

ORDINANCE NO. 90-924

AN ORDINANCE OF THE CITY OF CARSON ADOPTING THE DOMINGUEZ TECHNOLOGY CENTRE SPECIFIC PLAN (SPECIFIC PLAN NO. 2-89) WITH AMENDMENTS AND CONDITIONS THERETO, AND CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT THEREFOR

THE CITY COUNCIL OF THE CITY OF CARSON HEREBY ORDAINS AS FOLLOWS:

Section 1. An application was duly filed by the applicant, Dominguez Properties, with respect to real property described in Exhibit "A," attached hereto, requesting the approval of the Dominguez Technology Centre Specific Plan (Specific Plan No. 2-89), pursuant to California Government Code Sections 65450 through 65457, for the development of a 288-acre parcel for an industrial, technological and office complex to be known as the Dominguez Technology Centre.

Section 2. The property is zoned ML (Manufacturing, Light); ML-D (Manufacturing, Light-Design Overlay District); and CN (Commercial, Neighborhood). The Project is bordered to the north and east by industrially zoned property; to the south by RS (Residential, Single-Family) zoned property. Specific Plan No. 2-89 will allow for the construction of up to 4.7 million square feet of technological, office, commercial and industrial buildings. Upon completion of the 4.7 million square feet, an additional 10% of gross floor area may be constructed if: (1) a traffic study is completed and demonstrates that all on and off-site intersections and freeway on and off-ramps identified in the Specific Plan are operating at the standards set by the Public Works Committee and identified in the Implementation section of the Specific Plan text, and (2) there is not a significant environmental impact on air quality, traffic circulation, noise, public services or other areas as determined by the City Council and identified in the Development Plan Section of the Specific Plan Text.

Section 3. An Environmental Impact Report ("EIR") was prepared for the Project by PBR, an environmental consultant. The EIR was circulated to interested agencies. Comments were received and responses prepared and incorporated into the Specific Plan/EIR text. A copy of the EIR is on file in the office of the City Clerk.

Section 4. The Planning Commission conducted a public hearing on the Specific Plan and EIR on December 12, 1989, January 9, 1990 and February 13, 1990 at 7:00 p.m. at City Hall, Council Chambers, 701 East Carson Street, Carson, California. Notices of the time, place and purpose of the aforesaid meetings were duly provided in accordance with California Government Code Sections 65355 and 65090.

Section 5. Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid public hearings, including but not limited to staff reports dated December 12th, January 9th and February 13th, along with testimony by the applicant and other members of the public.

Section 6. The Planning Commission adopted Resolution No. 90-1301, recommending that the City Council adopt and certify the EIR, with certain amendments thereto as contained in Exhibit "C," attached to that Resolution, and recommending approval of Specific Plan No. 2-89, subject to amendments and conditions listed in Exhibit "D," attached to that Resolution.

Section 7. The City Council conducted a public hearing on the Specific Plan and EIR on September 4, 1990 and September 18, 1990 at 6:00 p.m. at City Hall, Council Chambers, 701 East Carson Street, Carson, California. A notice of the time, place and purpose of the aforesaid meetings were duly provided in accordance with California Government Code Sections 65355 and 65090.

Section 8. Evidence, both written and oral, was duly presented to and considered by the City Council at the aforesaid public hearings, including but not limited to staff reports dated September 4, 1990 and September 18, 1990, along with testimony by the applicant and other members of the public.

Section 9. The City Council hereby certifies that the Final EIR has been completed, that the Final EIR was presented to and reviewed by the City Council and that the City Council considered the information contained in the Final EIR prior to approving the Dominguez Technology Centre Specific Plan (Specific Plan No. 2-89).

