

SPECIFIC PLAN
ELEMENTS

3.1 INTRODUCTION

This chapter of the specific plan includes the summary project description as well as the master plans, concept plans and design guidelines which define the overall framework for the development of the Dominguez Technology Centre - Phase One. Major plan elements include:

- Land Use Master Plan
- Circulation Master Plan
- Infrastructure Concept Plans
- Phasing Concept Plan
- Design Guidelines

The Land Use and Circulation Master Plans establish definitive standards and requirements to which individual development projects within the specific plan area must conform. Precise site plans, plot plans and improvement plans can be implemented only if they are consistent with the mandatory requirements of these plan elements.

The Infrastructure (drainage, water and wastewater) and Phasing Concept Plans and the Design Guidelines describe programs for the implementation of public facilities, identify the stages and timing of development, and recommend measures to promote a consistent visual quality and aesthetic character of the project. These concept plans and design guidelines are not mandatory master plans and may be revised without formal amendment of the specific plan.

3.2 SUMMARY PROJECT DESCRIPTION

The Dominguez Technology Centre - Phase One project is a specific plan for high-tech office and research and development facilities in a carefully designed, campus-like setting. The proposed development consists of eight two- and three-story buildings devoted primarily to office uses and one one-story building combining security control with receiving and storage.

The recently constructed building located at the northeast corner of the site will be included as part of the initial stage of project development. Interior tenant improvements will convert the existing open-bay shell to two levels of office space use. Additional landscaping, consistent with the overall specific plan landscape concept, will augment the existing plant material.

As presently envisioned, the completed project will contain slightly less than 800,000 square feet of building area. Approximately 90 to 95 percent of this space will be devoted to office uses, while the remaining space will be used for research and development activities, security, and receiving and storage. Adequate off-street parking, a secured perimeter with controlled access, an extensive pedestrian circulation system (including an onsite jogging path for employee use), a safe and convenient vehicular circulation system and extensively landscaped setbacks and open spaces complete the major project improvements.

The specific plan has been designed to address, in a comprehensive manner, the various elements, concepts and features which constitute a complete program for the orderly incremental development of the project over a

period of several years. The degree of precision of the plan, as related to actual building footprints, configurations, locations and height, is greatest for the initial stage of the project, Phase A (as described in later sections of this chapter). The definition of the site plan elements (buildings, parking, drives, etc.) is less precise and subject to modification at the time of actual site plan/plot plan review, for the latter stages (Phases B and C).

In addition to the specific plan component, the proposed project includes a subdivision map, Parcel Map No. 15247, which is being processed concurrently as an integral element of the planning, development and implementation program.

3.3 LAND USE MASTER PLAN

Intent

This section of the specific plan describes the size, composition, arrangement and relationships of the proposed facilities which will be constructed on the site. These descriptions are intended to portray the ultimate build-out of the project (perhaps some five to seven years in the future) as presently planned. This plan is based upon both the immediate needs and the mid- to long-term projections of the prospective tenant. Unforeseen changes in the economy or numerous other factors may result in modifications to the plan.

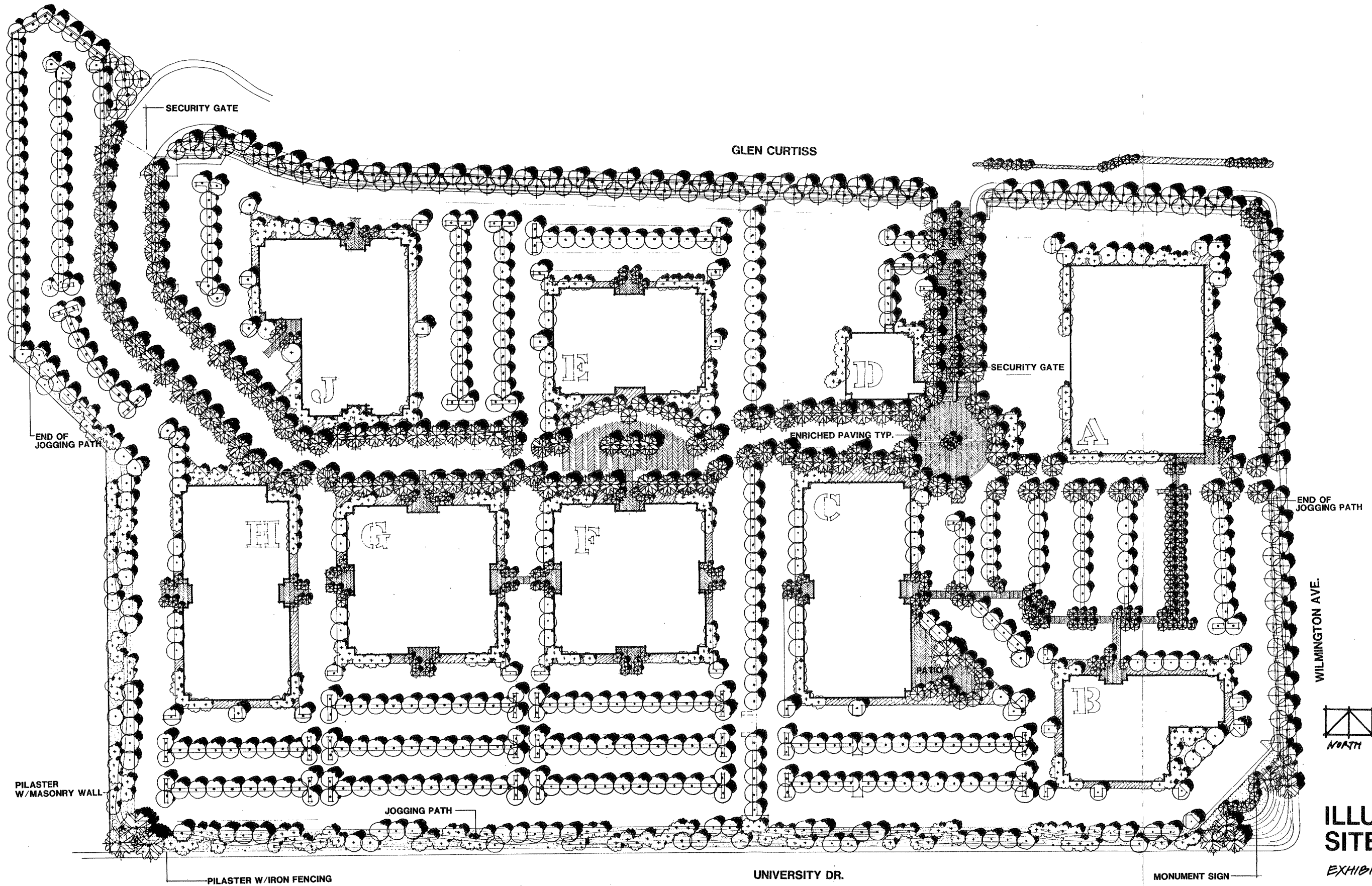
It is the intent of the Land Use Master Plan to establish, with a considerable degree of certainty, the site design for Phase A. As depicted on the

Illustrative Site Plan (Exhibit 5) the number, size, shape, height and location of buildings; the arrangement, size and number of parking spaces; and the points of access and circulation system plan are all definitively established. Modifications to any of these elements, other than as provided for in Section 4.8 of this specific plan, can be accomplished only through an amendment of the specific plan.

The descriptions of the project's features proposed for Phases B and C, as contained in this Land Use Master Plan are more suggestive. It is the intent of the Land Use Master Plan to describe a possible site plan scenario for these latter stages of development. It presents the current idea of the manner in which they may be developed, not necessarily the manner in which they must be developed.

Proposed Land Uses

The land uses proposed for Phase A consist of offices, a security guard station, plus a receiving and storage area. The office use will be developed in three buildings with a combined gross floor area of 312,000 square feet. Building A, the existing onsite structure, will contain 112,000 square feet on two levels. Building B will contain 100,000 square feet of office in a three-story structure designed to be the focal landmark at the primary entry to the entire Dominguez Technology Centre complex. Building B will also contain the visitor's reception area for all buildings within the facility. The third office building of Phase A, Building C, is designed as a 100,000 square foot, two-story structure which will also contain the cafeteria and dining facilities (including an outdoor dining patio) for the project's employees.



SECURITY GATE

GLEN CURTISS

SECURITY GATE

END OF JOGGING PATH

ENRICHED PAVING TYP.

END OF JOGGING PATH

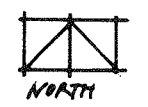
WILMINGTON AVE.

PILASTER W/ MASONRY WALL

JOGGING PATH

UNIVERSITY DR.

MONUMENT SIGN



ILLUSTRATIVE SITE PLAN

EXHIBIT 5

Building D is designed as a single story, 10,000 square foot facility which will be located on the entrance drive and contains the security guard station as well as the receiving and storage area for the entire project.

Phase A will include parking for approximately 1,258 cars, more than required by the city's code. Eleven handicapped spaces will be provided. Standard size parking spaces will total 880 to 950, or approximately 70 to 75 percent. The balance, 315 to 380 spaces (25 to 30 percent) will be designed as compact spaces.

Phases B and C are projected to be developed with approximately 450,000 to 500,000 square feet of additional office uses. A small portion of that footage, less than 50,000 square feet, is planned for research and development facilities. These future buildings will be two- and three-story. Current plans indicate that these phases will contain four two-story buildings and one three-story structure. Parking spaces for some 1,900 to 2,000 cars will be provided, above the minimum number required by city code. Adequate handicapped parking spaces will be provided. Standard and compact parking spaces will be provided in proportions similar to those designed for Phase A.

Statistical Summary

Information regarding the buildings, uses, footprint sizes, number of stories, square footage, employees and parking is presented in Table 2. The information presented for Phases B and C are estimates only and subject to change.

Table 2
STATISTICAL SUMMARY

<u>Building - Use</u>	<u>Building Footprint (SF)</u>	<u>Number of Stories</u>	<u>Total Building Area (SF)</u>	<u>Number of Employees/SF</u>	<u>Number of Employees /Building</u>	<u>Number of Parking Spaces</u>	<u>Parking Ratio (Spaces/SF)</u>
PHASE A							
Building A - office	56,000	2	112,000	1/200	560	448	1/250
Building B - office	33,000	3	100,000	1/200	500	400	1/250
Building C - office	50,000	2	100,000	1/200	500	400	1/250
Building D - security/rec. & storage	<u>10,000</u>	1	<u>10,000</u>	1/1000	<u>10</u>	<u>10</u>	<u>1/1000</u>
Phase A Total	<u>149,000</u>		<u>322,000</u>		<u>1,570</u>	<u>1,258</u>	<u>1/258</u>
PHASE B							
Building E - office	33,000	3	100,000	1/200	500	400	1/250
Building F - office	<u>50,000</u>	2	<u>100,000</u>	1/200	<u>500</u>	<u>400</u>	<u>1/250</u>
Phase B Total	<u>83,000</u>		<u>200,000</u>		<u>1,000</u>	<u>800</u>	<u>1/250</u>
PHASE C							
Building G - office	50,000	2	100,000	1/200	500	400	1/250
Building H - office	50,000	2	100,000	1/200	500	400	1/250
Building J - office/R&D	<u>50,000</u>	2	<u>70,000</u>	1/240	<u>290</u>	<u>240</u>	<u>1/290</u>
Phase C Total	<u>150,000</u>		<u>270,000</u>		<u>1,290</u>	<u>1,040</u>	<u>1/260</u>
Project Total	<u>382,000</u>		<u>792,000</u>		<u>3,860</u>	<u>3,098</u>	<u>1/256</u>

Implementation

The Land Use Master Plan will be implemented in stages through the City of Carson's established Site Plan and Design Review processes. The concurrent subdivision map approval process will create legal building sites for incremental development, construction and occupancy of the project.

Upon approval of the specific plan and subdivision map, site plan, building permit and grading permit applications can be filed for processing without further discretionary approvals. Improvement plans for any public facilities will be submitted for standard plan check.

Implementation of Phase A of the Land Use Master Plan can be accomplished without the need for expansion or installation of any new public improvements other than those identified in Section 3.6.

3.4 CIRCULATION MASTER PLAN

Intent

The Circulation Master Plan establishes the requirements related to both offsite and onsite improvements to the vehicular circulation system necessary to accommodate the increased local area traffic to be generated by the proposed project. The plan addresses the following individual components:

- Vehicular Access and Onsite Circulation
- Street Improvements (Public/Private)
- Street Sections
- Traffic Controls (Onsite/Offsite)
- Pedestrian Circulation
- Implementation

The Circulation Master Plan is based upon the results of a traffic analysis conducted by Crain and Associates to evaluate the traffic impacts of the proposed project. That traffic study analyzed the following:

- The current volumes and capacities of the area's existing roadway network;
- the volume of traffic expected to be generated by the project (for average daily trips and peak hour trips);
- the probable distribution of the project-related trips;
- estimated future traffic volumes for the surrounding roadway system based on the specific plan uses and considering the planned development of the remaining area of the Dominguez Technology Centre;
- estimated future volume to capacity ratios and intersection capacity utilization rates for streets and intersections;
- recommended street classifications, rights-of-way widths and cross-sections; and
- recommended traffic controls for signing and signalization.

