

## DOUGLAS CENTER PLANNED DEVELOPMENT DISTRICT (PD-23)

Ordinance History: C-6455, 1988; C-6785, 1990.

### I. INTENT

- A. The intent of this Planned Development Plan is to establish guidelines for the use and development of the land owned by the McDonnell Douglas Realty Company. The site, nine acres of land within the City of Long Beach, is adjacent to Douglas Aircraft Company, and provides an opportunity to accommodate needed expansion of ancillary office uses for Douglas Aircraft Company. The anticipated benefits from this development are:

Increased job opportunities within the City;

Increased municipal revenue through enhanced sale and property tax base;

Development of a high quality, visually attractive office complex; and

The improvement of traffic circulation at the intersection of Lakewood Boulevard and Carson Street.

- B. The Douglas Center is intended to primarily consist of business office uses subordinate and accessory to Douglas Aircraft Company's engineering design, communications and information systems operations. However, future office use by other tenants is not precluded.
- C. The site, being adjacent to the Douglas Aircraft facility, is, however, also in close proximity to a low-density residential community, shopping district, Long Beach Municipal Airport and Long Beach Community College. Thus, this plan intends to assure that new development of the site will be visually attractive with limited impacts on air safety, traffic, and the surrounding neighborhood.
- D. This Planned Development Plan shall consist of the attached Land Use Plan, and Use and Development Standards.

### II. DEVELOPMENT REVIEW PROCEDURES

- A. The initial Master Site Plan for the site has been completely developed as of July 31, 1990. 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

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

### **III. LAND USE AND DEVELOPMENT STANDARDS**

#### **A. Uses**

- 1. The use of the Douglas Center Planned Development District shall be business office, and customary ancillary uses such as, but not limited to, retail, restaurant and personnel service uses. Further, new development of the site shall be limited to 565 vehicle trips to and from the site in the peak hour between the P.M. peak hours of 4:00 p.m. to 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. An initial plan that meets this limitation consists of 450,000 square feet of gross usable floor area of office and retail use space, and 10,500 square feet of restaurant use space.
- 2. As used in this ordinance:

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- a. "Business office use" means use of a building for administrative, professional, or clerical tasks.
  - b. "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 period of 4:00 p.m. to 6:00 p.m. This number is calculated by multiplying the area in each use by the traffic generation rates as established in the Trip Generation Manual, Fourth Edition, of the Institute of Traffic Engineering. The number of trips generated by this calculation shall then be reduced by the Traffic Demand Management Plan's trip reduction. The resulting figure is then compared to the permitted peak-hour trips.
  4. Other combinations or amounts of the uses permitted in this PD, which generate an equal or lesser number of trips per hour in the peak hours, may be substituted for this use allocation, provided that a revised Master Site Plan is approved by the Planning Commission. In calculating the number of trips utilized, all 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-27: Willow Street Center; and PD-28: Pacific Theaters) provided that:
      - i Not ore than twenty percent of 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

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- Master Site Plans to reallocate and document the revised number of trips;
- iv Notice of the Planning Commission hearing of the amendment to 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;
  - v All authorized transfer of trips shall not be effective until the change is recorded against the property with the Los Angeles County Recorder;
- b. Increased development intensity through added trips. Additional trips beyond the original allocation may be approved provided that:
- i The increase will not exceed the original allocation by more than twenty percent;
  - ii The applicant shall pay a trip mitigation fee that is pro-rata fair share of the costs of the original Traffic Mitigation Program for the additional trips;
  - iii 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 increased trips. Degradation of this level of service is a reduction to level of service "E" or "F" unless that level of service was accepted in the original improvement program;
  - iv An amendment to the Master Site Plan shall be required to authorize the additional trip allocation; and
  - v Notice of the amendment 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 Developments;
6. The City will accept applications for modification of development intensity at any time after the Traffic Mitigation Program is 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 reasonable schedule set forth by the Director of Planning and Building. If this application is denied, the deposit shall be refunded to the applicant.
7. If additional trips have been authorized for one developer in the Airport Area, and that authorization required intersection improvements above those required by the Traffic Mitigation Program, 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 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 authorized 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. Setbacks**

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1. The minimum setbacks shall be provided for all structures as follows:

From Carson Street – ten feet from the property lines abutting the street for buildings one story and less in height; and twenty-five feet from street property lines for buildings two stories or more in height.