Section 10. With respect to the potential significant environmental effects identified in the Final EIR, the City Council finds as follows:

A. Land Use. The Final EIR identifies as a potential significant environmental effect the land use compatibility conflicts between the proposed industrial/office uses and the residential uses south of University Drive and the University west of the subject property. Changes or alterations have been required in, or incorporated into, the project which reduce the environmental impacts to a level of insignificance. A 100 foot set-back from University Drive and a 25-foot setback from proposed Central Avenue will be required for all development on the site. The industrial and commercial areas are to be developed in a manner architecturally harmonious and compatible with the adjacent residential and University uses. Vehicular access to the site from University Drive either through roads or by driveways shall not be permitted thereby reducing the vehicular impact of the development on the adjacent residential area. Vehicular access to the site from proposed Central Avenue either through roads or by driveways shall be permitted only through State of California subdivision processing standards as described in the California Government Code, Division 2 of Title 7. These mitigation measures are detailed in the Specific Plan text in the section entitled Site Development Standards.

B. Land Use. The Final EIR identifies as a potential significant environmental effect the change in the existing on-site use from agricultural and oil-related facilities to industrial, office and retail uses. Changes or alterations have been required in, or incorporated into, the project which reduce the environmental impacts to a level of insignificance. The Implementation section of the Specific Plan text will provide the mitigation measures necessary to lessen any adverse environmental effects involving agricultural and oil related land uses as they are removed or abandoned.

C. Geology. The Final EIR identifies as a potential significant environmental effect the ground shaking, ground subsidence, ground rupture and liquefaction that may occur because the Project is located within a fault zone. Changes or alterations have been required in, or incorporated into, the project and mitigation measures are specified in the EIR section of the Specific Plan text which reduce the environmental impacts to a level of insignificance. A certified geologist's report will be required for the development and its findings incorporated into a grading plan for the site. (EIR - Mitigation Measures). A structural engineer, experienced with earthquake resistant design shall approve all building plans to determine

the adequacy of the structural design of the development. (EIR - Mitigation Measures). All buildings shall be required to comply with structural and seismic safety standards contained in applicable portions of the Los Angeles County Building Code, as amended and adopted by the City of Carson. (EIR - Mitigation Measures).

D. Hydrology. The Final EIR identifies as a potential significant environmental effect the conversion of existing uses to urban uses which will thereby increase the amount of impervious surfaces and reduce rainfall infiltration and generate 513 cubic feet of runoff per second based on a 50-year design storm event. The Final EIR also identifies as a potential significant environmental effect the further disruption of a U.S.G.S. "blue-line" stream. Changes or alterations have been required in, or incorporated into the project and mitigation measures have been specified in the EIR section of the Specific Plan text which reduce the environmental impacts to a level of insignificance. All required drainage improvements are to be designed and constructed in accordance with the City and Los Angeles County Flood Control District standards and shall be reviewed and approved by both the City of Carson and Los Angeles County Flood Control District. All tentative parcel maps, and site plans within the specific plan area are to be accompanied by adequate plans for drainage improvements prepared by a registered professional engineer. The City Engineer is to review and approve an erosion, siltation and dust control plan prior to the issuance of grading permits to minimize soil transport off-site and to minimize air quality impacts. All storm drains, grading, water and sewer service shall be mitigated and conform to the standards conceptually shown in the Infrastructure and Implementation sections of the Specific Plan text. The project applicant shall obtain a permit for alteration of local stream beds from the California Department of Fish and Game prior to the issuance of a grading permit for the on-site drainage area in Reyes Ravine.

E. Biology. The Final EIR identifies as a potential significant environmental effect the removal of existing vegetation resulting from grading of the site. Biotic/Habitat surveys completed on August 6, 1989, revealed no significant adverse impacts to native flora and fauna will result from project implementation. The complete biological assessment is included as Appendix 1 of the Specific Plan. No additional mitigation measures are proposed other than the applicant obtaining a permit from the California Department of Fish and Game.

F. Air Quality - Short-term Impacts. The Final EIR identifies as a potential significant environmental effect significant short-term fugitive dust impacts due to earthwork activity during construction. Mitigation measures have been specified in the EIR which will reduce the environmental impacts to a level of insignificance. The project will mitigate this potential adverse impact by providing efficient construction scheduling and periodic watering of the construction site to reduce construction related exhaust emissions and fugitive dust emissions.