Vehicular Access and Onsite Circulation

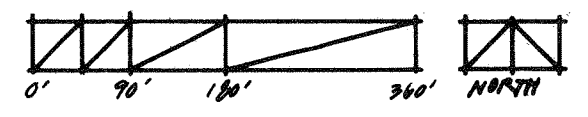
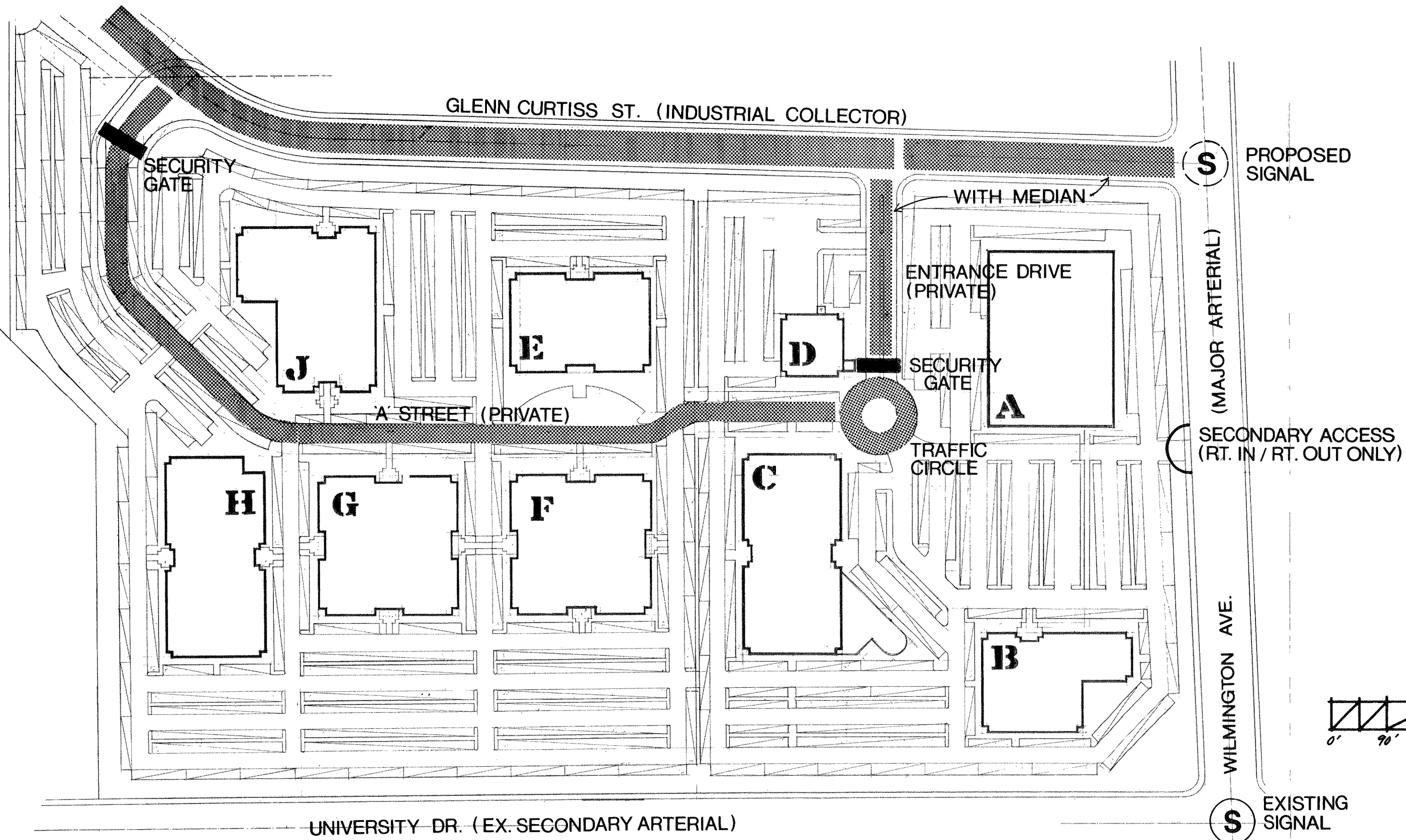
The Circulation Master Plan for the Dominguez Technology Centre - Phase One Specific Plan is shown on Exhibit 6. The circulation system identified on this plan is described below.

Primary project access, both initially and in the longer term, will be provided by a single entrance drive from Glenn Curtiss Street. This entrance drive is designed with two in-bound and two out-bound travel lanes, separated by a landscaped median. A manned security check-point will be located 300 feet from Glenn Curtiss Street to provide ample staging for cars entering the facility.

A secondary access, with right-in/right-out only turning movements, is located on Wilmington Avenue approximately 600 feet north of the University Drive intersection. This access will be used only during the morning and evening peak hours.

"A" Street provides the primary onsite circulation element, looping westerly from the entrance drive to connect with Glenn Curtiss Street. This loop feeds the offstreet parking areas for Phases B and C.

Glenn Curtiss Street forms the north boundary of the planning area. It provides the only connection to the surrounding arterial system. Although it is not currently designated as an Industrial Collector street on the Circulation Element of the City of Carson's General Plan, it will be improved to collector standards (modified to include three east-bound lanes



CIRCULATION
EXHIBIT 6

- two left-turns plus one right-turn - at the Wilmington Avenue intersection) to accommodate the projected ultimate traffic volumes. Glenn Curtiss Street will be extended ultimately, in subsequent phases of development of the Dominguez Technology Centre complex, to connect from Wilmington Avenue to the future Central Avenue extension between University drive and Victoria Street.

Wilmington Avenue, a major arterial, and University Drive, a secondary arterial, are adjacent to the specific plan area, bordering the east and south boundaries of the site. These facilities are currently improved to their ultimate widths.

Street Improvements

Public street improvements will include the extension of Glenn Curtiss Street along the north boundary of the site. The existing section of Glenn Curtiss, presently improved as an 80-foot right-of-way with a landscaped median, will be redesigned to accommodate an additional left-turn lane at Wilmington. West of the entrance drive intersection Glenn Curtiss will be improved as an Industrial Collector, connecting with "A" Street.

Private street improvements will include the entrance drive and "A" Street. The entrance drive will have four lanes, plus a median. "A" Street will have a 30-foot drive with ninety degree parking on both sides. Although both facilities are intended to function initially as private streets, they have been designed to permit possible future dedication as public streets. This conversion can be accomplished with only minor modifications (such as

removing parking from "A" Street, relocation of some parking area access drives and removal of the security guard check-point) which would be the responsibility of the developer and subject to the approval of the Director of Public Works, at the time of dedication.

Street Sections

The proposed street section improvements for the project are described in Table 3, below and shown on Exhibits 7 and 8. Both private and public street sections are identified for the entrance drive and "A" Street.

Table 3
STREET SECTIONS

Glenn Curtiss Street

- Segment - from Wilmington Avenue to entrance drive
- Designation - Industrial Collector
- Design - 4 - 5 travel lanes with 4' - 10' raised median
- C-C Width - 64' - 70' (tapered)
- R/W Width - 80' - 86' (tapered)

Glenn Curtiss Street

- Segment - from entrance drive to west boundary
- Designation - Industrial Collector
- Design - 4 travel lanes with left-turn lane
- C-C Width - 64'
- R/W Width - 80'

Entrance Drive (Private)

- Segment - entire
- Designation - private
- Design - 4 travel lanes with 8' raised median
- C-C Width - 56'
- R/W Width - 72' (easement reservation)

Table 3 (Cont'd)

Entrance Drive (Public, future option)

- Segment - entire
- Designation - Industrial Local (modified)
- Design - 4 travel lanes with 8' raised median
- C-C Width - 56'
- R/W Width - 72'

"A" Street (Private)

- Segment - entire
- Designation - private
- Design - 2 travel lanes with 90° parking
- C-C Width - 64'
- R/W Width - 64' (easement reservation)

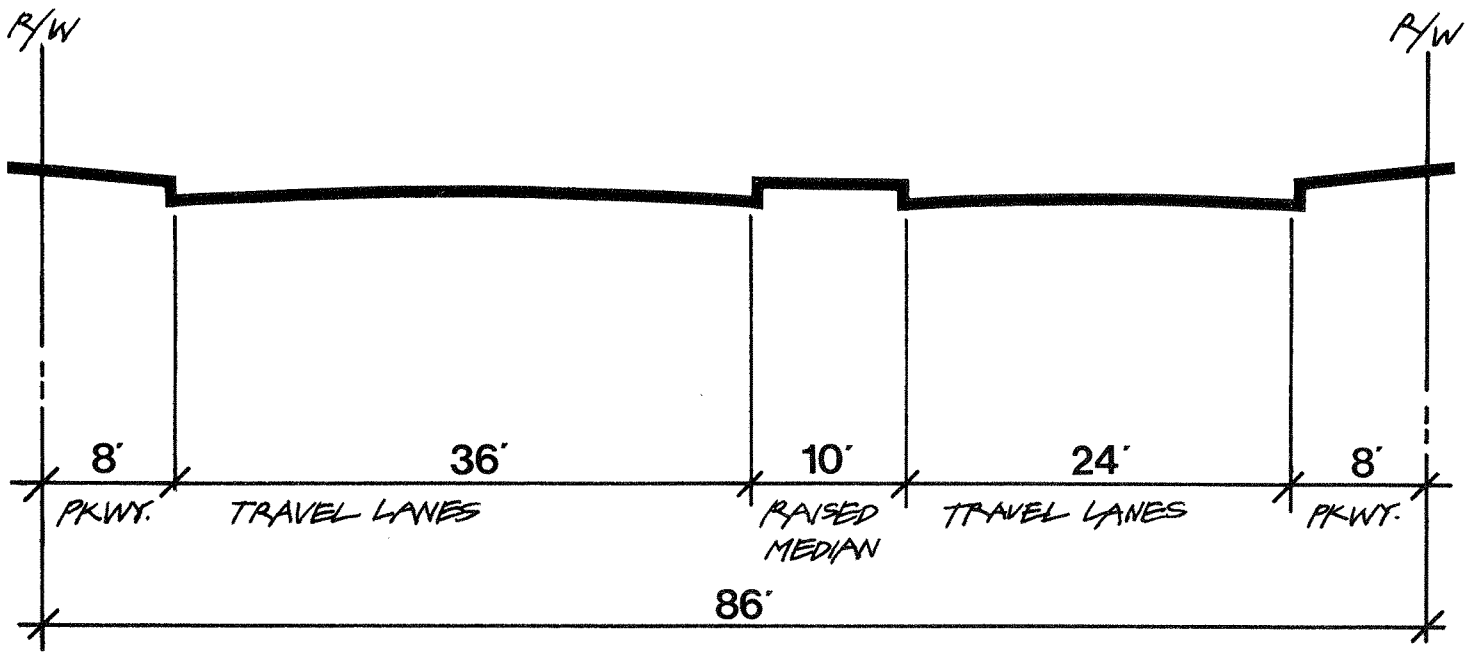
"A" Street (Public, future option)

- Segment - entire
- Designation - Industrial Local
- Design - 4 travel lanes
- C-C Width - 48'
- R/W Width - 64'

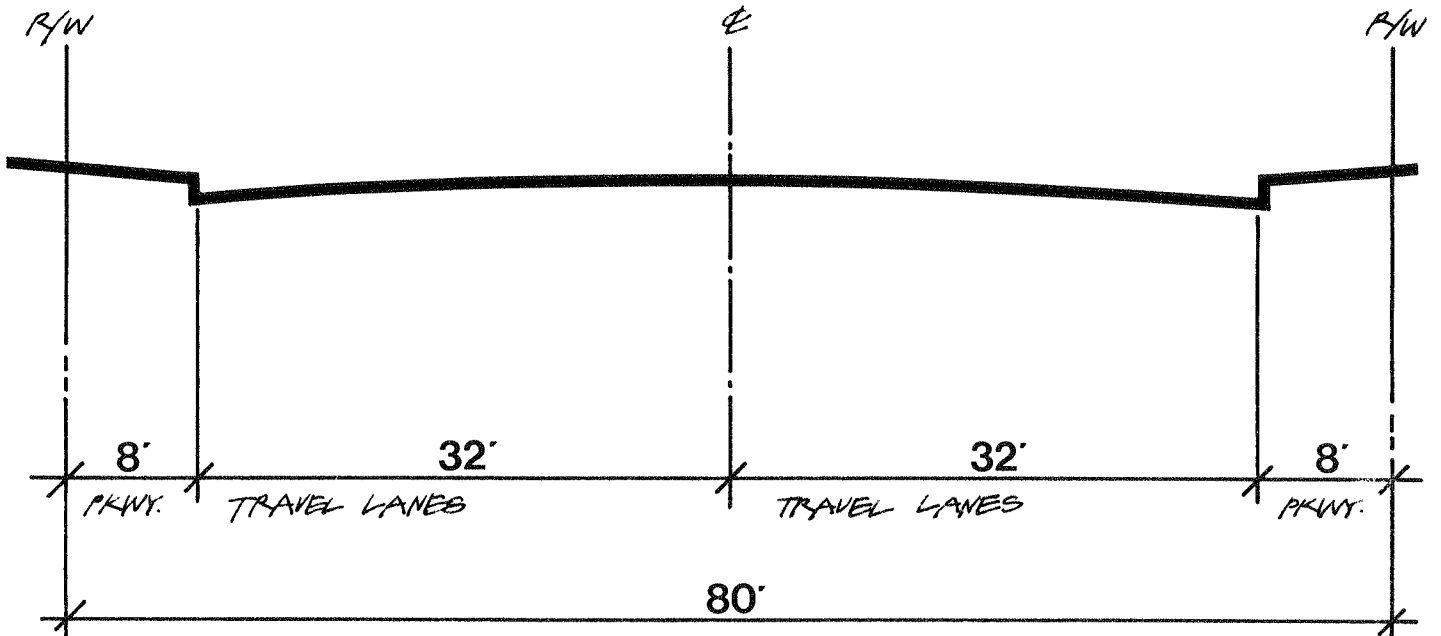
Traffic Controls

In addition to the street improvements described previously, traffic control measures have been identified to accommodate the future traffic volumes for the three phases of the project and for other surrounding development. For existing area traffic plus Phase A project development traffic conditions, a traffic signal may be warranted at the intersection of Glenn Curtiss Street and Wilmington Avenue.

