

ORDINANCE NO.

AN ORDINANCE OF THE CITY COUNCIL OF THE
CITY OF LONG BEACH AMENDING AND RESTATING IN
ITS ENTIRETY THE LONG BEACH BUSINESS CENTER
PLANNED DEVELOPMENT DISTRICT (PD-7)

WHEREAS, Ordinance No. C-5621, adopted on August 12, 1980,
established the Long Beach Business Center Planned Development District as PD-2;

WHEREAS, Ordinance No. C-6777, adopted on August 28, 1990, amended
and restated the Long Beach Business Center Planned Development District as PD-7;
and

WHEREAS, Ordinance No. C-6992, adopted on April 21, 1992, amended
the regulations for Long Beach Business Center Planned Development District (PD-7);

NOW, THEREFORE, the City Council of the City of Long Beach ordains as
follows:

Section 1. The Long Beach Business Center Planned Development
District (PD-7) is amended in its entirety to read as shown on Exhibit "A".

Section 2. The City Clerk shall certify to the passage of this ordinance by
the City Council and cause it to be posted in three (3) conspicuous places in the City of
Long Beach, and it shall take effect on the thirty-first (31st) day after it is approved by the
Mayor.

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OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

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I hereby certify that the foregoing ordinance was adopted by the City Council of
the City of Long Beach at its meeting of _____, 20____, by the following vote:

Ayes: Councilmembers: _____

Noes: Councilmembers: _____

Absent: Councilmembers: _____

City Clerk

Approved: _____
(Date)

Mayor

**LONG BEACH BUSINESS CENTER
PLANNED DEVELOPMENT DISTRICT (PD-7)**

Ordinance History: C-5621, 1980; C-6777, 1990.

I. PURPOSE AND INTENT

This Planned Development District is established to create, preserve and enhance the area for business and light industrial use. Such activities serve the community through the provision of employment, contribution to the tax base and economic health of the City; the provision of commercial services and the manufacture of products used and needed by society.

This district is characterized by business office activity, research and development activity and moderately sized industrial and warehousing operations with limited environmental impacts in terms of noise, chemical wastes and health or safety hazards. Such activities are typical of modern business and industrial operations whereby moderate sized buildings are enhanced by attractive landscaped areas.

This Planned Development District is divided into several Subareas, as shown on the rezoning map adopted with this ordinance.

II. DEVELOPMENT REVIEW PROCEDURES

- A. Site Plan Review shall be required for construction of new floor area in accordance with Division V of Chapter 21.25 (Specific Procedures) of the Zoning Regulations.
- B. A Master Site Plan shall be submitted for Planning Commission approval for each project consisting of multiple buildings totaling 50,000 square feet or more of gross floor area. Such Master Site Plan shall identify the location of each building to be built on the site, the area of the building and the use of each building. The Master Site Plan shall also indicate the overall design character of the site, including unifying architectural and landscape design themes. The Master Site Plan shall be submitted with the first Site Plan Review application for a project.
- C. No building permit shall be issued for any building until Site Plan Review has been approved, or conditionally approved, and positive findings, as set forth in Division V of Chapter 21.25, have been made. Each Site Plan Review submittal shall demonstrate consistency with the requirements of this ordinance, the requirements and findings for Site Plan Review approval, and the Master Site Plan.
- D. In addition to the application materials required pursuant to Section 21.21.201 of the Zoning Regulations, the application for Site Plan Review shall contain an estimate of the peak-hour trips to be generated by the proportion of the full development requested with the application and identification of the Transportation Demand Management (TDM) measures to be taken to reduce the peak- hour trips.
- E. In the submission of individual buildings or phases 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 each Site Plan Review submittal shall be in substantial conformance to the approved Master Site Plan, and the intensity of development as measured in trips shall not be changed except by the procedure described in this ordinance. Substantial conformance of a Site Plan Review submittal to the Master Site Plan shall be determined by the Site Plan Review Committee, or Planning Commission, as appropriate.

III. USE REGULATIONS

- A. The use regulations of the Long Beach Business Park Planned Development District shall be as specified herein. Any use not specifically permitted by this ordinance shall be prohibited.

Further, new development of the site with street frontage on Willow Street in Subarea 1 shall be limited to 118 vehicle trips to and from the site in the peak hour between 4:00 p.m. and 6:00 p.m., and implementation of a Transportation Demand Management Program that reduces existing work trip generation in the evening peak hour by twenty percent. The plan that meets this limitation consists of 167 hotel rooms or a 100,000 square-foot hotel building, whichever is less, and office facilities for 89 employees or an office building of 100,000 square feet, whichever is less (as of the date of this amended ordinance, 2018, this site is developed with a California DMV field office).