G. Air Quality - Long-term Impacts. The Final EIR identifies as a potential significant environmental effect an increase in localized emissions due to increased traffic volumes created by the project. Mitigation Measures have been specified in the EIR which will reduce the environmental impacts to a level of insignificance. The project will mitigate this potential adverse impact by complying with Southern California Air Quality Management District rules and regulations for industrial, technology, and office uses. The Community Development Director shall approve Air Quality Management Plan recommendations which

are incorporated into the project and identified in the Implementation section of the Specific Plan text.

H. Traffic/Circulation. The Final EIR identifies as a potential significant environmental effect an increase of 43,700 vehicle trips per day generated by the Project. This project, combined with cumulative projects, is anticipated to affect ten (10) on and off-site intersections and eight (8) on and off-ramps of the SR-91 (Artesia Freeway). Changes or alterations have been required in, or incorporated into, the project to reduce environmental impacts to a level of insignificance. Mitigation measures include, but are not limited to, street widening, signalization, restriping, raised landscape medians, access to the project site, parking, and a Transportation Demand Management Program. On and off-site traffic and circulation mitigation measures are identified in the EIR and Implementation sections of the Specific Plan text.

The following off-site mitigation measures are governed by this Section H:

Surface Street Intersections.

1. Central Avenue & Artesia Street (Westbound)
2. Central Avenue & Albertoni Street (Eastbound)
3. Wilmington Avenue & Artesia Street (Westbound)
4. Wilmington Avenue & Albertoni Street (Eastbound)
5. Wilmington Avenue & Del Amo Boulevard
6. University Drive & Avalon Boulevard
7. Westside of Central Avenue between University Drive and Victoria Street

Freeway Ramp Connections.

1. Westbound 91 Freeway Off Ramp to Wilmington Avenue
2. Westbound 91 Freeway Off Ramp from Wilmington Avenue
3. Westbound 91 Freeway Off Ramp to Central Avenue
4. Westbound 91 Freeway Off Ramp from Central Avenue
5. Eastbound 91 Freeway Off Ramp to Wilmington Avenue
6. Eastbound 91 Freeway Off Ramp from Wilmington Avenue
7. Eastbound 91 Freeway Off Ramp to Central Avenue
8. Eastbound 91 Freeway Off Ramp from Central Avenue

Freeway Overcrossing (Bridge Surfaces).

1. Central Avenue & 91 Freeway
2. Wilmington Avenue & 91 Freeway

Pursuant to Public Resources Code Section 21081, the City finds that some of the transportation improvements specified in this Section which are required to mitigate or avoid the significant environmental effects of the project require approval of plans for such improvements by the State of California, the County of Los Angeles or the City of Compton. Some of the improvements also may require these agencies to exercise their power of eminent domain to acquire the property on which the improvements are to be located. Approval of the measures can and should be adopted by these other agencies, but without their approval, some of the measures cannot be implemented as and when required. Pursuant to Condition 128 of the Specific Plan, Developer shall construct, bond for or remain obligated to complete all such improvements specified herein. In the event the agency or agencies having jurisdiction over the property on which the improvement is to be located fail to approve the improvement and/or fail to obtain possession of the property for such improvement within the time period specified therein (hereinafter, the "Delayed Improvement"), then Developer shall not be required to complete the Delayed Improvement within the

time period otherwise specified in the Specific Plan, but Developer shall instead be obligated to complete the Delayed Improvement as soon as reasonably practicable and in accordance with the City's guidelines for such construction, as provided in a timetable agreed upon by and between the Developer and the Director of Public Works.

I. Noise. The Final EIR identifies as a potential significant environmental effect the potential short-term acoustical impacts caused during project construction on adjacent land uses. The project will mitigate this potential adverse impact to a level of insignificance by limiting hours of construction, the utilization of State measures for muffling and shielding intake and exhaust from equipment and vehicles from adjacent land uses, and compliance with City regulations, regulations contained in Title 25 of the California Code of Regulations and the Uniform Building Code. The mitigation measures are identified in the EIR and Implementation sections of the Specific Plan text.