For full development of the project (Phases B and C), plus existing traffic and other estimated future development traffic volumes, additional improvements may be necessary.



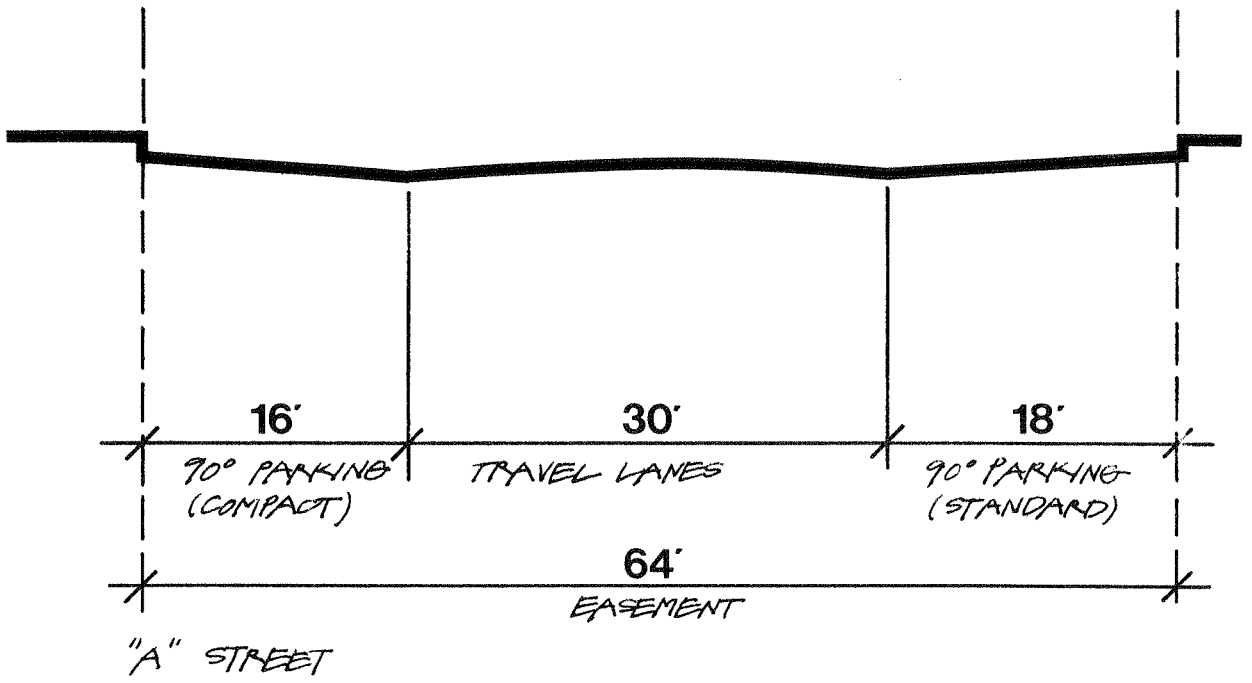
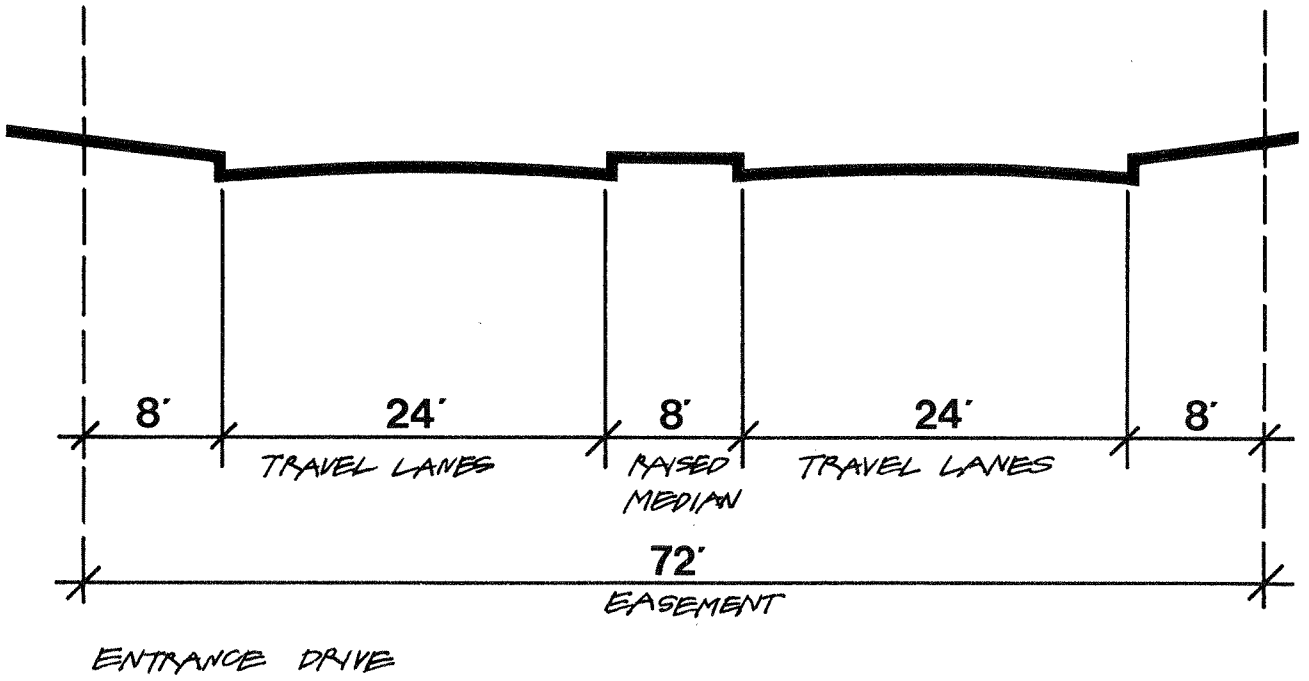
GLENN CURTISS @ WILMINGTON
 (INDUSTRIAL COLLECTOR W/ RAISED MEDIAN)



GLENN CURTISS, WEST OF ENTRANCE DRIVE
 (INDUSTRIAL COLLECTOR)

PUBLIC STREET SECTIONS

EXHIBIT 7



PRIVATE STREET SECTIONS

EXHIBIT B

Traffic signals should be installed when warranted as determined by the warrants established by the State of California Department of Transportation (CALTRANS) Traffic Manual, Chapter 9.

Pedestrian Circulation

Onsite pedestrian circulation will be provided by a system of walkways connecting all office buildings. In addition to the internal pedestrian walkways, a jogging path will be installed around the perimeter of the project site. This path will be within the secured area of the project and will provide exercise and recreational opportunities for the development's employees.

The public right-of-way of University Drive contains a sidewalk on the south side of the street. The city-sponsored improvements to University Drive prior to the 1984 Los Angeles Olympics did not include the installation of the north sidewalk within the graded right-of-way section. Construction of this sidewalk will complete the public responsibility for the improvements to this dedicated arterial street.

Implementation

Implementation of the Dominguez Technology Centre - Phase One Specific Plan will require the construction of all the onsite streets shown on the Circulation Master Plan. Construction of these onsite street improvements will be accomplished by the project developer. The developer will also be responsible for those modifications to the onsite private streets necessary to

bring them into full compliance with public street standards should the developer elect to offer those streets for public dedication at some future date.

Traffic generated as a result of the development of the Dominguez Technology Centre - Phase One project will require the phased installation of offsite traffic improvements. The Glenn Curtiss traffic signal will be installed during the initial stage of development.

3.5 INFRASTRUCTURE CONCEPT PLAN

Intent

The Infrastructure Concept Plan describes the manner in which drainage, water and wastewater facilities will be provided for the Dominguez Technology Centre - Phase One Specific Plan. Private utility systems providing telephone, electricity, natural gas and solid waste collection are also mentioned. The networks for these private systems are not delineated in this plan; these will be installed during the phased site construction operation.

The proposed drainage, water and wastewater facilities have been designed to provide an adequate level of service for the maximum intensity of planned development of the specific plan area and to allow for the future development of the surrounding area.

Drainage Concept Plan

Drainage Master Planning -

Drainage Master Planning of the entire 400-acre Dominguez Technology Centre has been completed and hydrology studies have been approved by the Los Angeles County Engineer's Office. The Phase One Specific Plan area lies entirely within one drainage area of about 52 acres encompassing Phase One and a few acres up-stream to the north. This drainage area drains generally southerly and westerly to a county-constructed and maintained inlet structure at University Drive and Grandee Avenue. At the inlet structure run-off enters an underground storm drain system, maintained by the Los Angeles County Flood Control District, and flows generally southerly.

Proposed Drainage Facilities -

Proposed Drainage Facilities will consist of removing the existing inlet structure at University and Grandee and constructing an underground storm drain extension easterly along University, northerly through the specific plan area to Glenn Curtiss Street and westerly on Glenn Curtiss Street to a point near the northwesterly corner of the site. Surface run-off from areas northerly of Glenn Curtiss Street will enter the street and travel westerly to be picked up in catch basins at the up-stream terminus of the proposed storm drain. Run-off from the interior of the project area will be conducted southeasterly and southwesterly in the paved driveways to points to where the run-off can be intercepted by the underground storm drain systems. The up-stream end of the proposed storm drain will consist of 18-inch reinforced concrete pipe (RCP) laterals in Glenn Curtiss Street connected to a 24-inch

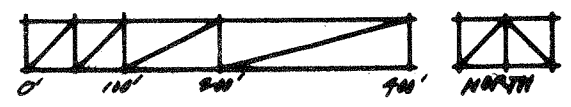
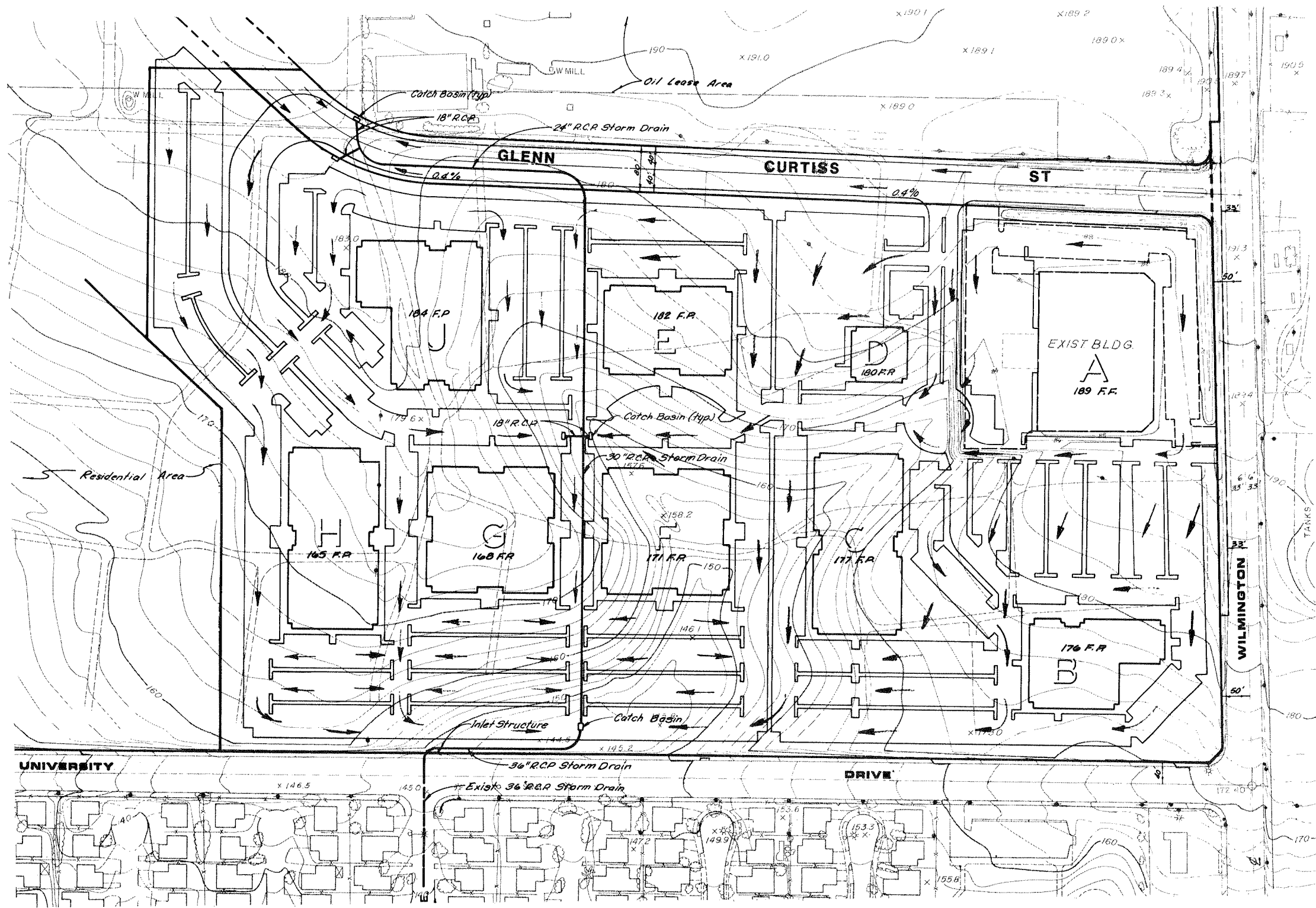
RCP main line. As the storm drain continues downstream it will increase in diameter to 36 inches to account for the additional run-off collected. All storm drain systems are to be designed to the standards of the Los Angeles Flood Control District so that the system could later be turned over to the District for maintenance.