From Lakewood Boulevard – thirty feet from the property lines abutting the street for buildings between thirty-five feet and ninety-five feet in height; and thirty-five feet from the property lines abutting the street for buildings greater than ninety-six feet in height.

From easterly and southerly site property lines – twenty feet for buildings less than fifty feet in height; and thirty feet for buildings fifty feet and greater in height.

2. Setbacks and spacing between buildings on the site shall be determined by Site Plan Review.
3. All required setback areas shall be clear of all structures from the ground to the sky (except for signage) and shall be landscaped and maintained in a neat and healthy condition according to landscaping provisions of this ordinance.

- C. Floor Area Ratio – 1.25 (bases on G.F.A.).
- D. Lot Coverage – 50%
- E. Architectural Design, Treatment and Finish

The architecture shall be designed to be aesthetically pleasing while, at the same time, the design and materials used should be energy efficient.

The developer shall develop an overall architectural style for the Lakewood Boulevard and Carson Street perimeter frontages. The design shall be well articulated, and well detailed. Every effort shall be made to de-emphasize building scale and mass by setting upper stories back from street frontages, by use of subtle colors and by the prominence of the landscaping.

Buildings designed with reflective glass reflectivity greater than 0.15 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 with reflectivity of over 0.20 shall not be used.

**F. Building Height**

A variety of building heights add interest to a development, but all heights should be integrated with the total design concept.

Special attention shall be given to the building heights along Carson Street. The following criteria shall be used in permitting maximum building heights within the Planned Development District.

1. No structure shall project beyond the triangular envelope established below.

Beginning at a point six feet above the top of the curb, at the north curb face of Carson Street – a slope (line of sight) that rises at a ration of one foot of vertical rise for each four feet of horizontal run, running exactly due south from Carson Street. This envelope shall run parallel to the northerly line of Carson Street;

2. No structure shall exceed a height of one hundred thirty-five feet within the building envelope;
3. No structure shall exceed a height of thirty-five feet within fifty feet of the southern Carson Street property line;
4. All structures shall be subject to the conditions contained in the height limits mandated by the Federal Aviation Administration.

**G. 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. Interim use office trailers shall require approval through Site Plan Review Flag pole height provisions applicable to high-rise overlay zones.

**H. Billboards and Signs**

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

**I. Landscaping**

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The landscaping guidelines are intended to provide the basis for an overall unified treatment, and a high degree of landscape quality throughout the site. Conceptual landscaping plans shall be submitted with Site Plan Review requests. Detailed landscaping and irrigation plans shall be submitted to the Department of Planning and Building for approval prior to issuance of a building permit. Such plans shall be implemented prior to the issuance of a Certificate of Use and Occupancy.

As the site is in close proximity to Long Beach City College, Heartwell Park, Lakewood Village, and low-density residential neighborhoods, the office complex shall be designed with a campus-like landscaping theme. To this end, the following minimum landscaping standards shall apply:

1. In areas between the street right-of-way line and building lines, the areas shall be landscaped with trees, shrubs and sod or hydroseed grass. Trees shall vary in size from 24" box to 60" box with not less than fifty percent 36" box or larger. Not less than one tree shall be provided for each three hundred square feet of yard area, including paved areas in the setbacks. Tall, columnar, non-deciduous trees shall be planted adjacent to buildings, thirty feet on center. The remaining trees in the yard areas shall be a mix of deciduous and non-deciduous specimen trees, including flowering varieties. They shall be planted as street trees and clusters. Shrubs shall be provided at a ratio of three shrubs per required tree, and shall be a minimum of five gallons in size. Shrubs shall include a mix of flowering varieties. All yard areas that are unpaved, not bedded with flowers or not improved with planters shall be bermed in a random, natural manner and shall be covered with grass. A maximum area of ten percent of the unpaved areas may be covered with ground cover other than grass, for accent and variety. Where open parking occurs in the above-mentioned yard areas, a minimum of twenty feet of landscaping shall be provided between the street and parking spaces. The landscaping and earth berming shall be designed to screen the parking from the streets.
2. In yard areas between parking structures and the easterly property line and areas between parking structures and street property lines, trees shall provide screening of the structure. Two parallel rows of trees shall be provided between the property lines and parking structure(s). In the row nearest the structure, twenty-foot tall trees shall be planted twenty feet on center. In the second row, a mix of 24" box trees shall be planted twenty feet on center, between the trees in the first row. The trees shall be tall (minimum mature height of fifty feet), low-branching columnar trees; the species is to be approved by the Director of Planning and Building. The ground cover in these yard areas shall be low-maintenance plants such as



