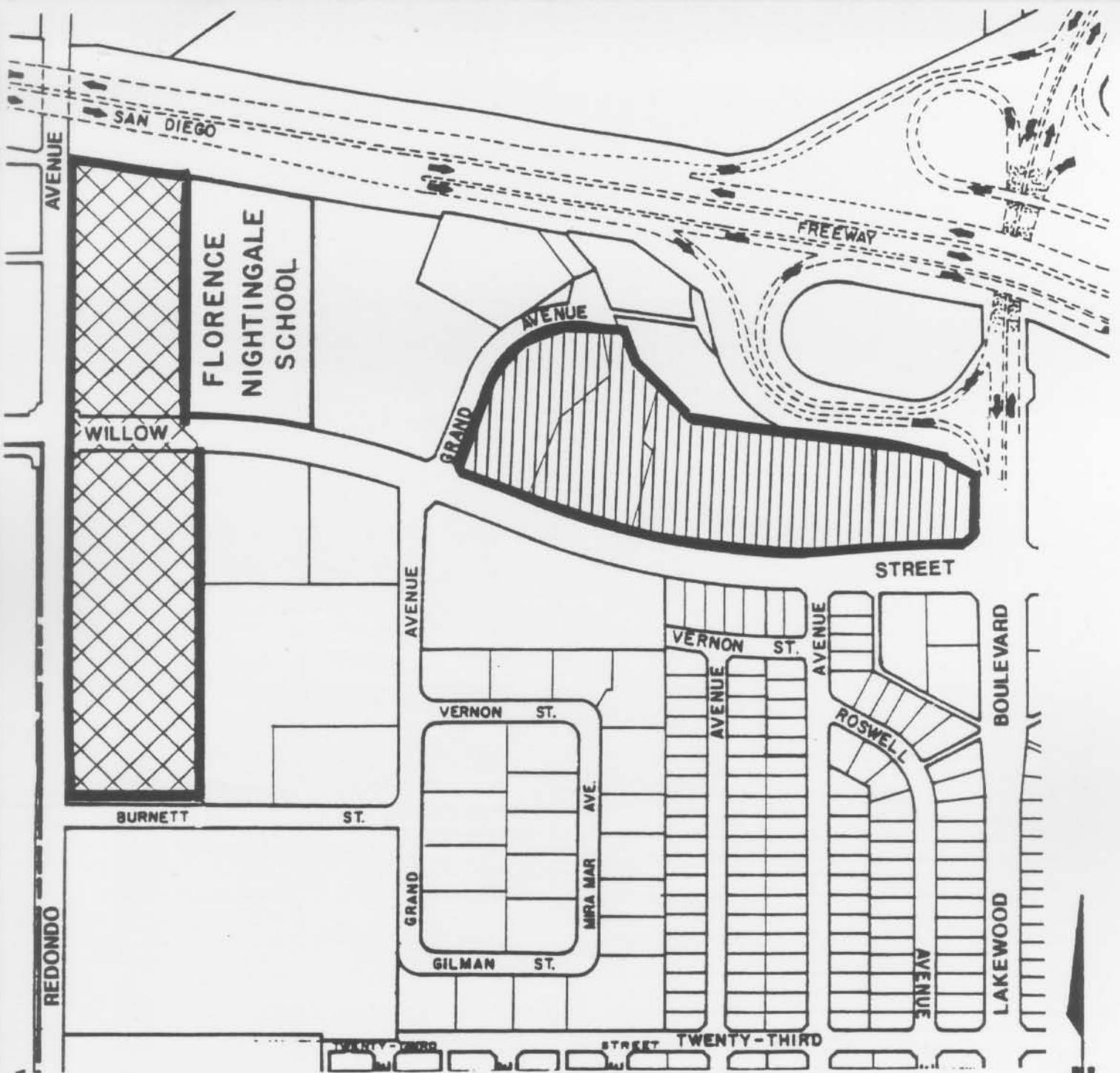
of 4:00 to 6:00 p.m., and their impact on specific intersections scheduled for improvement.