During the first phase of development (Phase A) it is anticipated that this storm drain described above will not be constructed, but rather that the first phase of street and site improvement will sheet-flow westerly to the existing swale in the property and southerly to the County inlet structure. The onsite portions of the storm drain described above will be constructed during the second phase of development with permanent inlet structures constructed in the Phase B area and temporary inlet structures constructed to accommodate Phase C and the run-off from Glenn Curtiss Street. During the third phase of development, when Glenn Curtiss Street is extended to its immediate planned terminus, the in-street portion of the storm drain system will be completed.

Water System Concept Plan

Water System Master Planning -

The entire Dominguez Technology Centre area is surrounded by 12-inch to 24-inch water mains owned and operated by Dominguez Water Corporation. These mains are fed by a storage tank complex and booster station on the east side of Wilmington Avenue directly across from the specific plan area in the storage tanks, and, in turn, fed by a connection to a 72-inch main owned and operated by the Metropolitan Water District at Wilmington Avenue and Victoria Street.



DRAINAGE
EXHIBIT 9

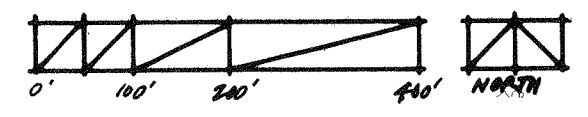
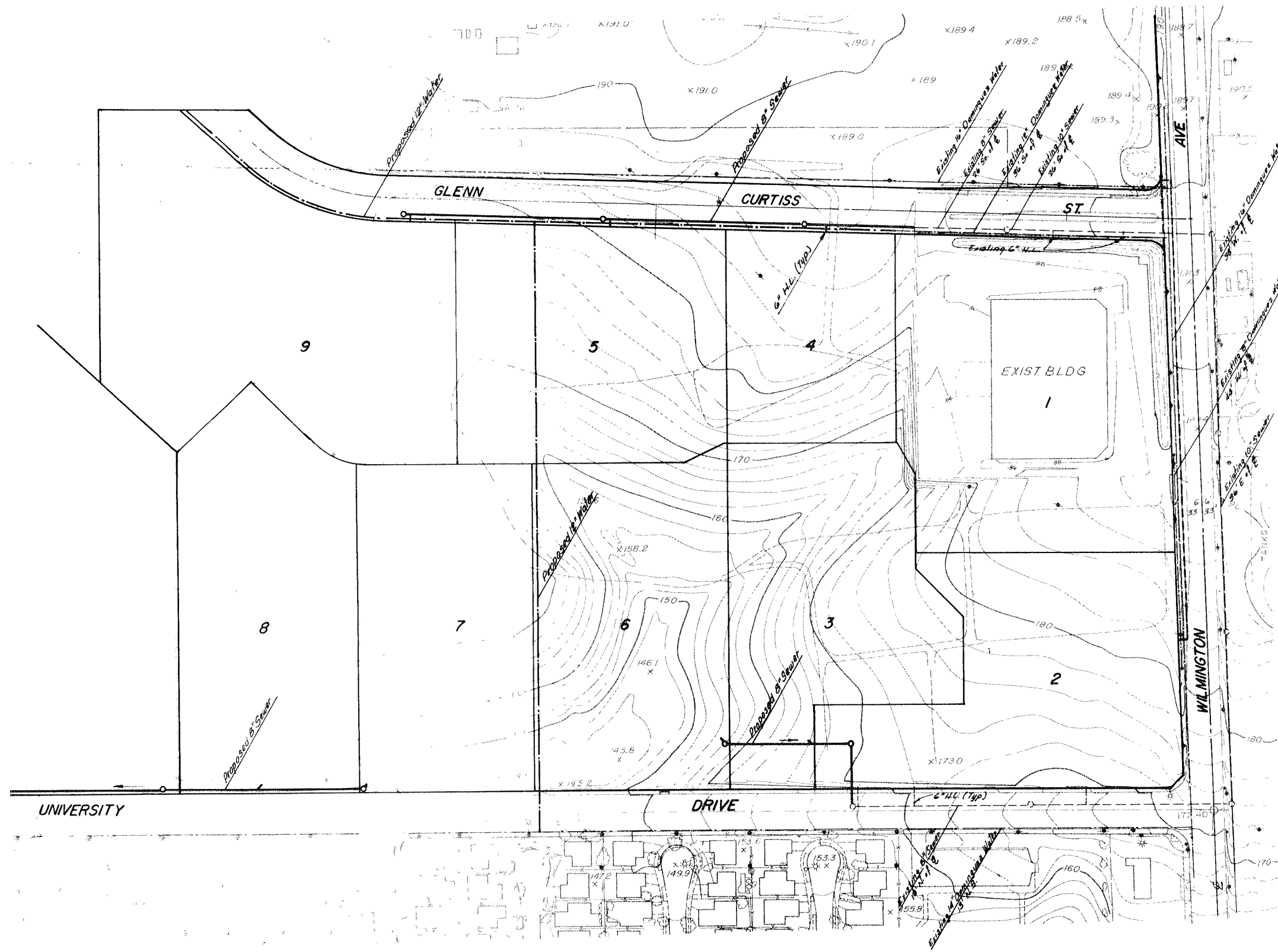
Immediately abutting the project area are a 14-inch main in University Drive, a 16-inch main in Wilmington Avenue, and a 12-inch main in Glenn Curtiss Street from Wilmington Avenue to approximately 400 feet westerly.

Proposed Water Facilities -

Proposed Water Facilities will consist of a westerly extension of the existing 12-inch main in Glenn Curtiss and a southerly interconnection between this main and the 14-inch main in University Drive. Fire hydrants will be installed at approximately 300-foot intervals along Glenn Curtiss and the above described facilities will be turned over to Dominguez Water Corporation for operation and maintenance. These systems will be designed to deliver a fire flow of 5,000 gpm at 20 psi residual pressure.

Additional onsite fire protection systems, with fire hydrants, will be designed to the standards of the Los Angeles County Fire Department. The onsite fire protection and domestic water systems will be owned and maintained privately.

During the Phase A development no new offsite water main installations are anticipated. During the second phase of development, the main in Glenn Curtiss Street will be extended westerly and the north-south connection to University Drive will be made. During the third phase of development, the main in Glenn Curtiss will again be extended westerly to the northwesterly terminus of the immediately planned street.



**WATER &
WASTEWATER**
EXHIBIT 10

Wastewater Concept Plan

Wastewater Master Planning -

Existing sanitary sewer systems in the planning area consist of 8-inch and 10-inch mains in Glenn Curtiss Street and University Drive which flow easterly to 10-inch and 12-inch mains in Wilmington Avenue. The Wilmington Avenue system flows southerly to Del Amo Boulevard where effluent is picked up by a 24-inch trunk main which is owned and operated by the Sanitation District of Los Angeles County. The Wilmington Avenue sewer main is owned and maintained by the County of Los Angeles and the mains extending westerly on Glenn Curtiss Street and University Drive are owned by the City of Carson but maintained by the County. The City-owned system in this area is capable of accommodating effluent from approximately 670,000 square feet of office buildings, based on County design criteria of 200 gallons per day per 1,000 square feet of office space. Since the ultimate build-out is planned to include approximately 770,000 square feet of office space, additional systems will need to be constructed as the development proceeds.

The existing system on University Drive is planned to accommodate a substantial portion of the proposed project and only onsite lateral connections have yet to be installed. The existing building at the southwest corner of Glenn Curtiss Street and Wilmington Avenue is already connected to the main in Glenn Curtiss.

Proposed Wastewater Facilities -

The completion of the Phase A development will necessitate only a short (200+ foot) westerly extension of the Glenn Curtiss Street sewer and the construction of an onsite lateral. Phase B, likewise, will again necessitate a westerly extension of the Glenn Curtiss sewer and the construction of an onsite lateral. Building J in Phase C will again be handled by westerly extension of the Glenn Curtiss sewer but the development of Buildings G and H in Phase C will necessitate construction of substantial amounts of offsite sewer main. This offsite sewer for Phase C will begin as an 8-inch main flowing westerly along University Drive and then southerly in Central Avenue to a connection to the same Sanitation District trunk main in Del Amo Boulevard which has been described above. This offsite main will increase in size from 8-inch to 12-inch as it proceeds westerly on University Drive and picks up the design contributions from additional areas of the Dominguez Technology Centre.

Utilities

Telephone Service -

Telephone service will be provided by Pacific Bell. All telephone cables will be buried underground.

Electrical Service -

Electrical service will be provided by Southern California Edison. All power lines will be subsurface.

Natural Gas Service -

Natural gas service will be provided by Southern California Gas Company.

Solid Waste Disposal Service -

Solid waste collection and disposal service will be provided by a private contractor under individual agreements with the building tenants.

Implementation

Drainage Facilities -

The onsite storm drain systems will be designed and constructed by the developer in a phased sequence tied to the project development. Ultimately the system will be turned over to the Los Angeles County Flood Control District for maintenance.

Water Facilities -

The proposed water facilities for the project will be implemented by the developer in a phased sequence tied to the project build-out. Water system facilities in Glenn Curtiss Street (main and fire hydrants) will be operated and maintained by the Dominguez Water Corporation. Fire protection and domestic water systems for the individual lots will be owned and maintained privately.

Wastewater Facilities -

Implementation of the sewer system necessary to service the majority of the project will require only minor extension of the Glenn Curtiss sewer and construction of the onsite laterals. These improvements will be phased to

coincide with the progress of project development and will be funded by the developer. Ownership of the Glenn Curtiss sewer extension will be transferred to the City of Carson, and maintenance will be performed by the County Sanitation District.

The offsite sewer improvements necessary to service the final development of Phase C (the 8-inch and 12-inch lines to be placed in University Drive and Central Avenue) will also be the responsibility of the developer. These lines will ultimately be owned by the City of Carson and maintained by the County Sanitation District. The Sanitation District will be responsible for providing adequate capacity in the trunk sewer to accept discharges from the final phase of this specific plan as well as the future development of the remaining Dominguez Technology Centre.