ivy, except between streets and structures where sod or hydroseed grass shall be used.

3. Interior yards and plazas shall be landscaped with a mix of specimen trees, hardscape, water or sculpture features and abundant shrubs or bedding plants for color. The design shall incorporate pedestrian amenities, including seating, and be to the satisfaction of the Director of Planning and Building. All unpaved areas shall be landscaped with ground cover, sod or hydroseed grass, shrubs, pebble bark, flower beds, planters or inorganic landscape materials such as creek rock, etc.
4. On parking structure, trailing vines shall be planted to soften exterior elevations, particularly elevations visible from Carson Street.
5. To make plaza areas active, pedestrian-oriented places, street furniture and passive art elements (such as sculptures, ornamental landscaping, and fountains) must be present in these spaces. Only high quality landscape material shall be used on site. Asphalt paving is prohibited. One fountain and one sculpture shall be provided on site. The sculpture shall be provided in a plaza area near the intersection of Lakewood Boulevard and Carson Street, and shall be visible from the streets. The design of the sculpture shall be approved by the Director of Planning and Building. The fountain shall be provided in an interior plaza, accessible to employees and visitors. Seating for one person shall be provided for every one thousand square feet of plaza area. Amphitheater plaza areas with seating, raised planters and raised fountains capable of providing seating may be provided in lieu of benches.

J. Screening

Areas utilized as parking, storage, trash, or loading will be screened from the view of the street(s) or adjacent properties to the satisfaction of the Director of Planning and Building. This may be accomplished by employing one or all of the following techniques:

1. Lineal masses of shrubs - Minimum size of five gallons at thirty inches on center spacing;
2. Lineal or group masses of major trees – Low branching trees not more than fifteen feet on center; or
3. Attractive solid walls.

All screening and berming areas shall be designed and maintained in such a way as to allow security surveillance, where appropriate.

No storage shall be permitted between a frontage street and the building line.

Details and sections of all screening areas shall be included on the landscape plan.

**K. Sidewalks**

Sidewalks shall be provided along Lakewood Boulevard and Carson Street. The sidewalks adjacent to the streets shall meander throughout the parkway and setback areas, and shall be consistent with the landscaping plan and with any necessary easements recorded to assure public access. Sidewalks shall be a minimum of eight feet in width. The sidewalk along Carson Street shall incorporate a bicycle path as required in Parcel Map No. 18379. An interior walkway system shall be provided throughout the development to encourage pedestrian access to and from public transportation networks. The interior sidewalk system shall be incorporated with the plaza system and shall connect to all street crosswalks serving the site and all access points to on-site parking.

**L. Parking**

Parking in the immediate vicinity surrounding the planned development district is highly impacted by the Long Beach City college students, patrons of Lakewood Village shops and existing Douglas Aircraft employees. To alleviate the parking pressures on the local streets, parking in this planned development district shall conform to the following standards:

1. All parking shall conform to the standards of the Long Beach Municipal Code, except additional parking shall be provided as follows:
  - a. Not less than four parking spaces shall be provided for each one thousand square feet of gross floor area;
  - b. A maximum of ten percent of the parking spaces provided may be leased, rented, or utilized by persons not employed within the planned development district or Douglas Aircraft Company and subsidiaries.

