

# *PERRY STREET SPECIFIC PLAN*

21611 SOUTH PERRY STREET, CARSON, CA 90745

Prepared for  
*City of Carson*

*October 2022*



# 1. INTRODUCTION

## 1.1 WHAT IS A SPECIFIC PLAN?

A Specific Plan is a regulatory tool that local governments use to guide development in a focused area of the community. While the General Plan is the primary guide for growth and development citywide, a Specific Plan can focus on the unique characteristics of a special area by customizing the planning process and land use regulations to that area.

California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457, allows cities and counties to prepare Specific Plans to develop policies, programs, regulations, and guidelines to implement the jurisdiction’s adopted General Plan.

As prescribed by law, a Specific Plan includes text and diagrams that generally describe the following:

- The distribution, location, and extent of all land uses.
- The standards and criteria by which new development will proceed.
- The proposed distribution, location, extent, and intensity of major components of public infrastructure, such as transportation and utility systems.
- A program of implementation measures, such as financing measures, policies, regulations, and public works projects.

The Perry Street Specific Plan (“PSSP”) will be adopted by ordinance and establish the necessary plans, development standards, regulations, infrastructure requirements, and implementation programs on which subsequent project-related development activities within the Plan area are to be founded.

## 1.2 PURPOSE AND AUTHORITY OF THE SPECIFIC PLAN

The PSSP provides applicants, City staff, the public, and City decision makers with the information on the project and how the PSSP area is consistent with the City of Carson General Municipal Code. The PSSP is a regulatory document prepared pursuant to the provisions of California Government Code sections 65450 through 65457. It is intended that local public works projects, design review plans, site plans, permits, or any other action requiring ministerial or discretionary approval applicable to this area be consistent with the PSSP.

## 1.3 RELATIONSHIP TO OTHER LAND USE REGULATIONS

The City of Carson General Plan establishes the overall vision for growth and development in the community. The General Plan Land Use Element establishes clear and logical patterns of land use and standards for new development. A key feature of the Land Use Element is the Land Use Policy Map, which shows the location, density, and intensity of development for all land uses citywide. The Land Use Map and the General Plan goals and policies guide future growth and development in Carson.

State law requires that any Specific Plan be consistent with the City’s General Plan. The Carson General Plan Land Use Element is being amended concurrent with adoption of the PSSP to ensure consistency between the two documents. The General Plan amendment will change the land use

designation on the General Plan Land Use Map to “Heavy Industrial.” A corresponding amendment to the City Zoning Map will be processed to change the Site’s zoning to “Perry Street Specific Plan.” The draft City of Carson 2040 General Plan update, if adopted as currently proposed, would change the Site’s land use designation to “Corridor Mixed Use.”

### 1.3.1 ENVIRONMENTAL REVIEW

A mitigated negative declaration (MND) has been prepared in accordance with the provisions of the California Environmental Quality Act to address the potential environmental effects of the PSSP and will impose mitigation measures to reduce potential impacts resulting from project implementation. Any mitigations identified in the MND will be identified in the Mitigation Monitoring and Reporting Program (MMRP) adopted with the MND and are incorporated into this PSSP by reference.

## 1.4 SPECIFIC PLAN ORGANIZATION

Chapter 2, The Plan, articulates the overall vision for the PSSP area, including land uses, architecture, landscape, and community benefits. Chapter 3, Development Standards, lists the permitted land uses as well as development standards for building form, layout, open space, parking, and other development requirements. Chapter 4, Infrastructure, highlights utility services and improvements required by the Plan. Finally, Chapter 5, Implementation, establishes the administrative responsibilities and review authorities for managing the Plan over time.

## 1.5 PERRY STREET SPECIFIC PLAN CONTEXT AND EXISTING CONDITIONS

### 1.5.1 PERRY STREET SPECIFIC PLAN AREA

The Perry Street Specific Plan (“PSSP”) is a mixed-use project located at 21611 South Perry Street, Carson, California 90745 (the “Project Site”) consisting of a self-storage facility with management office, retail, and café uses (the “Project”). The Project Site is bounded by East Carson Street to the south, the Dominguez Flood Control Channel to the west, Perry Street to the east, and existing single-family residences to the north. The site encompasses approximately 2.80 acres and includes APNs 7327-010-014 and -015.