3.6 PHASING CONCEPT PLAN

Intent

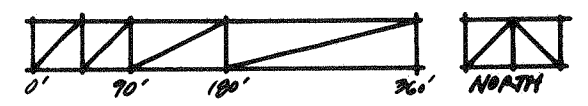
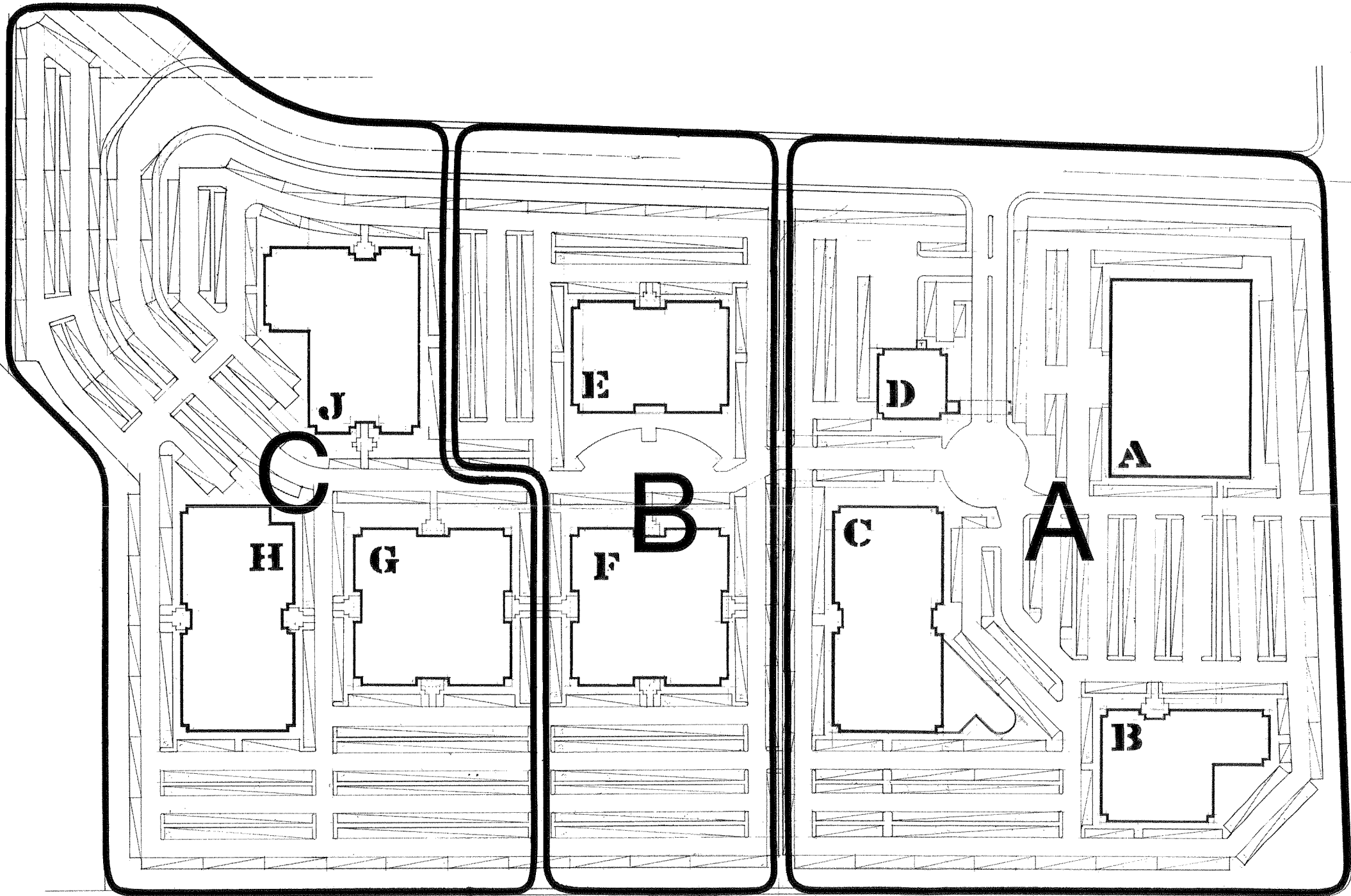
The Phasing Concept Plan describes the incremental development of the Dominguez Technology Centre - Phase One Specific Plan which will be implemented over a period of several years. The extension of public facilities, services and utilities will be programmed to support the sequential stages of office development. The overall phasing for the project, consisting of three major development stages, is shown on Exhibit 11 and is summarized below.

Development Stages

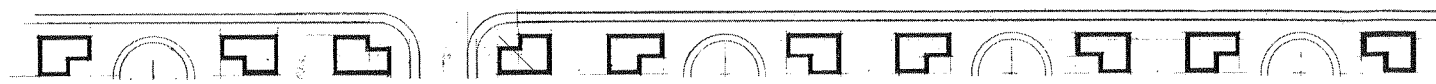
Phase A - The development area for Phase A includes the eastern 19± acres of the site. This initial development stage will consist of a total of 322,000 square feet of floor area in four buildings, a security guard entrance way, parking for approximately 1,250 cars, perimeter fencing and landscaped open space/setback areas. In addition, Glenn Curtiss Street will be extended to the western limits of Phase A (a distance of 800± feet from the centerline of Wilmington Avenue) and improved to provide for a third out-bound lane. A secondary access to Wilmington Avenue will also be constructed to allow for right-in/right-out only turning movements to facilitate ingress and egress during peak hours.

The perimeter fence will be constructed of decorative wrought iron 8 feet high with 2-foot square pilasters spaced 20 - 30 feet apart. The west boundary of Phase A will be secured with an 8-foot high temporary fence which will be relocated as successive stages are developed. The jogging path will be constructed within the secured perimeter of the first phase and be extended as the latter stages are developed.

Major infrastructure improvements include the extension of the Grandee storm drain into the site; the extension of the Glenn Curtiss sewer line and construction of onsite laterals; and the extension of the Dominguez Water Corporation water main in Glenn Curtiss along with the onsite fire protection and domestic water system facilities.



PHASING
EXHIBIT 11



Offsite improvements to be installed during this phase include the installation of a traffic signal at Glenn Curtiss and Wilmington.

The currently anticipated time frame for Phase A will span approximately eighteen months. Occupancy of the first buildings (Buildings A and D) is targetted for January 1987, followed by Building B in July 1987. January 1988 is forecast as the occupancy for the last building (Building C) of Phase A.

Phase B - The second stage of development encompasses approximately 10_± acres and includes plans for approximately 200,000 square feet of additional office space and parking for 800_± cars. Glenn Curtiss and "A" Streets will be extended during this phase, as will the permanent perimeter fencing and the jogging path. The temporary fence will be relocated to the west boundary of Phase B. The sewer and water systems in Glenn Curtiss will be extended at the time of street construction.

The time frame for the second phase of development is more difficult to predict. Present forecasts anticipate the completion of improvements and occupancy of buildings between 1989 and 1992.

Phase C - The last development stage of the Dominguez Technology Centre - Phase One Specific Plan (16_± acres) consists of approximately 270,000 square feet of office and R&D space. parking for approximately 1,100 cars and completion of the circulation system, infrastructure facilities and permanent security fencing.

Additional sewer capacity necessary to service Buildings G and H of Phase C will require the construction of a new 8 - 12-inch offsite sewer line in University Drive, west from the site to Central Avenue and then south to Del Amo Boulevard. At this point it will connect to the trunk sewer in Del Amo Boulevard. The new University/Central sewer line will be the responsibility of the project developer.

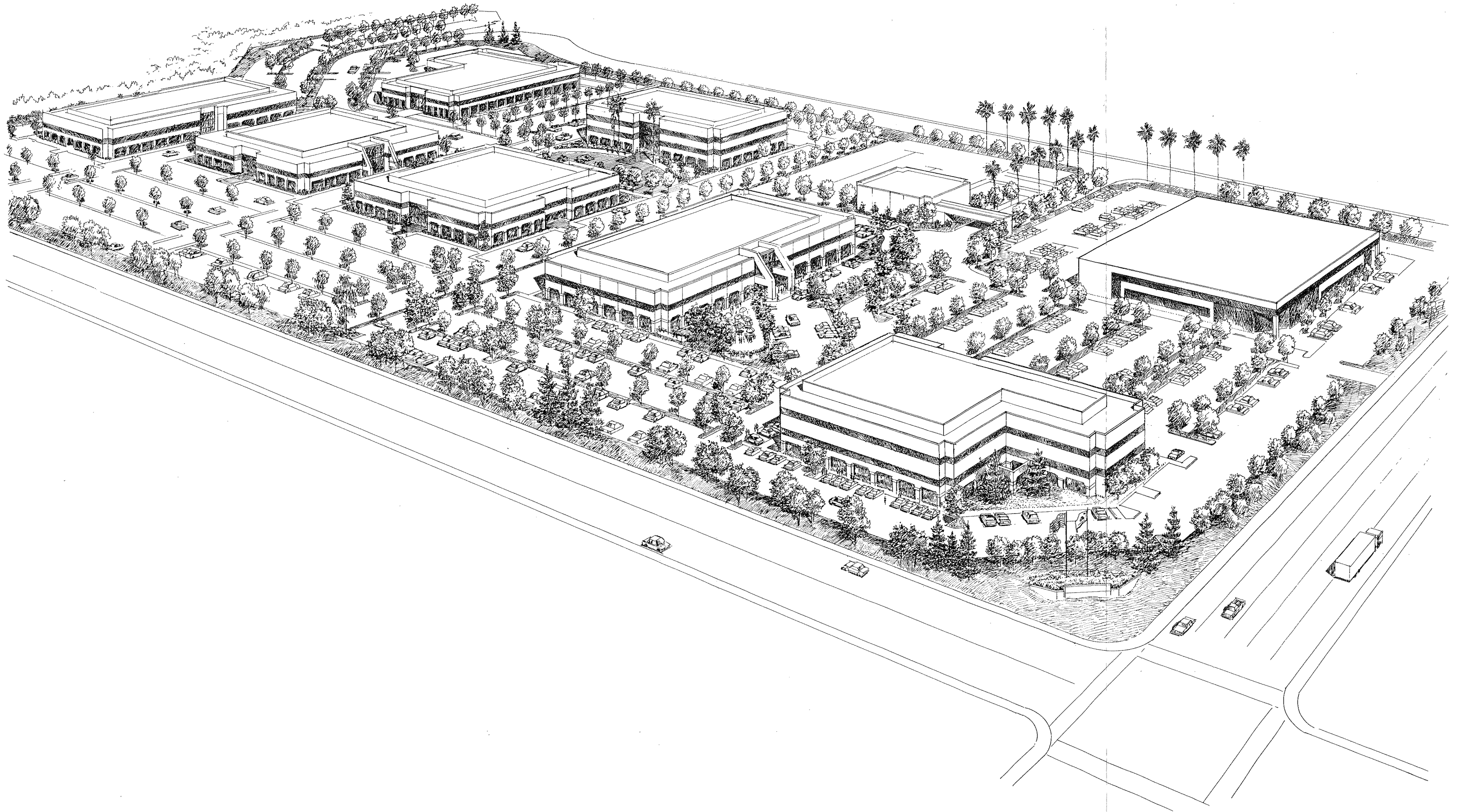
The completion dates for this phase are estimated to fall in the years between 1990 and 1994.

3.7 DESIGN GUIDELINES

Intent

The design guidelines set forth in this section of the Dominguez Technology Centre - Phase One Specific Plan are established to guide subsequent detailed planning and design at the Site Plan/Design Review level. These concepts and guidelines are intended to promote a consistency of character and theme in the built environment which enhances the visual and aesthetic quality of the planning area. Guidelines for architectural elements and landscape treatment are established to ensure a unified appearance of the individual staged developments within the specific plan and to set the theme for the future development of the entire Dominguez Technology Centre complex.

The design concepts and guidelines are organized into three topical areas:



PERSPECTIVE RENDERING

EXHIBIT 12

- Architecture
- Landscape
- Grading

a. Architectural Guidelines

The theme for the specific plan is expressed as contemporary architecture with an introduction of early California building materials and colors to link the development to the area's heritage.

The following guidelines are established to create that theme for the physical design of the Dominguez Technology Centre - Phase One. It is intended that architectural and landscape consistency be maintained throughout the specific plan.

1. Building Form

- Special consideration shall be given to architectural emphasis of pedestrian areas such as entryways, walkways and courtyards (e.g., concrete trellis, low parapet walls).
- Building facades abutting streets shall not have the appearance of excessive massing or shading.
- Buildings clustered around a pedestrian area, such as a courtyard/plaza, shall be designed to minimize excessive shading and maximize light exposure.

- The juxtaposition and configuration of building form shall be given careful attention so as not to create a venturi or wind tunnel effect.
- Orientation, configuration and location of building masses shall emphasize visual corridors from Wilmington Avenue to courtyards or plaza areas.
- Long, uninterrupted exterior walls shall be avoided on all structures. Walls shall incorporate relief features to create an interesting blend with the landscaping, other buildings and the casting of shadows.
- Architectural design shall take full advantage of energy-efficiency concepts, such as natural heating and/or cooling.
- Due to the visibility from within the complex, special consideration should be given to rooftop design and screening of rooftop mechanical equipment. Such equipment shall be fully enclosed where required by code.
- Roof flashing, rain gutters and downspouts, vents and other roof protrusions shall be screened from view or finished to match adjacent materials and/or colors.

- The utilization of glass areas shall be encouraged in order to extend interior space to the outside, and to create a visual link with the exterior setting of courtyards.
- Walls and/or fences shall be used to screen utility and trash enclosures and outdoor storage. These surfaces shall match the exterior finish of any structure with which they are in contact. Trash enclosures shall also have decorative wood roof grill.

(See Exhibit 13).