**M. Vehicular Access**

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1. Vehicular access to the site from Carson Street shall be prohibited within three hundred feet of the intersection of Lakewood Boulevard and Carson Street; from Lakewood Boulevard, vehicular access shall be prohibited within two hundred fifty feet of the intersection;
2. Curb cut locations and driveway designs shall meet the satisfaction of the Director of Public Works;
3. Access from locations not on the site shall be permitted only with the recordation of vehicular access rights from the property affected to the site, recorded in the Office of the Los Angeles County Recorder.

### **N. Public Facilities Improvements**

1. The developer(s) shall improve and dedicate to the City certain streets and other public facilities necessary to serve the site and increase existing capacities due to system-wide demands created by the development. These improvements included, but are not limited to, street dedication and improvements, drainage and sanitary sewer facilities, water systems, fire hydrants and other fire prevention facilities.
2. The following street improvements shall be completed by the developer according to the development plans:
  - a. Modify the Carson Street median island at the Norse Way/Theme Drive intersection to provide for a westbound left turn lane;
  - b. Widen the south side of Carson Street east of Lakewood Boulevard to provide for three eastbound approach lanes and a right turn lane to the Norse Way/Theme Drive intersection;
  - c. Modify southbound Norse Way number two lane to provide for a southbound through lane and an exclusive right turn lane;
  - d. Align Theme Drive number one ingress lane with Norse Way southbound through lane;
  - e. Construct a five-phase traffic signal with interconnect to the Lakewood Boulevard/Carson Street traffic signal;

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- f. Construct the garage access intersection on Lakewood Boulevard south of Carson Street
- g. Modify the Lakewood Boulevard median to provide a southbound left turn pocket on approach to the garage access south of Carson Street;
- h. Modify the Lakewood Boulevard northbound approach providing for a right turn lane at the garage access;
- i. Construct a four-phase traffic signal at Lakewood Boulevard and the garage access with interconnect to the Lakewood Boulevard/Carson Street intersection;
- j. Construct the Lakewood Boulevard/Theme Drive driveway intersections as right-turn-in, right-turn-out movements;
- k. Relocate eastbound Carson Street bus stop from east of Norse Way to east of Lakewood Boulevard;
- l. Provide traffic signal interconnect with proposed project traffic signals on Carson Street and Lakewood Boulevard;
- m. Provide 36" box Canary Island Pine street trees in the median strip of Carson Street, twenty feet on center adjacent to the site from Lakewood Boulevard to Faculty Avenue;
- n. Provide street trees in the median of Lakewood Boulevard, of size and species to be approved by the California Department of Transportation, from Carson Street to Conant Street;
- o. The developer shall deposit into an escrow account the sum of Four Hundred fifty Thousand Dollars to be used for future transportation and right-of-way improvements, necessitated by this project, but unanticipated prior to construction. Such improvements should include, but shall not be limited to, items such as handicapped access improvements of sidewalks, traffic control signs and signals, street trees, street improvements and street widening within the Lakewood Village area. The escrow account shall be established in the name of City of Long Beach and shall provide for the maximum additional traffic impact improvements responsibility of the project, except as provided in Paragraph P. Funds shall be drawn from escrow only upon submittal of submittal of construction contracts for use of the funds to the escrow agent. Interest shall accrue to the account. All funds not drawn within two years of

approval of full project occupancy shall be returned to McDonnell Douglas Realty;

- p. Off-site traffic improvement. The applicant shall provide for a prorated share of area-wide traffic improvements as established by the Director of Public Works. Improvements specified in this PD-23 that provide area-wide benefit shall be credited to any such improvements specified in the area-wide traffic study. If area-wide improvements required by this PD-23 exceed this project's share of the area-wide improvements, then McDonnell Douglas Realty shall be reimbursed from the prorated share of the other developments.