For Subarea 4, new development of this site shall be limited to a total of 1,966 vehicle trips on a weekday basis, including 374 trips in the a.m. peak hour, and 382 trips in the p.m. peak hour. The plan that meets this limitation consists of three one-story buildings composing approximately 425,000 square feet of light industrial space on the 19.091-acre development site (as of the date of this amended ordinance, 2018, this site is developed with the USPS Long Beach Processing & Distribution Center, which is in the process of being closed by the USPS and sold for private development).

The uses permitted in PD-7 shall be the same as those permitted in the Light Industrial (IL) zoning district, per Division I of Chapter 21.33 (Industrial Districts) of the Zoning Ordinance, except as modified by the following:

1. The following additional uses, as specified in the U.S. Department of Labor Standard Industrial Classification (SIC) are permitted:
 - a. Of Major Group 80 (Health Services): Industry Groups 801, 802, 803, 804, 807, and 809.
 - b. Of Major Group 82 (Educational Services): Industry Groups 824 and 829.
 - c. Of Major Group 87 (Engineering, Accounting, Research, Management, And Related Services): Industry Group 873.
2. The following uses are permitted subject to a conditional use permit:
 - a. Of Major Group 70 (Hotels, Rooming Houses, Camps, And Other Lodging Places): Industry Group 701, and subject to a conditional use permit.

- b. Major Group 83 (Social Services).
- 3. Trucking uses shall comply with the special development standards of Section 21.45.168.
- B. 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 Program's trip reduction. The resulting figure is then compared to the permitted peak-hour trips.
- C. Other combinations or amounts of the uses permitted in the PD, which generate an equal or lesser number of trips per hour in the peak hours, may be substituted for this 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.
- D. Changes in the number of trips allocated by be accomplished in the following ways:
 - 1. Increased development intensity through transfers of trips. Trips may be transferred between the Airport Area Planned Development Plans (PD-19: Douglas Aircraft; PD-23: Douglas Center; PD-12: Long Beach Airport Terminal Area; PD-13: Atlantic Aviation; PD-18: Kilroy Airport Center; PD-9: Airport Business Park; PD-15: Redondo Avenue; PD-17: Alamitos Land Company; PD-7: Long Beach Business Park; PD-27: Willow Street Center; and PD-28: Pacific Theaters) provided that:
 - a. Not more than twenty percent of the originally authorized trips are added to the receiving PD;
 - b. The Director of Public Works finds that the transfer will have no significant detrimental effect upon the level of service at any intersection;
 - c. The transfer is implemented by approval by the Planning Commission of an amendment to both Master Site Plans to reallocate and document the revised number of trips;
 - d. 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;
 - e. All authorized transfer of trips shall not be effective until the change is recorded against the property with the Los Angeles County Recorder;
 - 2. Increased development intensity through added trips. Additional trips beyond the original allocation may be approved provided that:
 - a. The increase will not exceed the original allocation by more than

- twenty percent;
- b. The applicant shall pay a trip mitigation fee that is pro-rata fair share of the costs of the original Traffic Mitigation Program for the additional trips;
 - c. A new analysis of the traffic impacts on all intersections in the Airport Area, is undertaken at the expense of the applicant, and such analysis shows no significant detrimental effect upon the level of service at any intersection or the applicant agrees to pay an additional trip mitigation fee equal to all costs of all additional improvements at all intersections necessary to mitigate the degradation of the level of service caused by the increased trips. Degradation of the level of service is a reduction to level of service "E" or "F" unless that level of service was accepted in the original improvement program;
 - d. An amendment to the Master Site Plan shall be required to authorize the additional trip allocation; and
 - e. Notice of the Master Site Plan Amendment hearing is sent out to all owners and lessees, with an interest recorded on the Tax Assessor's rolls, in the Airport Area Planned Developments;
3. 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 assess district. However, an applicant does not receive first priority for utilizing available trips by merely filing an application. Available trips shall be reserved to an applicant only upon the payment of all necessary traffic mitigation fees for the proposed modification. Because the modification process can take many months to complete, the City may also set aside during the modification process the trips which will be utilized if the application is approved, providing that both of the following conditions are met:
- a. The traffic analysis has been completed and the Director of Public Works has prepared an estimate of the necessary traffic mitigation fee; and
 - b. The applicant has made a good-faith deposit with the City of cash or letter of credit equal to ten percent of the estimated traffic mitigation fee, which deposit will be forfeited if the applicant does not proceed with the project or does not diligently pursue the application in accordance with a reasonable schedule set forth by the Director of Planning and Building. If this application is approved and the developer meets all traffic mitigation conditions of approval, the deposit will be refunded or credited toward the traffic mitigation fees, at the discretion of the applicant. If the application is denied, the deposit shall be refunded to the applicant.
4. 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 develop request authorization for additional trips, and those additional trips are found by the Director of Public Works to not degrade any intersection due to the additional improvements paid for by the first developer, then the Director of Public Works shall require the second developer to reimburse the first developer for a pro-rata fair share of the additional improvement costs. Such fees shall be collected from the second developer according to the procedure established for developer fees in the Traffic Mitigation Program. The Director of Public Works shall then notify the first developer, or the successor- in-interest, of the receipt of the funds, and shall 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.