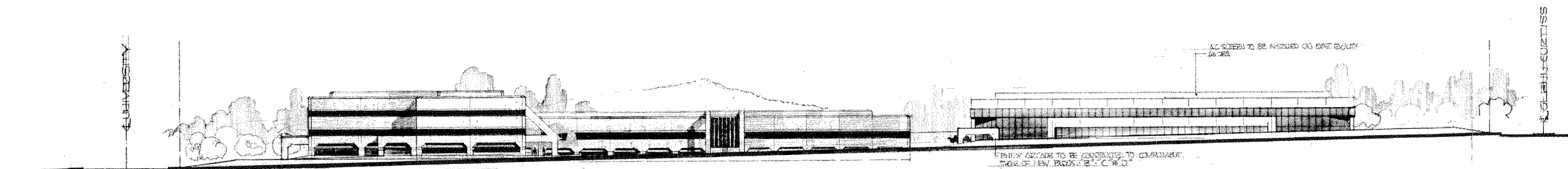
2. Exterior Building Materials

The following materials are encouraged to be used as the predominant exterior wall materials throughout:

- Concrete, concrete masonry, block, glass block and brick: these shall be used in a manner which will express its natural color and characteristics, painted or an integral color ranging from off-whites through earth tones.
- Stucco: smooth finish in a color ranging from off-whites through earth tones may be used.

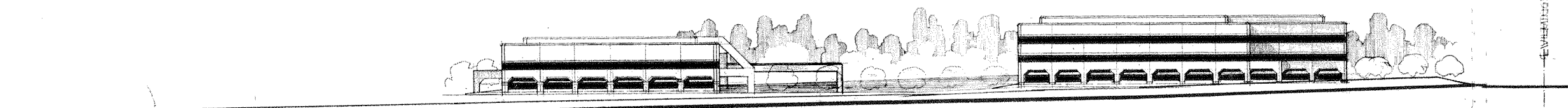
The following materials are all encouraged:

- Hand-made terra cotta pavers
- Wall accent tile

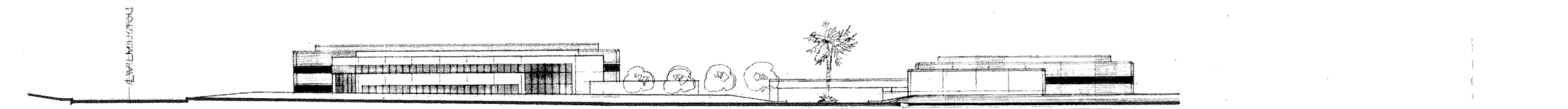


WILMINGTON AVE

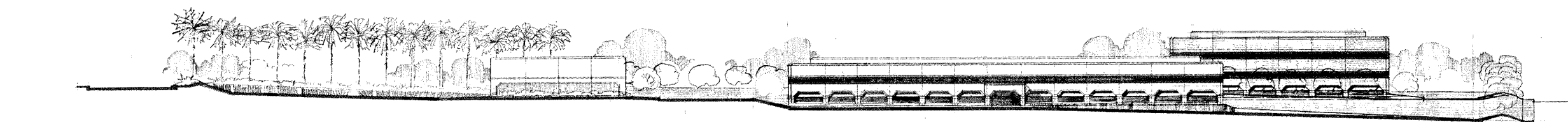
AC SCREEN TO BE INSTALLED ON EAST FACILITY AS SHOWN
 ENTRY CANOPY TO BE CONSTRUCTED TO COMPLEMENT
 THOSE OF NEW BLDG. 2, 3, 4 & 5



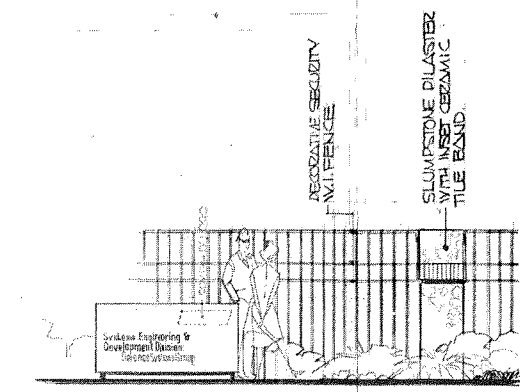
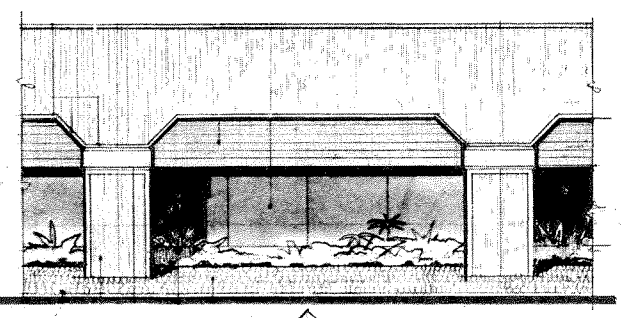
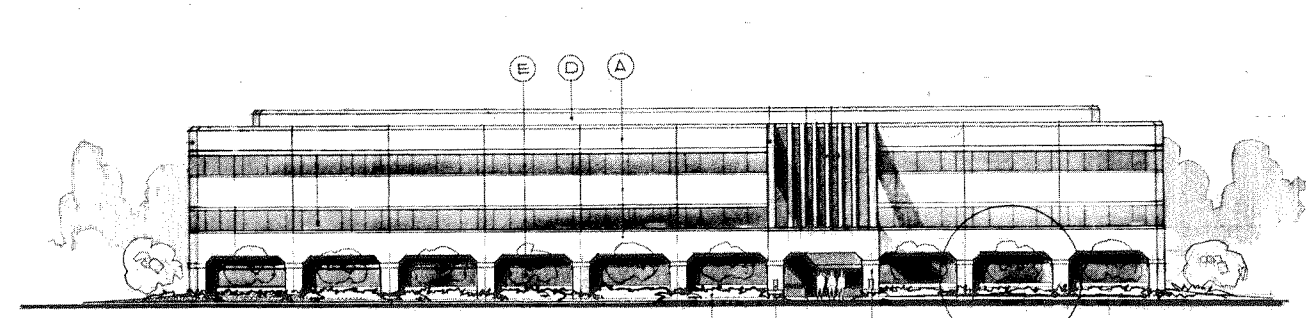
UNIVERSITY DRIVE



GLENN CURTISS



N-S SECTION THRU SITE VIEWING "D", "C" & "B"



N. ELEV. BLDG. "B"
 SCALE: 1/8" = 1'-0"

- (A) PRECAST CONC. EXTERIOR WALL CONC. PAINTED IN EARTH TONES
- (B) CONCRETE ENTRY ARBOR
- (C) BOLLARD LIGHTING
- (D) ROOF MOUNTED EQUIPMENT ENCLASURE
- (E) 1/4" TINTED RATE GLASS GLAZING SYSTEM
- (F) MOUNDED LANDSCAPING

TYPICAL BUILDING IDENTIFICATION GROUND SIGN
 PILASTER DETAIL - PERIMETER SECURITY FENCE

ARCHITECTURAL ELEVATIONS & DETAILS

EXHIBIT 13

- Glass cadding
- Wood wall forms as an accent material

The use of other consistent exterior materials is also encouraged, provided that there is consistency in the use and expression of materials.

b. Landscape Guidelines

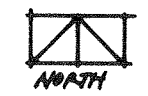
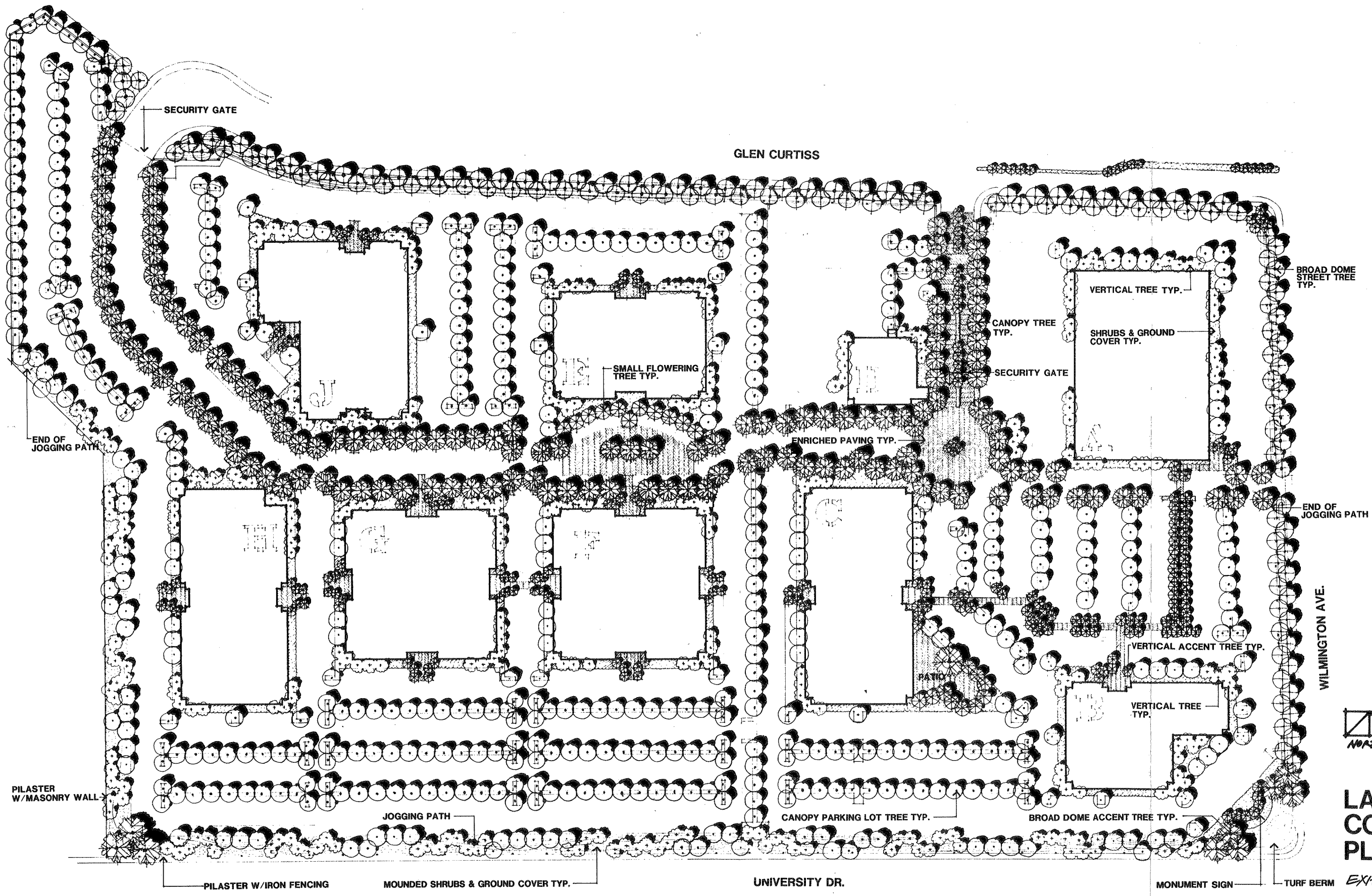
The landscape concept for the Dominguez Technology Centre - Phase One addresses four major design elements to assure a complementary relationship to the architectural theme of the specific plan as well as the surrounding areas. These elements are described in the following section, along with appropriate guidelines, and consist of:

- General Design Guidelines
- Landscape Zones
- Plant Materials and Application
- Hardscape Elements

The Landscape Concept Plan for the specific plan area is shown on Exhibit 14.

1. General Design Guidelines

- The selection, placement and arrangement of plant materials and other landscape design elements should reflect and enhance the theme of the Dominguez Technology Centre.
- Landscape features should be used to articulate and reinforce the significant project elements including entries, arrival zones, street corridors and pedestrian areas. Distinctive or colorful accent trees should be the primary design element.
- The recent heritage of the site's former use should be reflected through the use of brightly colored ground covers in appropriate locations.
- Deciduous canopy trees should be used in pedestrian courtyards or patios to mitigate the local microclimate year-round.
- Canopy shade trees should be used in parking areas to provide relief from heat and glare and to offer visual relief.
- All landscaped areas should be equipped with permanent automatic irrigation systems and maintained in a healthy, vigorous condition.