O. Traffic Demand Management Program

Prior to the release of the building permit, the developer shall submit a Traffic Demand Management Program for the future tenant of the site to the satisfaction of the Director of Planning and Building. The TDM shall include the following:

1. Provide a TDM coordinator;
2. Encourage formation of ride pools by making data available for ride-matching between employees;
3. Encourage formation of van pools (some employers provide company-owned or company-leased vehicles, or subsidize their operation by outside providers);
4. Encourage public transit use by offering subsidized or free monthly transit passes to employees;
5. Work with Long Beach Transit, OCTD, and RTD to expand scheduled bus service;
6. Evaluate the potential for subscription bus service for areas where there are large concentrations of employees;
7. Off-set employee starting and quitting times. While this does not necessary reduce hourly traffic totals, it mitigated the short-term congestion that typically takes place when all employees have to arrive or depart at the same time.

P. Parking Management Plan

Prior to the release of a building permit, the developer shall submit a Parking Management Plan for the discretionary approval of the Director of

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Planning and Building. The plan shall provide preferential parking for car and vanpools, and shall indicate spaces designated to be leased or rented.

### **Q. Mitigation Measures**

All applicable certified mitigation measures of E-42-86 shall be part of this ordinance.

### **R. Road Improvements**

1. Based upon detailed traffic studies and analyses of existing and projected future growth in the Long Beach Airport Area, the City has determined that existing development as of 1986 was adequately served by the existing road system in the area, generally at level of service "D" or better. The City has further determined that development since 1986, and projected to full build-out of the area (hereinafter referred to as "new development"), will generate traffic which cannot be accommodated on the existing road system while maintaining level of service "D". Consequently, the City has developed a list of recommended road improvements (see Exhibit "A" attached hereto and incorporated herein by reference) which are necessary to generally maintain level of service "D" on all major roads in the area given the projected 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-rata share of the costs of the needed road improvements through a road impact fee, a benefit assessment district, other appropriate financing mechanisms, or combinations thereof. The pro-rata share of improvement costs shall be based 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. Approval of this provision does not apply this requirement upon projects that have previously been approved for building occupancy. However, such projects shall continue to be governed by conditions previously attached to those projects. 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 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 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 implementation in 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 meet the goal, and a monitoring program with an annual report on the success of the program which will be filed with the City by the developer or any successor-in-interest.
5. As 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 or replacing damaged, deteriorated or missing curbs, gutters, sidewalks, street trees, street lights and roadways, and providing all other improvements necessary, as required through Site Plan Review, to provide access to the site.