IV. DEVELOPMENT STANDARDS

- A. The following development standards shall apply to all construction in PD-7. For any standard not specified or modified by this PD, the applicable standard(s) of the Zoning Regulations, Title 21, LBMC, shall apply:
1. Lot Size, Building Height and Lot Coverage. No lot shall be subdivided or created with an area less than indicated in Table 1. No building or other structure shall be constructed to exceed the height limitations indicated in Table 1; nor shall any building or structure be constructed to exceed the lot coverage indicated in Table 1.
 2. Required Yards. The yard areas indicated in Table 3 shall be clear of all structures from the ground to the sky (except for those structures or projections otherwise permitted) and shall be landscaped and maintained in a neat and healthy condition according to the landscaping provisions of Chapter 21.42 of the Zoning Regulations.
 - a. Projection into yards: No appurtenances, projections or other building features may project into the required yards, except for those projections provided for in Section 21.33.140.C.
 - b. Uses of Yard Areas: The only uses and structures permitted in yard areas shall be those provided for in Section 21.33.140.D.
 - c. Uses Prohibited in Yard Areas: Unless specifically permitted, all other uses of yard areas shall be prohibited, including, but not limited to, loading, storage and placing trash receptacles.
 3. Corner Cut-offs. Corner cut-offs, as defined in Section 21.15.660, with a dimension of ten feet by ten feet (10' × 10'), shall be provided as required in Section 21.33.140.B of the Zoning Regulations.
 4. Design, Treatment and Finish. All new and remodeled buildings shall comply with the following design criteria:
 - a. All new development shall be of a high architectural quality, using durable, high-quality materials to develop long-lasting buildings that can be adaptively reused over time. Buildings

shall consist of high-quality materials with substantial detailing and articulation;

- b. Brick, natural stone, precast concrete, and factory-finished metal panels (heavy gauge only, in corrugated or flat sections) are preferred.
- c. Alternatives to stucco (plaster) are preferred. Stucco seams should be used to create visual interest for the building's façade and form.
- d. The finish, texture, and color of materials should be compatible with the overall architectural theme. Architectural style and use of quality materials shall be consistent throughout an entire project or Master Site Plan.
- e. Any building walls without windows, even when intended to be covered by a later phase of the same development, shall be finished with decorative materials or designs to the satisfaction of the Site Plan Review Committee. Highly reflective glazing materials are discouraged, and a glare study shall be required for use of glazing with a reflectivity greater than 15%
- f. All lighting shall be designed to prevent the intrusion of light and glare onto adjacent buildings and properties. Up-lighting or lighting that projects directly into the night sky also are prohibited. All lighting shall consist of full-cutoff fixtures, or those with "backlight/uplight/glare (BUG)" ratings providing the equivalent of full-cutoff performance.
- g. All mechanical equipment shall be fully screened. For Subarea 3, mechanical equipment and screening shall not exceed the thirty-foot height limit; and
- h. All roof areas shall be secured from unauthorized access;

5. Parking.

- a. Application. The minimum standards for all off-street parking and loading requirements shall be those established in Chapter 21.41 of the Zoning Regulations, except as otherwise provided by this ordinance.
- b. Maintenance. All parking and loading facilities shall be maintained in a neat and orderly condition and shall be at all times clear of obstruction to their intended use.
- c. Permits. An application for a building permit shall include a plot plan indicating the location of the proposed parking and locating all structures on the lot.
- d. Required number of spaces. On each lot and for each use thereon (except as otherwise provided), off-street parking shall be provided as required in by Chapter 21.41 of the Zoning Regulations. A parking facility may be shared by separate uses if agreed by the property owners and if demonstrated that the

hours of their demand for parking do not overlap, or only partially overlap. For shared parking situations, the parking requirement shall be determined according to the peak parking requirements of any combination of simultaneous uses to the satisfaction of the Director of Development Services.