### 1.5.2 SITE CONDITIONS

#### 1.5.3 THE PROJECT SITE INCLUDES TWO PARCELS WITH THE ADDRESS 21611 SOUTH PERRY STREET. THE PROJECT SITE IS CURRENTLY A VACANT AND UNDEVELOPED LOT. THERE ARE CURRENTLY 16 GROUNDWATER MONITORING WELLS PRESENT AT THE PROJECT SITE USED AS PART OF A GROUNDWATER MONITORING PROGRAM. SURROUNDING LAND USES

The Project Site is located in a region characterized by a mix of residential and commercial uses. The Project Site is located on the northwest corner of East Carson Street and South Perry Street, with the Dominguez Flood Control Channel to the west and northwest, in between the Project Site and Interstate 405 further west. Auto repair facilities and truck dealers are located to the east and south across Perry and Carson Streets. Two- and three-story multi-family housing is located across Perry Street to the east, with Perry Street Mini-Park and single-family neighborhoods to the north and northeast.

1.5.4 EXISTING GENERAL PLAN DESIGNATIONS AND POLICIES

The City of Carson’s General Plan (General Plan) designates the Project Site for “Light Industrial” land uses. The Carson General Plan Land Use Element is being amended concurrent with adoption of the PSSP to ensure consistency between the two documents. The General Plan amendment will change the land use designation of the Project Site to “Heavy Industrial.”

Separately, the City of Carson is currently in the process of updating its General Plan, having released the Notice of Preparation for a Draft Program Environmental Impact Report for the City of Carson General Plan Update in March 2021. The draft City of Carson 2040 General Plan update, if adopted as currently proposed, would change the Site’s land use designation to “Corridor Mixed Use.”

**General Plan**

The proposed “Heavy Industrial” General Plan land use designation would allow for the Project’s proposed use and floor area ratio. The PSSP is consistent with the following General Plan goals and policies:

**Land Use Element**

**GOAL LU-5** *Maximize the City’s market potential in order to enhance and retain shopping and entertainment opportunities to serve the population, increase revenues to the City, and provide new employment opportunities.*

**CONSISTENCY:** The PSSP would maximize the City’s market potential by facilitating development of a vacant and undeveloped lot with a mixed-use project consisting of a state-of-the-art self-storage facility with lobby/self-storage management office, retail, and café uses. Consistent with Goal LU-5, the PSSP would provide population-serving opportunities such as a self-storage service and neighborhood-serving café/retail uses, which would increase revenues to the City and provide new employment opportunities. Consistent with Policy LU-5.2, the PSSP would implement a strategy to develop the site as a neighborhood-serving commercial resource.

**GOAL LU-7** *Adjacent land uses that are compatible with one another.*

**CONSISTENCY:** The PSSP would facilitate the development of a mixed-use project consisting of a state-of-the-art self-storage facility with lobby/self-storage management office, retail, and café uses on a currently vacant and undeveloped lot. The proposed project would be generally consistent with the mixed-use, commercial corridor along Carson Street, and the PSSP includes development standards to ensure compatibility with adjacent residential land uses. The project will create an accommodating transition between the residential and commercial areas along Carson Street by providing neighborhood-serving uses in an attractively designed facility. Therefore, the PSSP is consistent with Goal LU-7.

**GOAL LU-15** *Promote development in Carson which reflects the “Livable Communities” concepts.*

**CONSISTENCY:** The PSSP would facilitate the development of a mixed-use project consisting of a state-of-the-art self-storage facility with lobby/self-storage management office, retail, and café uses on a currently vacant and undeveloped lot. The Project will enhance the City with neighborhood-serving amenities, such as a self-storage service and café/retail uses. The Project will be attractively designed and oriented to the pedestrian experience. The proposed combination of uses adjacent to the Perry Street mini-park will transform a vacant and undeveloped lot into a community resource and gathering place. Therefore, consistent with Policy LU-15.1, the PSSP will promote a project which reflects “Livable Communities” concepts.