J. Employment/Housing. The Final EIR identifies as a potential significant environmental effect an increase of 13,836 persons in the City's daytime population. The increase in employment opportunities is viewed by the City as a potential beneficial impact. No mitigation measures are required. Using the 1989 California State Employment Development Department figure the current dwelling unit count estimated in the Carson Housing Element, a jobs/housing ratio of 1.73 is considered representative of current City conditions. According to the City of Los Angeles' jobs/housing proposed guidelines, a jobs/housing ratio between 1.10 and 1.74 is considered relatively balanced. The 1.73 figure for Carson lies within the balanced category of the guidelines. The EIR section of the Specific Plan text identifies the impact and the resulting analysis.

K. Aesthetics. The Final EIR identifies as a potential significant environmental effect an alteration in the visual character of the site from existing nursery and oil-related uses to urbanized industrial/office uses with implementation of the Project. Changes or alterations have been required in, or incorporated into the Project which reduce the environmental impacts to a level of insignificance. The visual change may be apparent to the residents along the southern edge of the Project as well as to the University student housing along the western edge of the project. Landscaping and architectural standards equal to or exceeding Zoning Ordinance provisions will be applied to the project to mitigate any adverse aesthetic environmental effects.

L. Cultural Resources. The Final EIR identifies as a potential significant environmental effect the potential disturbance or destruction of significant archaeological or historical material on-site. Changes or alterations have been required in, or incorporated into the Project which reduce the environmental impacts to a level of insignificance. A qualified archaeologist and paleontologist shall be retained to assess the significance of any findings. Appropriate mitigation measures specific to each findings will be utilized to mitigate any adverse environmental effects involving cultural resources.

M. Public Services. The Final EIR identifies as a potential significant environmental effect an increased demand on services and utilities. Changes or alterations have been required in, or incorporated into the Project which reduce the environmental impacts to a level of insignificance. Mitigation measures identified in the Implementation section of the Specific Plan text will comply with existing requirements and provide consideration and implementation of yet unidentified future need. Those requirements provide that all water and fire service supply shall meet the requirements of the Los Angeles County Health

Department and Fire Department and be constructed to standards contained in the Water Concept Plan shown on Exhibit 15 of the Specific Plan. All sewer main and trunk lines are required to meet the standards of the Los Angeles County Department of Public Works and Los Angeles County Sanitation District and permitted uses in the Specific Plan shall be subject to the availability of sewer service capacity for those uses.

Section 11. With respect to the Dominguez Technology Centre Specific Plan, the City Council finds:

A. Specific Plan No. 2-89, which is on file in the office of the City Clerk and is hereby incorporated herein by reference, will comply with the requirements of California Government Code Section 65451 in that, as revised to incorporate the conditions contained in a document on file in the City Clerk's office entitled "Conditions of Approval of Specific Plan 2-89," which document is incorporated herein by reference, the Specific Plan does specify in detail:

1. The distribution, location and extent of the uses of land, including open space within the area covered by the Plan;

2. The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the Plan and needed to support the land uses as described in the Plan;

3. Standards and criteria by which development will proceed and standards for the conservation, development and utilization of natural resources;

4. A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the Specific Plan; and

5. A statement of the relationship of the Specific Plan to the General Plan.

B. Specific Plan No. 2-89, as amended by the conditions imposed permits uses and types of development that are consistent with the General Plan, which designates the property for manufacturing and commercial uses.

C. The site is adequate in size, shape, topography and location so as to accommodate the proposed uses. The property consists of 288 acres and is presently occupied by active and abandoned oil wells and commercial flower growers.

D. There will be adequate street access and traffic capacity for the proposed uses and development. The subject property will be served by Wilmington Avenue, a fully-dedicated and partially improved major highway 100 feet in width; University Drive, a fully-dedicated and partially improved secondary highway 80 feet in width; Central Avenue, presently undedicated and unimproved major highway, which will become a 100 foot dedicated and improved major highway by conditions incorporated herein; and Victoria Street, a fully-dedicated and partially improved major highway 100 feet in width.

E. The Specific Plan will contain the development standards required by the Zoning Ordinance for the provision of streetlights, undergrounding of all new utilities and similar infrastructure, and for maintenance of all structures, grounds, parking facilities, landscaping and hardscape in a neat and orderly manner at all times.