- e. **Parking Study.** A developer may provide a parking study, conducted by a third-party traffic engineer, demonstrating that the parking demands of a proposed development will be less than the number of parking and loading spaces required by Chapter 21.41. The Site Plan Review Committee or Planning Commission, as appropriate, may accept the parking study's recommended number of parking and loading spaces in lieu of the requirements of Chapter 21.41. Alternatively, the Site Plan Review Committee or Planning Commission, as appropriate, may at their discretion reduce the number of required parking and loading spaces, if it is found that 1) the proposed site plan makes adequate provision for all on-site parking and loading demand, 2) no significant negative off-site parking and loading impacts would result from the reduction, and 3) the reduction complies with the intent and purposes of this ordinance and the Zoning Regulations.
- f. **Trash Receptacles.** Trash receptacles sufficient for all uses on the subject site shall be provided in accordance with Section 21.45.167. In addition to the standards specified in that Section, the following standards for trash receptacle areas shall apply:
 - i. Trash receptacle area gates shall be made of visually solid metal. Wood and chain link fence shall be prohibited as a trash receptacle area gate material.
 - ii. Trash receptacle areas shall be equipped with self-closing gates.
 - iii. Trash receptacle areas shall be covered with a solid roof of not more than thirteen feet (13') in height, which drains to an area outside the trash receptacle area, to prevent stormwater pollution.
 - iv. Trash receptacle areas shall be secured to prevent unauthorized access.

6. **Loading.**

Off-street loading spaces shall be provided in addition to off-street parking spaces, as set forth in Division III of Chapter 21.41 of the Zoning Regulations. Additional requirements shall apply as set forth below:

- a. **Location.** All loading spaces shall be located outside of required aisles, other circulation areas, or restricted yard areas as stated above.
- b. **Loading Docks.** Loading docks shall be provided for all uses that

- require heavy-duty truck loading spaces.
- c. **Truck Court Depth.** All truck courts and turning radii for heavy duty truck spaces shall have a depth no greater than 135 feet from the loading door or dock. This standard may not be waived by the Site Plan Review Committee or Planning Commission, and a Standards Variance application shall be required for any deviation from this standard.
 - d. **Screening.** Screening of truck loading shall be provided as follows:
 - i. All truck loading spaces, courts, and yards shall be screened from adjoining, abutting or adjacent non-residential uses by a building, or a masonry wall not less than eight feet (8') in height.
 - ii. All truck loading spaces, courts, and yards shall be separated from adjoining or abutting residential uses or districts by a building, or a masonry wall not less than eight feet (8') in height.
 - iii. All truck loading spaces, courts, and yards shall be separated from adjacent residential districts by a building, or a masonry wall not less than twelve feet (12') in height.
 - e. **Security.** All loading docks, courts, and yards shall be designed and improved in such a way as to allow them to be completely secured.
7. **Drive-up or Drive-through Facilities.** All drive-through facilities shall comply with the special development standards of Section 21.45.130.
 8. **Landscaping, Fences, Walls and Hedges.** All landscaped and paved areas shall be maintained in a neat and orderly condition with the landscaping in a healthy condition and free of weeds and litter. All paved areas, walls or fences shall be in a good repair without broken parts, holes, potholes, or litter.
 - a. **Landscaping.** Chapter 21.42 of the Zoning Regulations shall be the minimum requirements for the provision and maintenance of landscaped areas. Additionally, the following standards shall apply:
 - i. For Subarea 3, a minimum of one fifteen-gallon evergreen tree shall be provided for each thirty linear feet of rear property line.
 - ii. One tree shall be provided for each twenty-five feet of the perimeter of each parking structure. These trees may be clustered but one cluster shall be located for each one hundred feet along a street frontage. Trees shall be provided bordering the parking structure.
 - iii. Not less than one tree shall be provided for each twenty-five linear feet of required yard area.