## EXHIBIT A

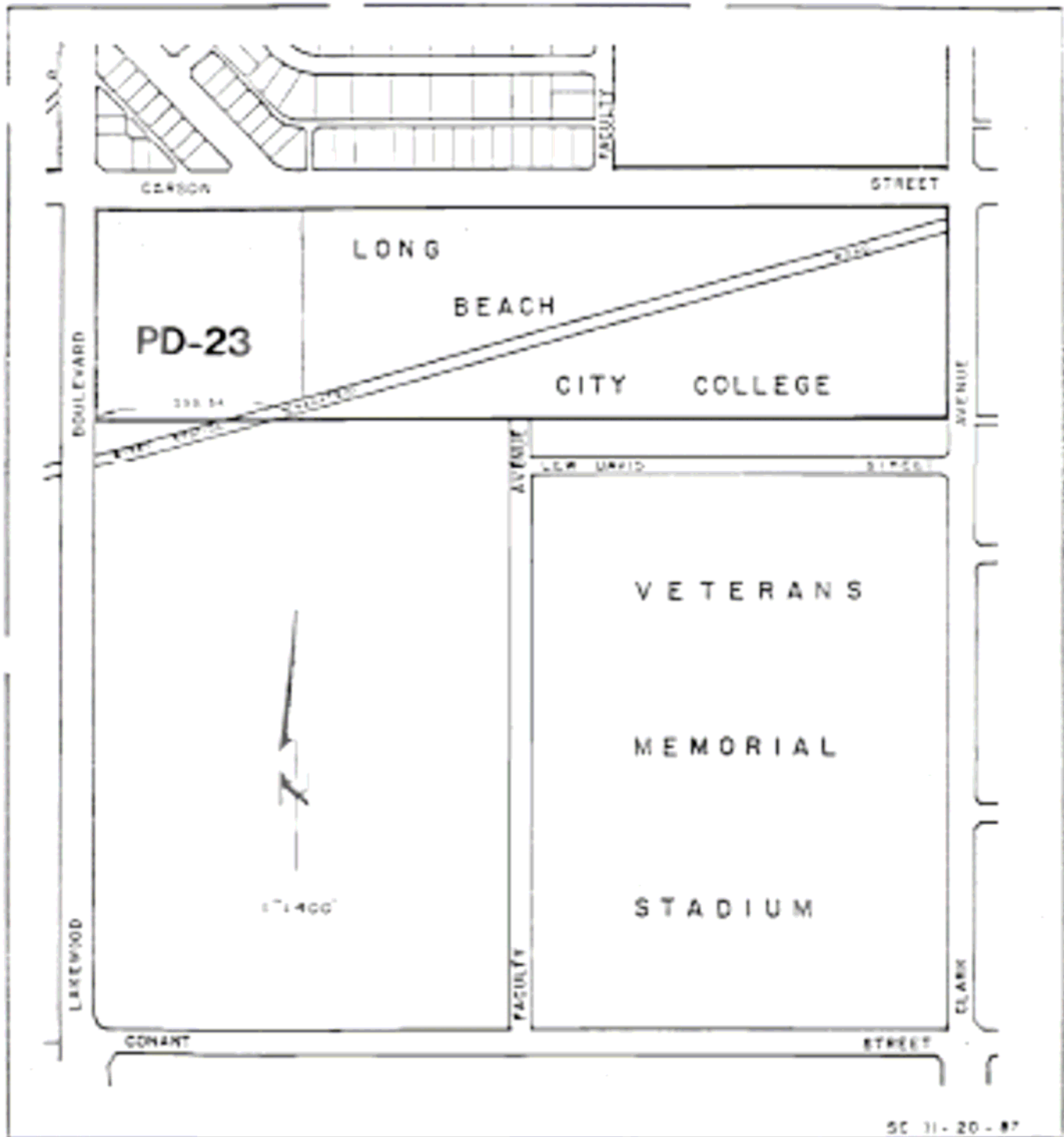
### CITY OF LONG BEACH PROPOSED INTERSECTION IMPROVEMENT PROJECTS CONSTRUCTION AND ENGINEERING COST ESTIMATE

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



PROJECT NO.	DESCRIPTION	TOTAL AMOUNT	PHASE I AMOUNT	PHASE II AMOUNT
11	LAKEWOOD BLVD & SPRING ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	8,700,000	1,200,000 <sup>(3)</sup>	7,500,000 <sup>(4)</sup>
12	LAKEWOOD BLVD & WILLOW ST Widening intersection, adding turn lanes and modifying traffic signals.	626,000		626,000
13	CLARK AVE & CARSON ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	1,314,000	1,314,000	
14	CLARK AVE & CONANT ST Adding thru and turn lanes and modifying traffic signals.	46,000		46,000
15	CLARK AVE & WARDLOW RD Adding thru and turn lanes and modifying traffic signals.	301,000		301,000
16	CLARK AVE & SPRING ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	1,039,000	1,039,000	
17	CLARK AVE & WILLOW ST Widening intersection, adding thru and turn lanes and modifying traffic signals.	369,000		369,000
18	CARSON ST & PARAMOUNT BLVD Adding turn lane and modifying traffic signals.	513,000		513,000
19	CHERRY AVE & BIXBY RD Adding thru and turn lanes and modifying traffic signals.	105,000	105,000	
<b>TOTAL CONSTRUCTION &amp; ENGINEERING</b>		<b>23,269,000</b>	<b>12,004,000</b>	<b>11,265,000</b>
	<sup>(1)</sup> Lakewood Blvd widening from Wardlow Rd to Conant Ave			
	<sup>(2)</sup> Lakewood Blvd widening from Spring St to Wardlow Rd			
	<sup>(3)</sup> Interim At-Grade improvement			
	<sup>(4)</sup> Grade Separation			

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.



SC 11-20-87

**PROPOSED**  
 AMENDMENT TO A PORTION OF PART 24  
 OF THE USE DISTRICT MAP.

REZONING CASE
RZ - 551 - 86