F. The Specific Plan contains provisions requiring the project and the individual structures thereto to undergo Site Plan and Design Review to assure appropriate placement and architectural compatibility between adjacent uses.

Section 12. Based upon the aforementioned findings, the City Council hereby adopts Specific Plan No. 2-89 for the property described in Exhibit "A," subject to the amendments and conditions listed in Exhibit "B," which is incorporated herein by reference.

Section 13. The City Clerk shall certify to the adoption of this Ordinance and shall transmit copies of the same to the applicant.

PASSED, APPROVED and ADOPTED this 20th day of November, 1990.

Chris Robles DeWitt
MAYOR

ATTEST:

Helen S. Kawagoe
CITY CLERK

APPROVED AS TO FORM:

Shirley A. Astum
CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF CARSON)

I, Helen S. Kawagoe, City Clerk of the City of Carson, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing ordinance, being Ordinance No. 90-924 passed first reading on October 29, 1990, was duly and regularly adopted by the City Council of said City at a regular meeting of said Council, duly and regularly held on the 20th day of November, 1990, and that the same was passed and adopted by the following roll call vote:

AYES: COUNCIL MEMBERS: Mitoma, Calas, and DeWitt
NOES: COUNCIL MEMBERS: None
ABSTAIN: COUNCIL MEMBERS: Muise
ABSENT: COUNCIL MEMBERS: McDonald

Helen S. Kawagoe
City Clerk, City of Carson, California

LEGAL DESCRIPTION

THAT PORTION OF THE 611.05 ACRE TRACT OF LAND IN RANCHO SAN PEDRO, IN THE CITY OF CARSON, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ALLOTTED TO MARIA DE LOS REYES DOMINGUEZ, BY DECREE OF PARTITION OF A PORTION OF THE SAID RANCHO, ENTERED IN CASE NO. 3284, SUPERIOR COURT OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTH LINE OF SAID ALLOTMENT WITH THE WESTERLY LINE OF THE 19.43 ACRE HOMESTEAD TRACT, ALLOTTED TO VICTORIA DOMINGUEZ DE CARSON, BY SAID DECREE OF PARTITION WITH THE SOUTHERLY LINE OF VICTORIA STREET; THENCE ALONG SAID LINE WOUTH 88° WEST 114.39 CHAINS TO A POST IN THE NORTHEAST CORNER OF THE HIGHLAND TRACT OF 500.00 ACRES OF VICTORIA D. DE CARSON; THENCE ALONG THE SAME SOUTH 50.18 CHAINS TO THE SOUTHEAST CORNER THEREOF; THENCE SOUTH 3.14 CHAINS ALONG THE HIGHLAND TRACT OF GUADALUPE DOMINGUEZ TO A POST; THENCE ALONG THE SAME NORTH 88° EAST TO THE SOUTHWEST CORNER OF THE LAND DESCRIBED IN A LEASE TO THE HOLLY DEVELOPMENT COMPANY, RECORDED DECEMBER 5, 1923, IN BOOK 3013 PAGE 1, OFFICIAL RECORDS; THENCE ALONG THE WESTERLY LINE OF SAID LEASED LAND, NORTH 08° 30' EAST 1779.09 FEET TO THE NORTHWEST CORNER THEREOF; THENCE ALONG THE NORTH LINE OF SAID LEASED LAND, NORTH 88° EAST 1224.22 FEET TO THE WESTERLY LINE OF THE 200.00 ACRE TRACT KNOWN AS THE "HOMESTEAD OF GUADALUPE, SUSANNA AND REYES DOMINGUEZ", AS SHOWN ON THE MAP FILED BY THE COMMISSIONERS IN PARTITION IN SAID CASE NO. 3204; THENCE ALONG SAID WESTERLY LINE NORTH 08-1/5° EAST TO THE SOUTHWEST CORNER OF THE 19.43 ACRE TRACT HEREINBEFORE REFERRED TO; THENCE ALONG THE WESTERLY LINE OF SAID 19.43 ACRE TRACT, NORTH 8-1/4° EAST 3.45 CHAINS TO THE POINT OF BEGINNING.