- b. Walls and fences. The following restrictions for yard walls and fences shall apply:
 - i. No wall or fence shall exceed twelve feet (12') in height.
 - ii. No wall or fence shall exceed eight feet (8') in height when adjoining or abutting a public street.
 - iii. Use of barbed wire shall be prohibited.
- c. Screening. The following required screening shall apply:
 - i. All open storage shall be screened by a solid wall not less than eight feet (8') in height. No material being stored shall be visible above such wall.
 - ii. All parking lots facing a public street shall be screened by a solid wall or compact evergreen hedge not less than three feet (3') in height, or by a landscaped berm not less than three feet (3') in height, or by a landscape screening plan approved by the Director of Development Services.
 - iii. For Subarea 3, a decorative wall, at least ten feet (10') in height, capable of sound attenuation, shall be installed along the entire eastern property line. Height of the wall shall be measured from the rear property line of the adjacent residential properties. The wall shall contain pilasters or vertical elements coordinated with the residential property lines. The eastern surface of the wall shall contain a change in color, texture or materials to reduce the scale and mass. The wall should include a decorative "cap."
- d. Special landscaping treatments along 23rd Street:
 - i. Within the required yard area abutting 23rd Street, the following additional landscaping requirements shall apply:
 - aa. Undulating earth berms with a minimum height of three feet (3').
 - bb. One fifteen-gallon evergreen tree shall be provided for each thirty linear feet (30') of property line.
 - cc. One evergreen vine such as Ficus Repens shall be planted every twenty feet (20') on center adjacent to the southern facades of buildings and walls.
 - dd. One five-gallon shrub for each six feet (6') of property line.
 - ii. Deciduous street trees capable of achieving a significant canopy shall be installed every twenty-five feet (25') on center in the public parkway, to the installation

specifications of the Department of Public Works.

9. On-premises signs. Each sign shall comply with the provisions of Chapter 21.44 of the Zoning Regulations.
10. Road Improvements:
 - a. Based upon detailed traffic studies and analyses of existing and projected future growth in the Long Beach Airport Area, the City has determined that existing development as of 1986 was adequately served by the existing road system in the area, generally at level of service "D" or better. The City has further determined that development since 1986, and projected to full build-out of the area (hereinafter referred to as "new development"), will generate traffic which cannot be accommodated on the existing road system while maintaining level of service "D". Consequently, the City has developed a list of recommended road improvements (see Exhibit "A" attached hereto and incorporated herein by reference) which are necessary to generally maintain level of service "D" on all major roads in the area given the projected new development. 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 improvements costs shall be based on the number of vehicle trips generated per hour in the P.M. peak hours of 4:00 to 6:00 p.m., and their impact on specific intersections scheduled for improvement.
 - b. A periodic re-evaluation of the traffic situation will be undertaken to ensure all improvements continue to be necessary in the later phases of development.
 - c. As the number of trips utilized in the analysis assumes a twenty percent reduction in the standard number of trips per square foot of use, it is mandatory that an effective trip demand reduction program be incorporated in all development. Thus, each new development is conditioned upon membership in the Long Beach Airport Area Traffic Reduction Association or similar organization, and submittal and implementation of a Traffic Demand Management (TDM) program which is designed to reduce exiting work vehicular traffic generation during the evening peak hour by at least twenty percent. The TDM program must contain provisions that mandate the implementation of the TDM Program by all subsequent owners and tenants of the improvements.
 - d. 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.

- e. 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.

- 11. Mitigation measures. All certified mitigation measures of ND-84-79 shall be a part of this ordinance.

V. VARIANCES

Variations from the above requirements shall be processed and acted upon in accordance with the applicable provisions of Title 21 of the Long Beach Municipal Code.

VI. ADMINISTRATION

- A. Boundary and Extent. The boundary of this Planned Development District, and the location of subareas therein, shall be as shown on the rezoning map adopted with this ordinance.
- B. Effectiveness of Zoning Regulations. For any rule or standard not specified in this ordinance, the Zoning Regulations (Title 21 of the Long Beach Municipal Code) shall control.
- C. Interpretation. The Zoning Administrator shall have the authority to interpret this ordinance and the applicability of various regulations and standards as applied to this Planned Development District, as established for the Zoning Regulations in Section 21.10.045.
- D. Construction. Rules of construction and language of this ordinance shall be those established for the Zoning Regulations in Section 21.15.020.