**LANDSCAPE
CONCEPT
PLAN**

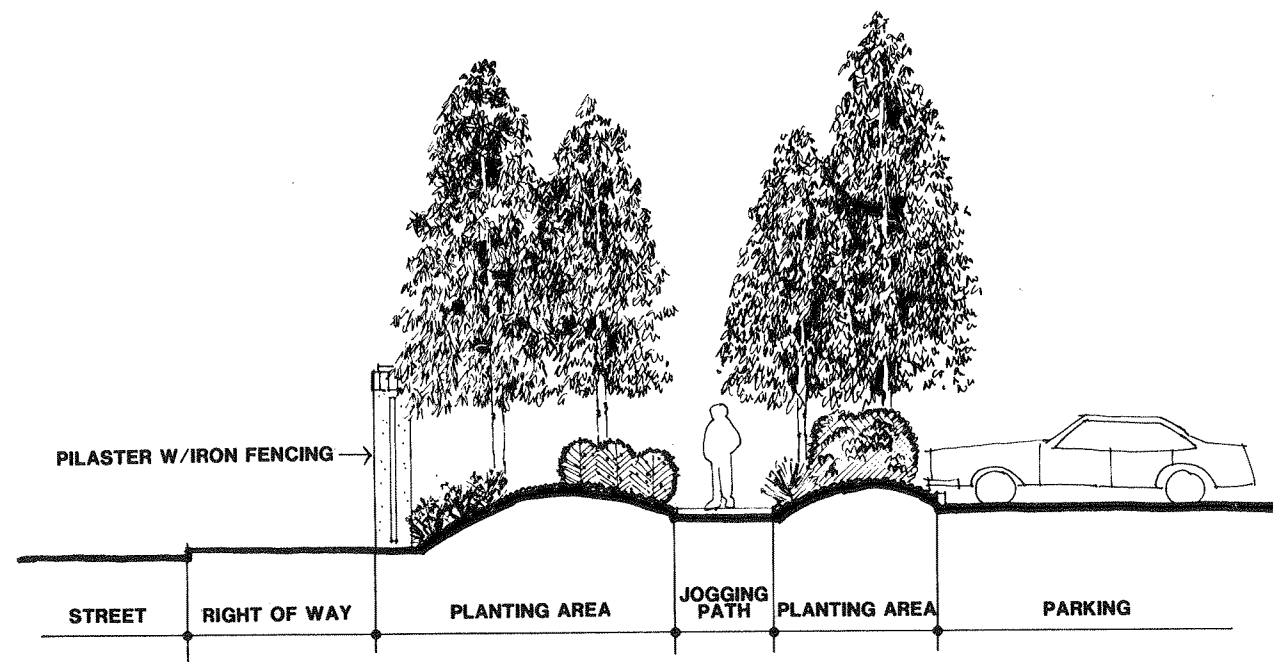
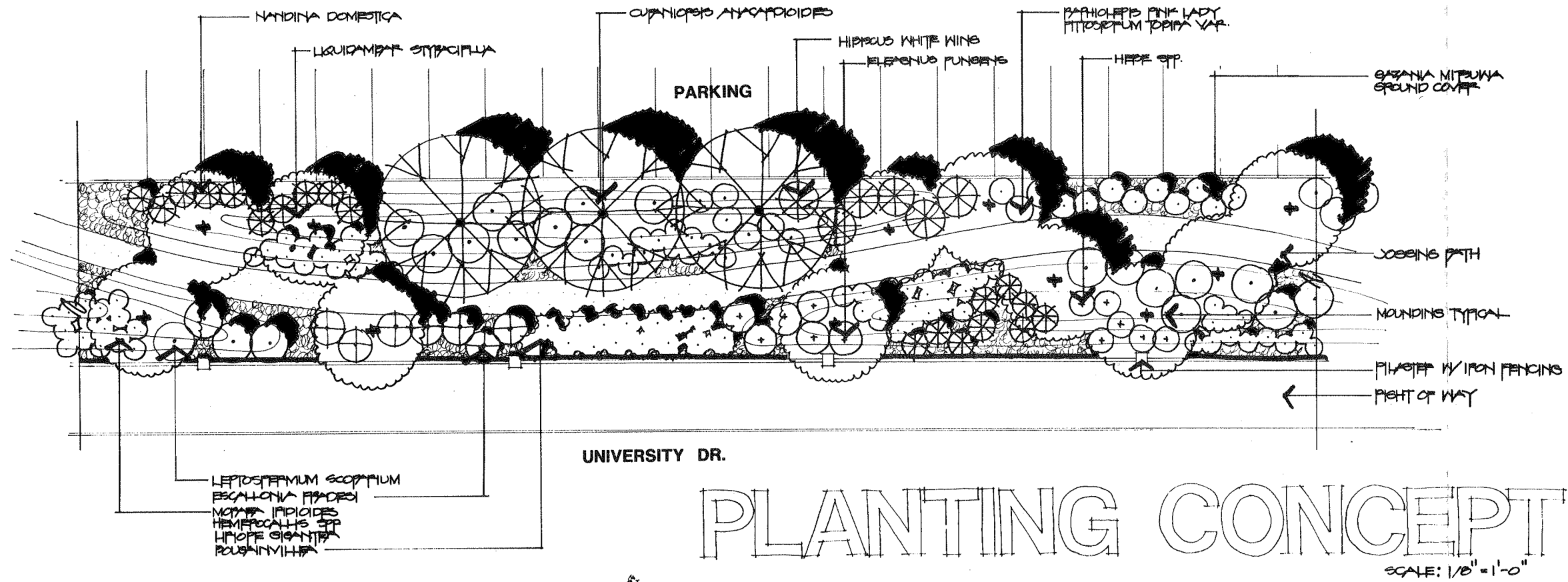
EXHIBIT 17

- Landscaping should complement architectural elements. Building masses should be softened by the judicious placement of foliage masses, sufficient in scale to modulate the expansive wall plane.
- Street tree planting should be integrated with the landscape treatment of setback areas. Mounded earth forms with shrubs and ground cover or turf are encouraged in the setback areas to provide a natural screen of parking areas. Where turf is used, mounded earth forms should not exceed a 3:1 slope condition to facilitate maintenance.
- The urban character of the site should be reflected in the "structured" or formal spatial arrangement of the predominant landscape elements.

2. Landscape Zones

University Drive

The landscape along University Drive will provide an aesthetic visual buffer from the residential area to the south. The landscape will be natural in concept with sweeps of various flowering shrubs and ground cover, deciduous and evergreen trees (pyramidal, canopy type) reinforced by undulating mounds. (See Exhibit 15.)



SECTION

SCALE:

**UNIVERSITY DRIVE
 CONCEPT**
 EXHIBIT 13

Wilmington Avenue and Glenn Curtiss Street

The streetscape along these two streets will be architectonic in concept with the use of a formal tree pattern and an architectural mounding system with turf. The tree will be a deciduous type with a conical form. (See Exhibit 16.)

Interior Streets

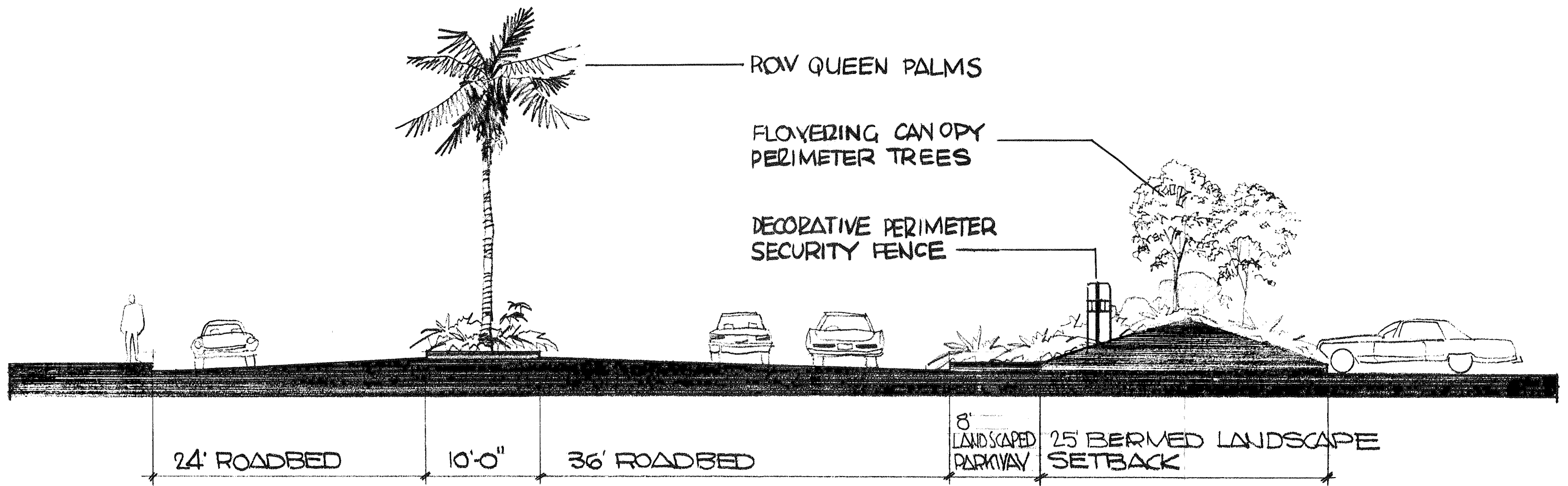
The interior street system which interconnects the buildings and parking areas will be reinforced with the use of a canopy tree form, deciduous in nature with flowers, set in a formal pattern (spacing) to give direction and a defined edge to the major vehicular circulation. (See Exhibit 17.)

Parking Areas

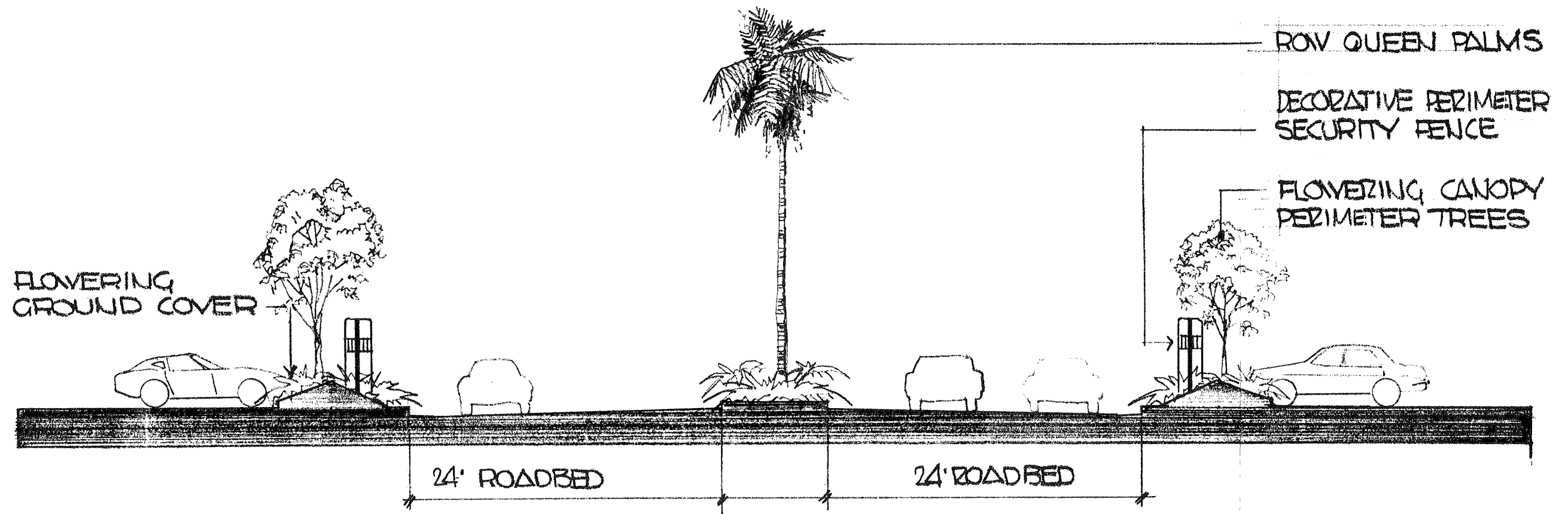
Parking lot trees will be a canopy tree form, evergreen in nature set in a formal pattern to delineate parking patterns and to provide optimum shade and protection to the vehicles. Colorful ground cover and low-growing shrubs will be used in the medians.

Street Medians

Street medians will consist of enriched paving, annual color and palm trees.



GLENN CURTISS SECTION
 EXHIBIT 16



ENTRANCE SECTION

EXHIBIT 17

Building Entrances

All building entrances will be accentuated with palm groves and gardenesque plantings. Foundation plantings will consist of medium shrubs, accent shrubs, vertical and canopy trees to break up expanses of building and colorful ground covers.

Pedestrian Areas

Outdoor patio areas will have deciduous flowering trees for display and winter sun, flowering shrubs and ground cover.

3. Plant Materials and Application

The recommended list of plant material species appropriate for implementing the project theme and landscape concept is contained in Table 4. The Plant Matrix, which follows, also identifies the suggested zonal application of each plant type within the specific plan area.

Table 4
PLANT MATRIX

TREES

BOTANICAL NAME

	STREET TREE	PARKING	MEDIAN	BUILDING
<i>Chamaerops humilis</i>				●
<i>Cocos plumosa</i>			●	●
<i>Cupaniopsis anacardioides</i>		●		●
<i>Eucalyptus spp.</i>				●
<i>Ficus benjamina</i>				●
<i>Ficus ribiginosa</i>				●
<i>Jacaranda acutifolia</i>	●			●
<i>Koelreuteria paniculata</i>	●			
<i>Lagerstroemia indica</i>				●
<i>Liquidambar styraciflua</i>				●
<i>Melaleuca leucadendra</i>				●
<i>Phoenix roebelinii</i>				●
<i>Platanus acerifolia</i>	●			
<i>Prunus blieriana</i>				●
<i>Pyrus kawakami</i>		●		●
<i>Seaforthia elegans</i>			●	●

Table 4 (con't.)