A. EXCEPTING THEREFROM THE FOLLOWING DESCRIBED LAND:

COMMENCING AT A POINT ON THE SOUTHERLY LINE OF SAID 611.05 ACRE TRACT, SAID POINT BEING DISTANT ALONG SAID SOUTHERLY LINE NORTH 87° 58' 51" EAST 2370.00 FEET FROM THE INTERSECTION OF SAID SOUTHERLY LINE WITH THE CENTERLINE OF CENTRAL AVENUE, AS SAID CENTERLINE IS SHOWN ON COUNTY SURVEYOR'S MAP NO. 8588 FILE IN THE OFFICE OF THE COUNTY ENGINEER OF SAID COUNTY; THENCE NORTH 04° 03' 09" WEST 40.00 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 02° 01' 09" WEST 600.00 FEET; THENCE NORTH 49° 49' 44" WEST 175.46 FEET; THENCE NORTH 02° 01' 09" WEST 480.00 FEET; THENCE NORTH 87° 58' 51" EAST 274.53 FEET; THENCE SOUTH 49° 49' 44" EAST 42.04 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY AND HAVING A RADIUS OF 310.00 FEET; THENCE SOUTHEASTERLY AND EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 40° 16' 16" AN ARC DISTANCE OF 217.89 FEET; THENCE NORTH 89° 58' 00" EAST 954.53 FEET; THENCE NORTH 87° 59' 27" EAST 180.10 FEET; THENCE NORTH 89° 58' 00" EAST 177.91 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHWESTERLY AND HAVING A RADIUS OF 27.00 FEET, SAID CURVE BEING TANGENT AT ITS NORTHERLY TERMINUS WITH A LINE WHICH IS PARALLEL WITH AND 17.00 FEET WESTERLY, MEASURED AT RIGHT ANGLES, FROM THE EASTERLY LINE OF PARCEL 5, AS SHOWN ON MAP FILED IN BOOK 53, PAGES 37 AND 38 OF RECORD OF SURVEY, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90° 57' 09" AN ARC DISTANCE OF 44.27 FEET TO SAID NORTHERLY TERMINUS; THENCE NORTH 85° 56' 51" EAST 17.00 FEET TO SAID EASTERLY LINE; THENCE ALONG SAID EASTERLY LINE SOUTH 04° 03' 09" EAST 820.76 FEET TO A POINT IN SAID LINE WHICH IS NORTH 04° 03' 09" WEST 300.00 FEET FROM THE SAID SOUTHERLY LINE OF SAID 611.05 ACRE TRACT; THENCE SOUTH 85° 56' 51" WEST 17.00 FEET; THENCE SOUTH 04° 03' 09" EAST 242.37 FEET TO A POINT WHICH IS NORTH 04° 03' 09" WEST 17.00 FEET FROM A LINE WHICH IS PARALLEL WITH AND 40.00 FEET NORTHERLY, MEASURED AT RIGHT ANGLES, FROM SAID SOUTHERLY LINE; THENCE SOUTH 41° 57' 54" WEST 23.61 FEET TO A POINT ON SAID LAST MENTIONED PARALLEL LINE, SAID POINT BEING DISTANT ALONG SAID PARALLEL LINE SOUTH 87° 58' 51" WEST 17.00 FEET FROM SAID LINE WHICH IS PARALLEL WITH AND 17.00 FEET WESTERLY OF SAID EASTERLY LINE OF PARCEL 5; THENCE ALONG AFOREMENTIONED PARALLEL LINE SOUTH 87° 58' 51" WEST 1734.60 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION