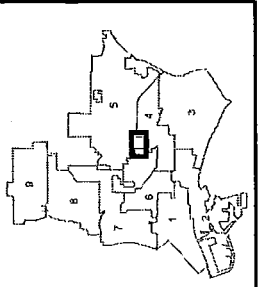
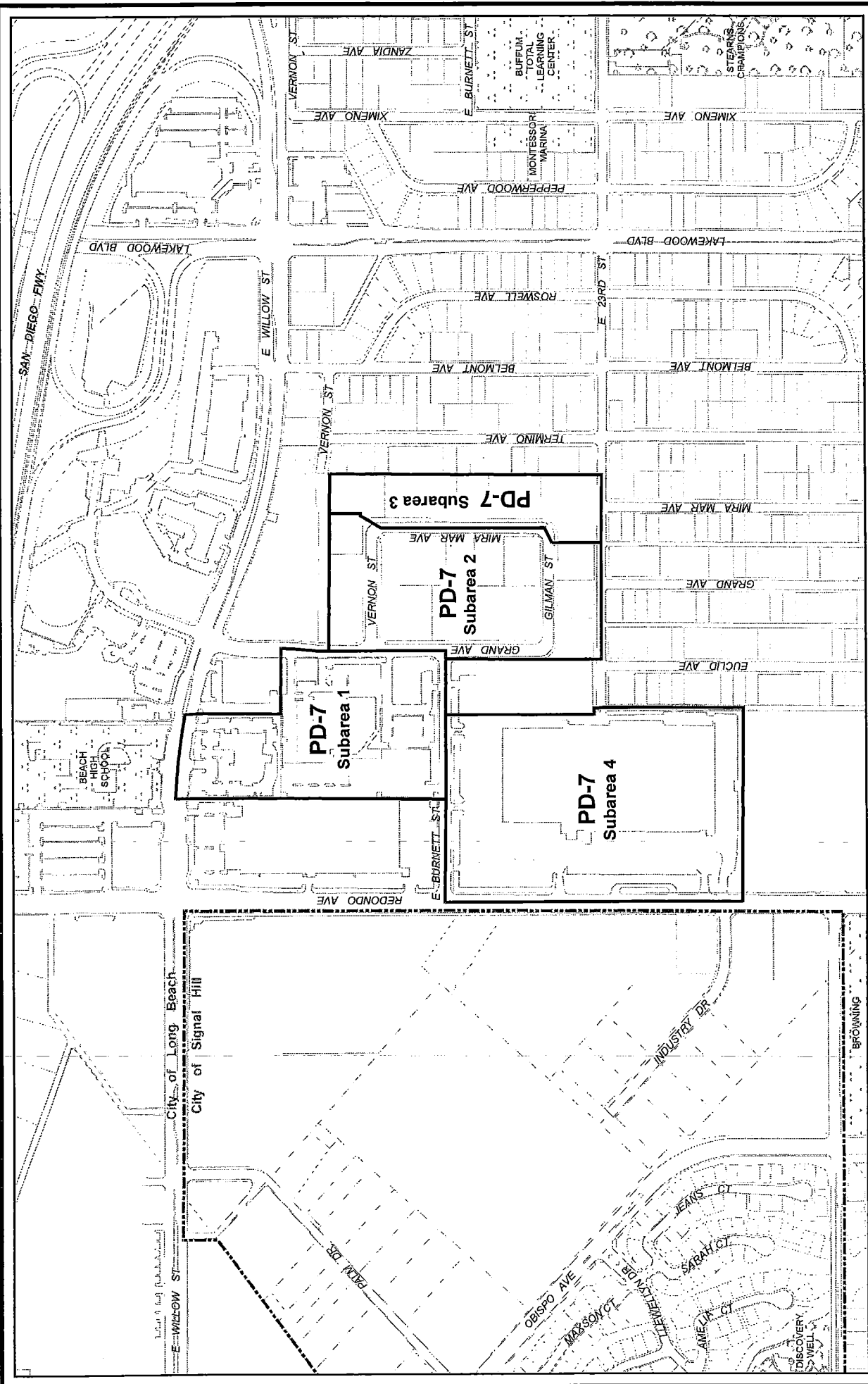
TABLE 1 – Building Development Standards

Minimum Lot Size	15,000 square feet
Maximum Lot Coverage	50 percent
Floor Area Ratio	N/A
Maximum Building Heights	
Subarea 1, lots fronting on Willow St.	109 Feet, 9 Stories
Subarea 1, lots not fronting on Willow St.	45 Feet
Subarea 2	45 Feet
Subarea 3	30 Feet
Subarea 4	45 Feet

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TABLE 2 – Required Yard Areas

Yards adjacent to street	15 feet, or 25 feet from curb, whichever is greater
Yards Abutting Alleys	13 feet from center line of alley
Yards adjacent to residential district	45 feet
Yards abutting or adjacent to nonresidential district	0 feet



Long Beach Business Center Planned Development District (PD-7)

