

KILROY AIRPORT CENTER PLANNED DEVELOPMENT PLAN (PD-18)

Ordinance History: C-6223, 1986; C-6783, 1990; C-7212, 1994, C-7743, 2001

This Planned Development is intended to establish guidelines for the use and development of this City-owned parcel of land for business, office, research and development and industrial park. The intent of this planned development ordinance is to maximize the benefits to the citizens and City of Long Beach. Anticipated benefits include increased job opportunities, increased municipal revenue and from the lease of City land, business license fees and increased property tax.

I. DEVELOPMENT REVIEW PROCEDURES AND REQUIREMENTS.

- 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. The Master Site Plan may be revised or amended by filing a request for revision or amendment with Department of Planning and Building. The Director of Planning and Building shall then forward the request to the Planning Commission for action.
- C. Each building shall be reviewed for Site Plan Review by the Site Plan Review Committee. No building permit shall be issued for any building on the site until a Site Plan Review has been approved, or conditionally approved, and all conditions satisfied. Site Plan Review shall review each building 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.
- D. 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.
- E. In the submission of individual buildings for Site Plan Review, it is recognized that the building sizes may be changed, building locations

redistributed or the mix of uses adjusted to meet changing user demands. However, the architectural, landscaping and overall design character of the site shall be in substantial conformance to the then-currently approved 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. DEVELOPMENT AND USE STANDARDS.

The following Development and Use Standards shall apply to the geographic areas bounded by Spring Street, Redondo Avenue, the San Diego Freeway and west of the building restriction line of Runway 30-12.

1. The uses of the Kilroy Airport Center Planned Development District shall be a City Emergency Communications and Operations Center (ECOC), business office, research and development, light industrial, hotels/motels, restaurants, aviation services and water purification, treatment, pumping, and related uses.
2. Development of Parcel A and the site shall be limited to an intensity of development equal to not more than 2,279 total vehicle trips generated (this includes trips entering and exiting) per peak-trip hour between 4:00 p.m. and 6:00 p.m., provided that a Transportation Demand Management Plan has been implemented which is designed to reduce exiting work trip generation in the evening peak hour by twenty percent. The initial plan for the site that satisfies this trip limitation consists of 1,490,000 square feet of gross usable floor area for office use and no more than 220 hotel rooms.

B. As used in this ordinance:

1. "Business office use" means use of a building for administrative, professional, or clerical tasks.
2. "Aviation services" means fixed-base operations for aviation businesses, including aircraft tie-downs, corporate aircraft basing, rental and sale of aircraft, rental and sale of aircraft parts, accessories and equipment, flight schools, and the like.
3. "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 use exceeds twenty-five percent, then the office use portion of the building is treated as an office building.

4. "Warehouse" means a building used for storage of goods or commodities with not more than ten percent of the floor area used for office uses. If the area devoted to office use exceeds ten percent, then the office use portion is treated as an office building.
 5. "Light manufacturing" 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 exceeds ten percent of the gross usable floor area, then the office use portion is treated as an office building.
 6. "Hotel/motel" means use of a building for rental of rooms, suites or dwelling units for a period of thirty (30) 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.
 7. "Restaurant" means use of a building for the preparation and sale of food for immediate consumption.
 8. "Gross usable floor area" means gross floor area minus entry lobby, elevator shafts, stairwells, utility cores and shafts, equipment rooms and bathrooms.
 9. "Water purification, treatment, pumping, and related uses" means the processes of whereby filtration, settlement, aeration, osmosis or chemical treatment is used to clean water for drinking or other use, and whereby it is stored or transported by pipeline to customers.
 10. "Parcel A" means the property utilized by and/or under lease to The National Guard and Kilroy Industries on January 1, 1990.
 11. "Parcel B" means the property utilized by a City Emergency Communications and Operations Center (ECOC), and the Long Beach Water Department for water purification, treatment, pumping, and related uses.
 12. Parcels A and B are further described on Exhibit "B".
- C. The type and intensity of development indicated above is determined by a specified number of trips per hour in the evening peak period of 4:00 p.m. to 6:00 p.m. This number is calculated by multiplying the area in each use by the traffic generation rates as established in the Trip Generation Manual, Fourth Edition, of the Institute of Traffic Engineering. The number of trips generated by this calculation shall then be reduced by the Traffic

Demand Management Plan's trip reduction. The resulting figure is then compared to the permitted peak-hour trips.