B. ALSO EXCEPT THEREFROM THAT PORTION LYING EASTERLY OF THE WESTERLY LINE OF WILMINGTON ROAD, OR WILMINGTON AVENUE.

C. ALSO EXCEPT THAT PORTION OF THE 611.05 ACRE TRACT OF LAND IN RANCHO SAN PEDRO, IN THE CITY OF CARSON, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, ALLOTTED TO MARIA DE LOS REYES DOMINGUEZ BY DECREE OF PARTITION OF A PORTION OF THE SAID RANCHO, ENTERED IN CASE NO. 3284, SUPERIOR COURT OF SAID COUNTY, BOUNDED ON THE WEST BY THE WESTERLY LINE OF SAID 611.05 ACRE TRACT; ON THE EAST BY THE CENTERLINE OF CENTRAL AVENUE, AS SAID CENTERLINE IS SHOWN ON COUNTY SURVEYOR'S MAP NO. 8588, RECORDS OF SAID COUNTY; ON THE SOUTH BY A LINE PARALLEL WITH AND DISTANT 439.73 FEET NORTHERLY MEASURED AT RIGHT ANGLES FROM THE SOUTHERLY LINE OF SAID 611.05 ACRE TRACT; AND BOUNDED ON THE NORTH BY THE EASTERLY PROLONGATION OF THE NORTHERLY LINE OF THAT CERTAIN PARCEL OF LAND GRANTED TO DOMINGUEZ ESTATE COMPANY BY DEED RECORDED IN BOOK D-879, PAGE 987, OFFICIAL RECORDS OF SAID COUNTY.

EXHIBIT "B"

CONDITIONS OF APPROVAL
RESOLVED AT THE COUNCIL MEETING
ON OCTOBER 29, 1990
FOR THE DOMINGUEZ TECHNOLOGY CENTRE
SPECIFIC PLAN (SPECIFIC PLAN NO. 2-89)

42. Location of Central Avenue. The Developer shall construct full width street improvements (including curb, gutter, lighting, street trees and sidewalks) along Central Avenue (100 feet) from Victoria Avenue to University Drive. The Developer shall construct a Class-1 bicycle path on the west side of Central Avenue from Victoria Avenue to University Drive. If California State University Dominguez Hills (CSUDH) grants an easement for a portion of Central Avenue to be located on its property, including the Class-1 bicycle path and sidewalk, then the City will use its best efforts to assist Developer in securing funds and grants from CSUDH and the county, state and federal governments to construct that portion of the improvements which will be on CSUDH property. Notwithstanding the immediately preceding sentence, nothing contained herein shall be construed to require the City to provide other funds or grants to assist Developer in the construction of the Central Avenue improvements specified in this condition. Central Avenue, including the adjacent sidewalks and bike path on the west side shall be constructed between University Drive and Glenn Curtiss prior to occupancy of Phase I of the project. Central Avenue, including the adjacent sidewalks and bike path on the west side of Central Avenue, shall be constructed between Glenn Curtiss and Victoria Avenue prior to occupancy of Phase II of the project.

80. Exterior Perimeter Streets. The Developer shall construct full width street improvements (including but not limited to curb, gutter, lighting, street trees and sidewalks) along exterior streets: Victoria Street (100 feet), Wilmington Avenue (100 feet), University Drive (84 feet, until such time that the General Plan is amended to provide for an 80 foot width) and Central Avenue (100 feet). Sidewalks shall be provided corner to corner along the entire perimeter frontage, except for University Drive, to City of Carson standards. Mitigation measures at Central and University, Central and Victoria, and University and Wilmington shall be completed by the applicant as conceptually shown in the EIR/Specific Plan, Appendices 2, Appendix E, 'Conceptual Sketches of Existing and Proposed Roadway Geometrics' and as required by the Director of Public Works.

86. Driveways. Direct access onto arterials shall be limited to those driveways required to serve individual lots as determined by the Director of Public Works at the time of building permit issuance.

102. Fire Protection Services. Deleted by action of the City Council on October 29, 1990.

110. Private Security. Developer shall provide or cause to be provided private security acceptable to the City's Director of Community Development throughout the Project area commencing upon the inception of construction of the Project. This condition shall not expire at the completion of construction but shall continue as long as the Project site is used as an industrial/office/technology/commercial site, and shall be binding upon Developer's successors and assigns.