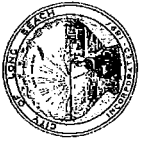


EXHIBIT A
CITY OF LONG BEACH
PROPOSED INTERSECTION IMPROVEMENT PROJECTS
CONSTRUCTION AND ENGINEERING COST ESTIMATE

Project No.	Description	Total Amount	Phase I Amount	Phase II Amount
1	CHERRY AVE & CARSON ST. Widening intersection, adding through and turn lanes and modifying traffic signals.	742,000	742,000	
2	CHERRY AVE & 36 ST Adding through lane and modifying traffic signals.	134,000	134,000	
3	CHERRY AVE & WARDLOW RD Widening intersection, adding through and turn lanes and modifying traffic signals.	2,579,000	2,579,000	
4	CHERRY AVE & SPRING ST Widening intersection, adding through and turn lanes and modifying traffic signals.	731,000	731,000	
5	TEMPLE ST & SPRING ST Adding through and turn lanes and modifying traffic signals.	105,000	105,000	
6	REDONDO ST & SPRING ST Widening intersection, adding through and turn lanes, and modifying traffic signals.	219,000	219,000	
7	REDONDO ST & WILLOW ST Widening intersection, adding through and turn lanes, and modifying traffic signals.	413,000	413,000	
8	LAKEWOOD BLVD. & CARSON ST Widening intersection, adding through 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 signals.	1,810,000	420,000	1,390,000 ⁽¹⁾
10	LAKEWOOD BLVD & WARDLOW RD Widening intersection, adding through and turn lanes and modifying traffic signals.	1,290,000	7700,000	520,000 ⁽²⁾
11	LAKEWOOD BLVD & SPRING ST Widening intersection, adding through and turn lanes and modifying traffic signals.	8,700,000	1,200,000 ⁽³⁾	7,500,000 ⁽⁴⁾

Project No.	Description	Total Amount	Phase I Amount	Phase II Amount
12	LAKWOOD BLVD & WILLOW ST Widening intersection, adding turn lanes and modifying traffic signals.	626,000		626,000
13	CLARK AVE & CARSON ST Widening intersection, adding through and turn lanes and modifying traffic signals.	1,314,000	1,314,000	
14	CLARK AVE & CONANT ST Adding through and turn lanes and modifying traffic signals.	46,000		46,000
15	CLARK AVE & WARDLOW RD Widening intersection, adding through and turn lanes and modifying traffic signals.	301,000		301,000
16	CLARK AVE & SPRING ST Widening intersection, adding through and turn lanes and modifying traffic signals.	1,039,000	1,039,000	
17	CLARK AVE & WILLOW ST Widening intersection, adding through 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 through and turn lanes and modifying traffic signals.	105,000	105,000	
TOTAL CONSTRUCTION AND ENGINEERING		23,269,000	12,004,000	11,265,000
<p>(1) Lakewood Blvd widening from Wardlow Rd to Conant Ave (2) Lakewood Blvd widening from Spring St to Wardlow Rd (3) Interim At-Grade improvement (4) Grade Separation</p>				