PLANT MATRIX

SHRUBS

BOTANICAL NAME	ACCENT	FOUNDATION	BACKGROUND	SCREEN	PERIMETER	PARKING
Abelia spp.		●	●		●	
Agapanthus africanus	●				●	●
Alsophila cooperi	●	●	●			
Asparagus sprengeri	●					●
Azalea	●	●				
Bougainvillea	●				●	
Calliandra inequilatera		●	●	●	●	
Carissa spp.		●			●	●
Coprosma repens	●					●
Dicksonia antarctica	●	●				
Eleagnus pungens		●	●		●	
Escallonia fradesi		●	●	●	●	
Hebe spp.	●	●			●	●
Hemerocallis spp.	●				●	
Hibiscus spp.		●	●	●	●	
Ilex spp.		●				
Leptospermum spp.			●		●	
Liriope gigantea	●				●	
Moraea iridioides	●				●	
Nandina domestica		●	●		●	
Photinia fraseri		●	●	●	●	
Pittosporum tobira var.		●			●	●
Raphiolepis spp.		●			●	●
Ternstroemia japonica		●				
Xylosma congestum			●	●	●	

Table 4 (con't.)

PLANT MATRIX

GROUND COVER

BOTANICAL NAME

Campanula

Gazania

Potentilla

Vinca Minor

Rye/Bluegrass (turf)

	ACCENT	FOUNDATION	BACKGROUND	SCREEN	PERIMETER	PARKING
Campanula		●				
Gazania		●			●	●
Potentilla		●			●	
Vinca Minor		●			●	
Rye/Bluegrass (turf)					●	

4. Hardscape Design Elements

Hardscape design elements include walls, fences, paving, lighting, benches, bollards, trash receptacles and signage.

Materials to be used for key hardscape elements are specified below. All materials utilized for walls, fences, paving, lighting and street furniture shall be coordinated with and complementary to architectural design details and materials.

a. Walls and Fences

- Concrete masonry: integral color, 4-inch coursing maximum.
- Brick in earth tones.
- Concrete: textured, bush-hammered, rock salt, sandblasted, painted in earth tones.
- Wrought iron.
- Stucco: integral or painted color (same as building stucco color).
- Chainlink with wood slats (utilized only where a temporary movable fence is needed.)

b. Paving

- Concrete, integrally colored, rock salt, exposed aggregate finish with brick or wood edges, or stamped concrete.
- Paving brick in earth tones.

- Paving brick tile in earth tones.
- Textured concrete in earth tones.
- Precast rough-textured pavers, integrally colored.
- Quarry tiles in earth tones.

c. Lighting

- Onsite roads/parking area light standards (architecturally compatible; to be shielded from residential zones).
- Pedestrian pathways (bollard lights).
- Pedestrian plaza/courtyards (bollard lights).
- Landscape lighting (spot or flood lights concealed in landscaping).
- Signage lighting (self-contained or concealed in landscaping.)
- Building entrance lighting (recessed architectural incandescent).

d. Signage

- Signage should be compatible with the visual image and architectural theme within the specific plan area and should identify the following elements:
 - Primary and secondary entry signs.
 - Vehicular and pedestrian directional signage.
 - The individual buildings by number and name.

- Pedestrian and vehicular orientation should be considered.
- Human scale should be maintained.
- Signage for individual buildings should not be allowed to conflict or interfere visually with other signage.
- Signage should contain only that information necessary to identify the primary elements on the lot on which the sign is located.

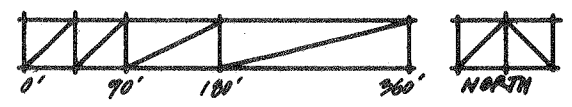
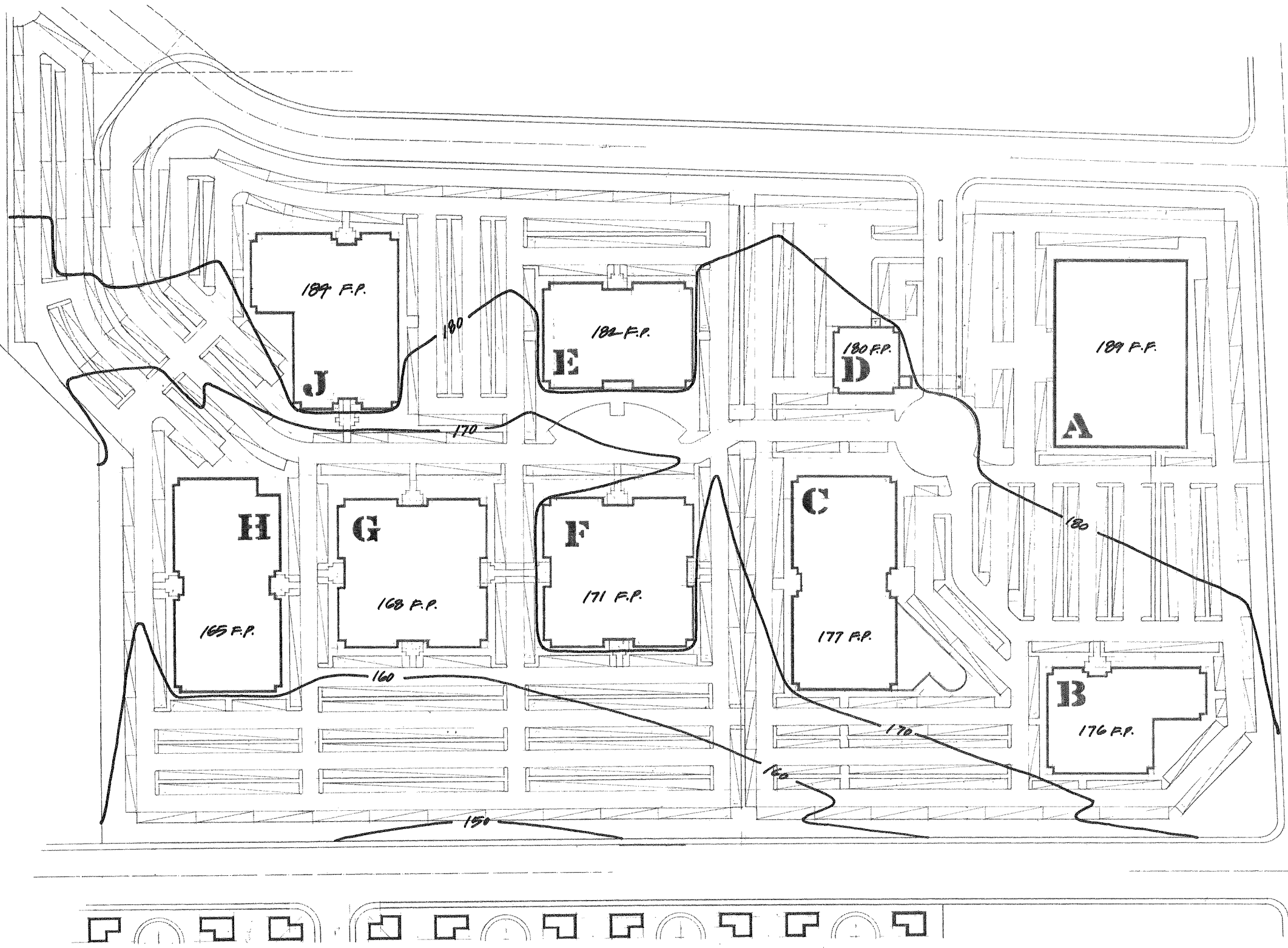
c. Grading Design Guidelines

The grading concept for the specific plan area seeks to achieve a balance between the desire to reflect the site's natural topographic features and the need to provide positive drainage and to create soundly engineered development surfaces for buildings, streets and parking.

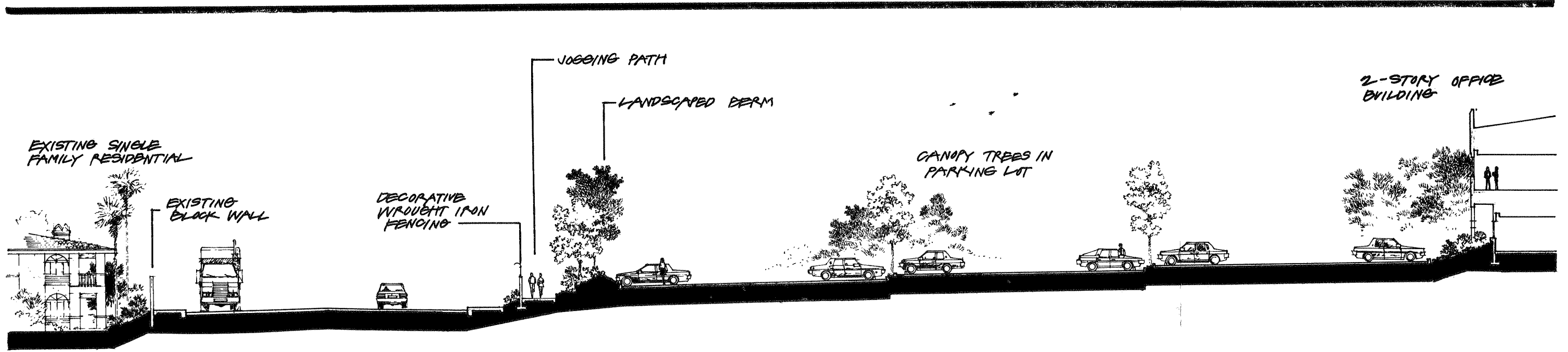
The Grading Concept Plan is shown on Exhibit 18. Exhibit 19 shows the relationship of the proposed concept with the surrounding areas.

The following guidelines support the grading concepts:

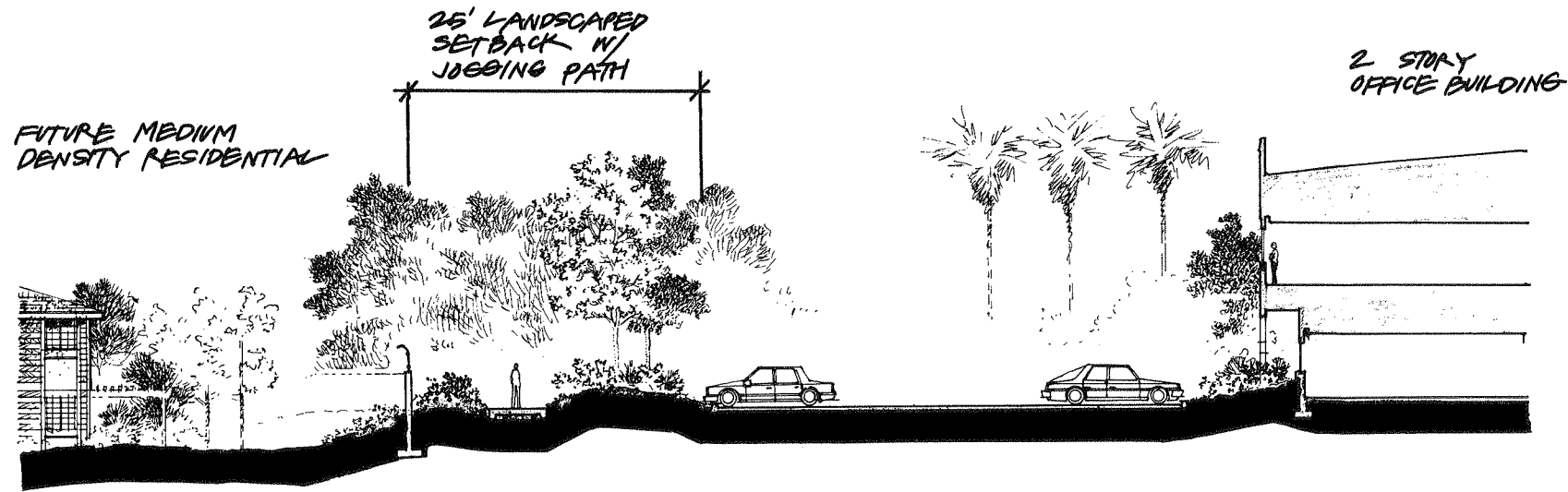
1. All graded areas not slated for immediate development should be planted or landscaped to minimize soil erosion.
2. The maximum gradient for any slope should not exceed a 2:1 inclination.



**GRADING
CONCEPT PLAN**
EXHIBIT 18



UNIVERSITY DRIVE EDGE



FUTURE RESIDENTIAL EDGE

RESIDENTIAL EDGE SECTIONS

EXHIBIT 19

3. Terraced parking areas should be utilized to minimize grading and reduce the height of individual slopes.
4. Earthen berms should be an integral part of the grading design to provide screening along the University Drive edge and the adjoining future residential zone.
5. All manufactured slopes should be landscaped with appropriate ground cover or turf (in addition to trees and shrubs if appropriate) to stabilize the slope and minimize soil erosion.
6. Manufactured slopes which are visible from any public street or walkway should not exceed a vertical height of 15 feet, unless such a slope is extensively landscaped with plant material of sufficient intensity and scale to effectively soften its appearance.
7. Parking areas should have a gradient no greater than 5 percent.
8. The grading design should provide positive site drainage, protect structures and facilities from inundation and minimize localized ponding in landscaped or paved areas.
9. Gradients for paved areas should not be less than one percent unless concrete swales are provided.