126. Congestion Management Program. In the event that (a) a Congestion Management Program (Government Code Section 65088, et seq., as amended) is adopted by the designated agency which establishes levels of service standards or other requirements for street segments, intersections and/or freeway on or off-ramps within the City, and (b) the designated agency identifies the City as being in nonconformance with the Program or the City adopts a deficiency plan pursuant to Government Code Section 65089.3, which identifies the Project as a contributing cause to one or more of the deficiencies listed in the Program, then Developer shall at its option do either of the following: (a) pay a portion of the cost of correcting the deficiency which portion shall be determined by multiplying the percentage that the Project is estimated to contribute to the deficiency by the estimated cost of correcting the deficiency, or (b) correct its proportionate share of the deficiency. The above-mentioned cost or share shall be determined by the City Council based upon its consideration of a traffic study and other evidence.

127. Additional Mitigation Measures. City may impose mitigation measures in addition to the measures required as a condition of approval of the Specific Plan in the event a state or federal law or regulation is enacted or applied after the adoption of the Specific Plan which requires, or makes it reasonably necessary for the City to impose, additional mitigation measures or requirements on the Project or Property.

128. Financing of Off-Site Mitigation Measures. Developer shall carry out or bond for all off-site improvements identified in paragraph H of Section 10 of Ordinance No. 90-924. In the event that the agency or agencies having jurisdiction over the property on which the improvement is to be located either (a) fail to approve construction of the improvements within the time limits specified in Government Code Sections 65950-52 or (b) fail to obtain possession (pursuant to Code of Civil Procedure Section 1255.410 or otherwise) of the property within 120 days of such agency's approval of construction of the improvement (hereinafter the "Delayed Improvement"), then Developer shall bond for 100% of the cost of the Delayed Improvements when notified by the City to do so. Developer shall not be required to complete the Delayed Improvement within the time period otherwise specified in the Specific Plan, but Developer shall instead be obligated to complete the Delayed Improvement as soon as reasonably practicable and in accordance with the City's guidelines for such construction, as provided in a timetable agreed upon by and between the Developer and the Director of Public Works. The amount of the bond shall be reduced from time to time as a portion or portions of the improvements are constructed so that the amount of the bond shall be equal to the estimated

cost of the improvements not yet constructed. The amount of the bond shall be adjusted annually in the same percentage as changes in the Consumer Price Index, All Urban Consumers, for the Los Angeles-Anaheim-Riverside Statistical Area (1982-84=100), as published by the Bureau of Labor Statistics. The date from which the change in the index is to be computed shall be the initial date of the bond. The bond shall remain in effect until the improvements are constructed or until January 1, 2006 whichever occurs first. Notwithstanding the expiration and release of such bond, Developer's obligation to construct the improvements shall remain until construction of the improvements is completed.

The City shall impose a fee on other proposed development projects in the City in the vicinity of the improvements which fees shall be determined on the basis of (a) the total cost of the off-site traffic improvements and (b) the extent to which such other development projects will generate additional traffic volumes which contribute to the need for the off-site traffic improvements. The cost of any traffic study required to determine these amounts shall be paid for by the Developer. The City shall make reasonable good-faith efforts to assist in obtaining rights-of-way and other necessary approvals from the appropriate state or local governments and to enter into one or more agreements with the State of California and other local governments with jurisdiction over the areas of the improvements for collection of fees from development projects located in those jurisdictions in the vicinity of such improvements which contribute to the need for the improvements. The City will also use its best efforts to secure funds and grants from the County, state and federal government to help pay for the cost of making the improvements, except that nothing contained herein shall be construed to require the City to provide other funds for the cost of the improvements listed in paragraph H of Section 10 of Ordinance No. 90-924. Upon Developer's completion of the improvements, any fees derived under such conditions and agreements shall be paid over to the Developer as partial reimbursement not to exceed an amount equal to the percentage which such other development projects contribute to the need for the off-site traffic improvement. The Developer's proportionate share of the cost of the improvements required by this condition shall be determined by the City Council based upon its consideration of a traffic study and other evidence.

129. Further Approval of Phase III. Deleted by action of the City Council on October 29, 1990.