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

The Planning Bureau provides this information for reference and the convenience to the public. The adopted ordinance, together with any amendment thereto, is in the possession of the City

Redondo Avenue Planned Development Plan (PD-15)

Clerk and should be reviewed and considered prior to making any land use decision. Information contained herein is subject to change without notice as a result of updates, corrections or amendments.



PD - 15



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NOT TO SCALE

MC 7-23-90

PROPOSED
 AMENDMENT TO A PORTION OF PART 17
 OF THE USE DISTRICT MAP.

REZONING CASE

RZ 9006-32

EXHIBIT A

CITY OF LONG BEACH PROPOSED INTERSECTION IMPROVEMENT PROJECTS CONSTRUCTION AND ENGINEERING COST ESTIMATE

PROJECT NO.	DESCRIPTION	TOTAL AMOUNT	PHASE I AMOUNT	PHASE II AMOUNT
1	CHERRY AVE & CARSON ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	742,000	742,000	
2	CHERRY AVE & 36st ST Adding thru lane and modifying traffic signals.	134,000	134,000	
3	CHERRY AVE & WARDLOW RD Widening intersection, adding thru and turn lanes and modifying traffic signals.	2,579,000	2,579,000	
4	CHERRY AVE & SPRING ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	731,000	731,000	
5	TEMPLE ST & SPRING ST Adding thru and turn lanes and modifying traffic signals.	105,000	105,000	
6	REDONDO ST & SPRING ST Adding thru lanes and modifying traffic signals.	219,000	219,000	

7	REDONDO ST & WILLOW ST	413,000	413,000	
	Widening intersection, adding thru and turn lanes, and modifying traffic signals.			
8	LAKWOOD BLVD & CARSON ST	2,233,000	2,233,000	
	Widening intersection, adding thru and turn lanes, and modifying traffic signals.			
9	LAKWOOD BLVD & CONANT ST	1,810,000	420,000	1,390,000 ⁽¹⁾
	Widening intersection, adding turn lanes and modifying traffic signals.			
10	LAKWOOD BLVD & WARDLOW RD	1,290,000	770,000	520,000 ⁽²⁾
	Widening intersection, adding thru and turn lanes and modifying traffic signals.			
11	LAKWOOD BLVD & SPRING ST	8,700,000	1,200,000 ⁽³⁾	7,500,000 ⁽⁴⁾
	Widening intersection, adding thru and turn lanes and modifying traffic signals.			
12	LAKWOOD BLVD & WILLOW ST	626,000		626,000
	Widening intersection, adding turn lanes and modifying traffic signals.			
13	CLARK AVE & CARSON ST	1,314,000	1,314,000	
	Widening intersection, adding thru and turn lanes and modifying traffic signals.			

14	CLARK AVE & CONANT ST Adding thru and turn lanes and modifying traffic signals.	46,000		46,000
15	CLARK AVE & WARDLOW RD Adding thru and turn lanes and modifying traffic signals.	301,000		301,000
16	CLARK AVE & SPRING ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	1,039,000	1,039,000	
17	CLARK AVE & WILLOW ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	369,000		369,000
18	CARSON ST & PARAMOUNT BLVD Adding turn lane and modifying traffic signals.	513,000		513,000
19	CHERRY AVE & BIXBY RD Adding thru and turn lanes and modifying traffic signals.	105,000	105,000	
TOTAL CONSTRUCTION & ENGINEERING		<u>23,269,000</u>	<u>12,004,000</u>	<u>11,265,000</u>

- (1) Lakewood Blvd widening from Wardlow Rd to Conant Ave
- (2) Lakewood Blvd widening from Spring St to Wardlow Rd
- (3) Interim At-Grade improvement
- (4) Grade Separation