- D. Other combinations or amounts of the uses permitted in this PD, which generate an equal or lesser number of trips per hour in the evening peak hours, may be substituted for this use allocation, provided that a revised Master Site Plan is approved by the Planning Commission. In calculating the number of trips utilized, all new development within this PD after January 1, 1986, shall be included.
- E. Changes in the number of trips allocated may be accomplished in the following ways:
 - 1. Increased development intensity through transfer of trips. Trips may be transferred between the Airport Area Planned Development Plans (PD-19: Douglas Aircraft; PD-23: Douglas Center; PD-12: Long Beach Airport Terminal Area; PD-13: Atlantic Aviation; PD-18: Kilroy Airport Center; PD-9: Airport Business Park; PD-15: Redondo Avenue; PD-17: Alamitos Land Company; PD-7: Long Beach Business Park; PD-27: Willow Street Center; and PD-28: Pacific Theaters) provided that:
 - a. Not more than twenty percent of the originally authorized trips are added to the receiving PD;
 - b. The Director of Public Works finds that the transfer will have no significant detrimental effect upon the level of service at any intersection;
 - c. The transfer is implemented by approval by the Planning Commission of an amendment to both Master Site Plans of both the Planned Development Plans to reallocate and document the revised number of trips;
 - d. Notice of the Planning Commission hearing for the amendment of the Master Site Plans is sent to all owners and lessees with an interest recorded on the Tax Assessor's rolls, in the Airport Area Planned Developments; and
 - e. All authorized transfers of trips shall not be effective until the change is recorded against the property with the Los Angeles County Recorder.
 - 2. 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 a 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 no significant detrimental effect upon the level of service at any intersection; or the applicant agrees to pay an additional trip mitigation fee equal to all costs of all additional improvements at all intersections necessary to mitigate the degradation of the level of service caused by the additional trips. Degradation of the level of service is a reduction in level of service to “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;
- e. Notice of the amendment to the Master Site Plan hearing is sent to all owners and lessees, with an interest recorded on the Tax Assessor’s rolls, in the Airport Area Planned Development;
- f. 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:
 - i. The traffic analysis has been completed and the Director of Public Works has prepared an estimate of the necessary traffic mitigation fee; and
 - ii. 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

3. If the additional trips have been authorized for one developer in the Airport, 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 intersection 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.

- F. The uses for the Kilroy Airport Center shall be business, office, research and development, industrial, park, hotels/motels, restaurants.

1. **Principal Uses**

The principal uses shall be, but not limited to, the following:

1. Corporate office for airport-dependent or airport-associated firms, as well as general office;
2. Research and testing laboratories and offices;
3. Hotel and support facilities;
4. Water purification, treatment, pumping facilities and related uses;
5. Light manufacturing and industrial uses;
6. Aviation service and fixed base operations including, but not

limited to, the following:

- a. All corporate aircraft, including helicopters associated with tenants of the park;
 - b. Aircraft tie-down facilities for based or transient aircraft;
 - c. Sale, rental and lease of new and used aircraft (both retail and wholesale);
 - d. Sale of aircraft parts and accessories and related equipment (both retail and wholesale);
7. City Emergency Communications and Operations Center (ECOC).

2. Conditional Uses

1. A trade or vocational school. (The provisions of Section 21.52.236 of the Long Beach Municipal Code shall apply.)

3. Accessory Uses

Accessory uses, including retail, commercial and personal service, financial institutions, restaurants and aircraft maintenance.