Douglas Aircraft Company
LOCATION C1 – BUILDING AREA

BL DG. NO	PRIMARY USE	AREA (SQ. FT.)	BL DG. NO	PRIMARY USE	AREA (SQ. FT.)	BLDG. NO	PRIMARY USE	AREA (SQ. FT.)
1	Product Development Data Processing	413,770	41	Engineering Development Center – Hangar	108,847	93	Administrative Offices	88,746
2	Administrative Offices and Testing		41A	Engineering Development Center – Offices	157,608	94	Administrative Offices	91,572
	Mfg. Comm., Mail Room Litho, Micro-Data		42	Vendor Storage	2,238	102	Customers Pilots Office (Airlines)	4,089
	Services, Engineering Stockroom	431,478	43	Flight Ramp Operations Offices	5,135	104	E.T. & E. Engineering	9,053
3	Fabrication Machine Shop	203,980	43A	Flight Ramp Operations Support	1,770	105	E.T. & E. Engineering	8,381
4	Fabrications- Tubing and Ducting	243,174	43B	Flight Ramp Operations Support	2,080	106	E.T. & E. Engineering	4,808
4L	Storage	17,522	44	Flight Ramp Fire Station	2,000	108	Flight Ramp Administrative Office	18,833
4W	Tooling/Tooling Support	74,804	45	Flight Ramp Operations Support	6,347	120	E.T. & E. Engineering T45 & C-17	12,691
5	Fabrication Processing, Paint and Subassembly	126,991	47	Hazard Waste Storage	10,880	121	Plant Security, Badge & Lock Control	5,268
6	Fabrication – Metal Forming	150,208	50	Maintenance Shop	15,358	122	Engineering Offices	12,691
6A	Fabrication and Warehouse	111,219	50A	Counter Services and Facilities Engineering	30,921	123	Engineering Offices	12,691
7	Administrative Offices	79,953	50E	Contel	4,102	124	Engineering Offices	12,691
8	Cafeteria	28,906	51	Lighting Strike	11,911	125	Administrative Offices	12,691
9	Administrative Offices and Dispensary	22,731	52	C-17 Assembly-Elec. Subs, and		126	Administrative Offices	12,691
10	Warehouse – Paint Storage	27,688		Administrative Offices	532,379	127	Engineering – C-17 Sup. Rep	5,618
11	Maintenance & Transportation Offices & Shop	28,440	53	Compressor and Pump House	1,906	128	Administrative Offices	2,789
12	Assembly and Subassembly	482,331	54	Final Functions and Customers Inspection		129	Flight Ramp Office	1,374
13	Assembly and Subassembly	471,440		Admin. Offices (2-4 th Floors), C-17 Assy.	1,067,968	130	MD-80 Offices	476
13A	Warehousing Panel Staging	7,500	55	Plant Protection, Maintenance & Services		131	Assembly Offices	1,374
14	Maintenance Shops	37,266		Offset Program	19,412	133	Transportation Office	623
15	Experimental Prototype Shop (X-Shop)		56	Conservation, Reclamation and Salvage Sales	13,870	134	Restroom	290
	Offices (Mazz), T45 Mfg. Tooling	174,341	56A	External Transportation Dispatch Office	1,482	135	Administrative Offices	290
16	Tooling	39,365	57	External Transportation Headquarters	10,222	136	Restroom	216
16A	Paint	8,867	58	Paint	67,700	137	CAD/CAM	1,420
17	Administrative Offices and Employee Store	28,053	60	C-17 Master Plaster	66,580	138	Administrative Offices	38,600
18	Administrative Offices, Airline Reps.	109,132	61	C-17 Master Plaster	30,875	149	Tool Control Office	288
18A	Executive Offices	85,584	62	C-17 Master Plaster	13,556	156	Military Seat Office	1,374
19	Engineering Laboratory – Armament	3,955	70	Simulator Training	14,609	157	Travel Office	1,729
20	Maintenance	10,022	71	Administrative Offices	40,000	201	Warehouse	75,750
21	Tooling Storage	31,000	72	Administrative Offices	10,600	202	Engineering Office	58,608
22	Production Control	45,000	73	Administrative Offices	93,850	203	Engineering Office	71,484
23	Maintenance Paint Shop	3,624	74	Administrative Offices	75,808	204	Administrative Office	59,717
24	Engineering Laboratory – Pneumatic System	6,303	75	Administrative Offices	76,720	205	Administrative Office	31,490
25	Engineering Laboratory – Fuel Systems	1,921	76	Administrative Offices	124,526	206	Administrative Office	35,884
25A	Engineering Laboratory – Fuel Systems	1,849	77A	Administrative Offices	34,500	207	EAP	2,875
26	Engineering Laboratory – General	50,121	77B	Microwave Station	120	210	Administrative Offices & Simulator (Flight Crew)	73,536
27	Engineering Laboratory – Compressor House	5,840	77C	Administrative Offices	17,268	211	Administrative Offices (Facilities)	43,132
28	Reliability Assurance Laboratory	31,072	78	Administrative Offices	168,080	212	Engineering Offices	58,070
28A	Laboratory	1,120	79	Administrative Offices	72,900			
29	Engineering Laboratory – Acoustics	6,796	80	Assembly and Subassembly	58,0873		Portable Miscellaneous Buildings	145,811
30	Maintenance Shop	740	81	Administrative Offices & Services – Fire Station	27,090		Bomb Shelters	
31	Maintenance Welding Shop	3,990	82	Administrative Offices & Training Classroom	38,250		Concrete Pump House	
32	Engineering Laboratory Support Shops	48,332	83	Administrative Offices & Hydraulic Shop	27,090		Magazines (Explosive Storage)	
33	Engineering Laboratory – Pneumatic Systems	2,725	84	Assembly	432,112		Metal Sheds	
34	Flight Ramp Operations – Support	2,335	85	Plant	55,381		Wooden Sheds	
35	Engineering Offices	308,540	86	Wing Tank Sealing, Testing & Paint	13,269		Long Beach/Yuma Microwave	
36	Engineering Offices	314,420	87	Paint	20,880		Relay Stations (5)	223
37	Wing Tank Sealing	1,490	88	Assembly Storage	6,000			
38	Credit Union	2,400	89	Military Seat Storage	20,370		TOTAL C1	9,456,173
39	Engineering Laboratory – X-ray	704	92	CATIC	14,700		TOTAL C1 Acres	42,641
40	Transportation Terminal	9,624						