4. Prohibited Uses

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

1. Paint shops, including aircraft paint racks;
2. Commercial aircraft wash racks;
3. Exterior storage (except aircraft and rental cars);
4. Drive-in restaurants;
5. Movie theaters;
6. Automobile sales and service (except to support rental car uses);



7. Arcades;
8. Skating rinks;
9. Nursery, or botanical nursery;
10. Institutional uses as defined in the Zoning Regulations with the exception of a City Emergency Communications and Operations Center (ECOC) and the Long Beach Water Department for water purification, treatment, pumping, and related uses, in Subarea B;
11. Residential uses;
12. Parachute, fire extinguisher and oxygen services; and
13. Outdoor aircraft test block engine testing.
14. Commercial storage/self-storage (21.15.570)

G. Maximum Intensity of Use

The use of the Planned Development site shall consist of Parcels A and B and the following limitations shall apply to each parcel:

1. Parcel A.

Use Limitation. Not more than 1,490,000 square feet of gross usable floor area for business office use and 220 hotel rooms or comparable combinations of business office, research and development, restaurants, light industrial, hotels/motels, and aviation services not to exceed 2,279 trips in the peak P.M. hour between 4:00 p.m. and 6:00 p.m.

2. Parcel B

Use Limitation. Not more than 500,000 square feet of gross usable business office area plus water purification, treatment, pumping and related facilities plus a 42,575 square foot City Emergency Communications and Operations Center (ECOC) not to exceed 497 trips in the peak P.M. hour between 4:00 p.m. and 6:00 p.m.,

provided that:

- a. Capacity exists to accommodate these trips according to the procedures provided in E.2.c. above;
- b. The existing water purification and pumping facilities are rebuilt in such a way as to provide additional buildable site area;
- c. The applicant shall pay a trip mitigation fee that is a pro rata fair share of the costs of the original Traffic Mitigation Program for these trips; if the developer wishes to reserve these trips, such a reservation may be accomplished according to the procedures in E.2.f. above;
- d. An amendment to the Master Site Plan shall be required to provide a design review for this Parcel; and
- e. Increased development intensity is not contingent upon development by the developer of the remainder of the PD nor upon the physical integration of this site with the remainder of the PD.

3. Parcels A and B. If Parcels A and B are developed jointly the limitations imposed by individual subarea boundaries shall not apply.

III. GENERAL DEVELOPMENT STANDARDS

A. Building heights

All structures shall conform to the height limits mandated by the Federal Aviation Administration, but in no event shall any building height exceed 250 feet.

B. Building setbacks

The minimum setback is thirty (30) feet from the Spring Street and Redondo Avenue property lines.

C. Building coverage

There shall be no minimum or maximum building coverage. The percentage of lot coverage shall be determined by Site Plan Review. Lot coverage shall reflect a proportional development between building,

parking and landscaping so that the site creates the impression of an office park development in a landscaped setting without building congestion or excessive paved parking areas.

D. Accessory and temporary structures

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

E. Signs

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

F. Landscaping

The landscape plan shall emphasize the use of trees and berms in the setback areas on both sides of the new street from Redondo Avenue to Spring Street and a combination of wall and landscaping treatment between phases one and two (west end of initial project site).

Minimum plan sizes shall be a combination of 15-gallon and 24-inch box for all required trees and 5-gallon for required shrubs.

All streets in or abutting the Kilroy Airport Center shall have a common landscaped buffer maintained by the Kilroy Airport Center. This shall consist of the Spring Street and Redondo Avenue frontage and the new street. This area shall include whatever amount of land is necessary to provide an adequate landscape buffer.

G. Screening

Areas used for parking storage, trash or loading shall be screened, modulated or interrupted from view from the streets or adjacent properties to the satisfaction of the Director of Planning and Building.

All screening and berming areas shall be designed and maintained in such a way as to allow security surveillance, where appropriate. On other than site-entry driveways, streetside loading shall be allowed, except from public rights-of-way, provided the loading dock is set back a minimum of

seventy feet from the street center line. All loading areas must be screened in a manner as set forth above. No storage shall be permitted between a frontage street and the building line.

H. Security Fencing

All airport security fencing shall be to the specifications of the Director of Aeronautics.

I. Sidewalks

Sidewalks shall be provided along Spring Street and Redondo Avenue in locations and lengths satisfactory to the City Engineer. An interior walkway system shall be provided throughout the development to encourage access from public transportation and to provide access to employee service uses such as restaurants. Sidewalks shall be a minimum of five feet in width except adjoining the curb where they shall be a minimum of six feet in width.

J. Nuisances

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

K. Parking

All parking shall comply with the following ratios for parking spaces per 1,000 square feet of gross usable floor area (SF GUFA):

	Uses	Ratio
1.	Business Office	4/1,000 SF - GUFA up to 20,000 square feet, plus 2/1,000 SF - GUFA for GUFA above 20,000 square feet
2.	Research and Development	3/1,000 SF - GUFA
3.	Hotels/Motels	1 guest room; or 3/4 per room, plus banquet rooms, meeting rooms, restaurants, gift shops
4.	Water purification, treatment, pumping and related uses	0.5/1,000 SF - lot area

	Uses	Ratio
5.	Light Industrial	2/1,000 SF - GUFA
6.	Aviation Services	0.5/1,000 SF - lot area
7.	Restaurants	10/1,000 SF dining area, 25/1,000 SF tavern and waiting area
8.	Warehouse	1/1,000 SF – GUFA
9.	City Emergency Communications and Operations Center (ECOC)	Parking for the ECOC shall be 102 parking spaces (67 employee/35 visitor) as determined by a Traffic Impact Study prepared for the City of Long Beach by Linscott, Law & Greenspan dated June 27, 2000.

All other parking standards shall be as specified in Chapter 21.41 of the Long Beach Municipal Code at time of Site Plan Review.

L. Architectural standards

The architecture shall be coordinated in style and use of materials.

Buildings designed with reflective glass having a reflection gradient of .20 or more shall submit reflection studies showing sun and reflective glare patterns and their effect on ground and air transportation. Such studies shall be submitted with each proposed structure to be processed for Site Plan Review. Mirrored reflective glass shall not be used as a major facade element.

M. Site improvements

The developer shall provide any on- and off-site improvements necessary to service the development as specified by the Director of Public Works. Off-site improvements necessary to serve each parcel shall be installed or provided for prior to the time of construction of the first building. The developer shall replace any public improvement damaged as a result of development of the site.

N. Building size and floor area ratio

The maximum floor area ratio allowed for all buildings on the site shall not exceed 3:1 (gross building area shall not exceed three times the site

area). Furthermore, no individual building shall exceed 1,400,000 square feet.

O. Road improvements

- a. Based upon detailed traffic studies and analyses of existing and projected future growth in the Long Beach Airport Area, the City has determined that existing development as of 1986 was adequately served by the existing road system in the area, generally at level of service “D” or better. The City has further determined that development since 1986, and projected to full build-out of the area (hereinafter referred to as “new development”), will generate traffic which cannot be accommodated on the existing road system while maintaining level of service “D”. Consequently, the City has developed a list of recommended road improvements (see Exhibit “A” attached hereto and incorporated herein by reference) which are necessary to generally maintain level of service “D” on all major roads in the area given the projected new development. Inasmuch as these 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-rata share of the costs of the needed road improvements through a traffic impact fee, a benefit assessment district, other appropriate financing mechanisms, or combinations thereof. The pro-rata share of improvement costs shall be based on the number of vehicle trips generated per hour in the P.M. peak hours of 4:00 to 6:00 p.m., and their impact on specific intersections scheduled for improvement.

- b. 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. 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. Thus, each new development is conditioned upon membership in the Long Beach Airport Area Traffic Reduction Association or similar organization, and submittal and implementation of a Traffic Demand Management (TDM) program which is designed to reduce exiting work vehicular traffic generation during the evening peak hour between 4:00 p.m. and 6:00 p.m. 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.

- c. The TDM program must include specific measures, which, in the

judgment of the Director of Public Works, are likely to meet the goal, and a monitoring program with an annual report on the success of the TDM program which will be filed with the City by the developer or any successor-in-interest.

- d. 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 repair or replace damaged, deteriorated or missing curbs, gutters, sidewalks, street trees, street lights and through Site Plan Review, to provide access to the site.

Kilroy Airport Center Planned Development Plan (PD-18)

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

EXHIBIT

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

<u>PROJECT NO.</u>	<u>DESCRIPTION</u>	<u>TOTAL AMOUNT</u>	<u>PHASE I AMOUNT</u>	<u>PHASE II AMOUNT</u>
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	

Exhibit "A"

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

- (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