### **Economic Development Element**

**GOAL ED-3** *Maximize the City’s market potential, in order to enhance and retain retail opportunities to serve the population, increase City revenues, as well as provide new employment opportunities.*

**CONSISTENCY:** The PSSP would maximize the City’s market potential by facilitating development of a vacant and undeveloped lot with a mixed-use project consisting of a state-of-the-art self-storage facility with lobby/self-storage management office, retail, and café uses. Consistent with Goal ED-3, the PSSP would provide population-serving opportunities such as a self-storage service and café/retail uses, which would increase revenues to the City and provide new employment opportunities. Consistent with Policy ED-3.1, the PSSP would implement a strategy to develop the Project, a neighborhood-serving commercial resource. Consistent with Policy ED-3.2, the PSSP would address an area of commercial demand leakage by developing a self-storage facility that would serve residents who otherwise travel to other cities for their self-storage needs. Consistent with Policy ED-3.6, the PSSP would capitalize on potential physical and market linkages among land uses by combining the self-storage facility with retail and café uses.

### **1.5.5 EXISTING ZONING DESIGNATIONS AND STANDARDS**

The site is zoned Manufacturing, Light – D. Per the City’s Zoning Code (Section 9126.9, Site Planning and Design), “D” identifies a Design Overlay designation for the project site.

### **Zoning Ordinance**

Article 9 of the Carson Municipal Code is the Zoning Ordinance, which is the regulatory tool to implement the land use goals, policies, and actions established by the General Plan. The Zoning Ordinance identifies specific zoning districts in the city and provides development standards and regulations that apply to each district.

The Carson Zoning Code and Map is also amended by ordinance concurrent with adoption of the PSSP to ensure complete consistency with the General Plan. A new Perry Street Specific Plan (PSSP) zoning designation will replace the site's existing Manufacturing, Light—Design Overlay (ML-D) zoning. The contents of the PSSP will be adopted by ordinance and will replace the existing zoning standards, except for the existing zoning that is explicitly incorporated by reference.

Where the City's Zoning Ordinance's regulations, development standards, and/or design guidelines are inconsistent with the PSSP, the PSSP standards, regulations, and guidelines shall supersede. However, any issue not specifically addressed in the PSSP shall be subject to the existing standards and regulations of the Zoning Ordinance.

## 2. THE PLAN

### 2.1 THE PLAN OBJECTIVES

The Perry Street Specific Plan (“PSSP”) is intended to achieve the following objectives:

- » Provide a self-storage facility to support multi-family housing development in the vicinity of the Project Site by accommodating an anticipated increase in demand for storage space, helping the City achieve its Housing Element and Regional Housing Needs Assessment obligations.
- » Provide neighborhood-serving amenities, such as a self-storage service and café/retail uses, in an attractively designed facility to revitalize a vacant and underutilized lot, increase revenues to the City, provide new employment opportunities, and create an appropriate transition between residential and commercial areas along Carson Street.
- » Limit transportation and other environmental impacts compared to traditional warehouse, storage, and manufacturing uses and other commercial, retail, office or industrial projects.

### 2.2 THE PLAN

The PSSP authorizes and describes a mixed-use project consisting of a self-storage facility with management office, retail, and café uses (the “Project”). The self-storage facility comprises approximately 121,775 square feet in a mix of two one- and two-story buildings and one three-story building, with a maximum height of approximately 36 feet. The management office, retail and café uses total approximately 4,675 square feet. The Project will develop a vacant and undeveloped lot adjacent to the Perry Street mini-park into a neighborhood-serving resource.

The buildings house interior climate-controlled units and external non-climate units with ramp access to the second floors of the internal buildings. Storage units range in size with a 5 foot by 10 foot unit as the smallest unit for rent and a 10 foot by 38 foot unit as the largest unit for rent. The Project consists of neutral-toned building materials in Spanish styled architecture, which include Spanish accents, Spanish tile roof, spandrel glazing, and landscaping. The proposed design largely resembles a multi-family residential building in its aesthetics and massing. The exceptional design and mix of uses will revitalize the vacant lot and the surrounding area by creating an accommodating transition between the residential and commercial areas along Carson Street and providing neighborhood-serving uses potentially including a café and mail service store such as UPS or FedEx.

Access to the proposed self-storage facility is controlled via computerized access gates. 22 public parking spaces are provided outside the gates with an additional 19 spaces provided inside the gates for a total of 41 parking spaces. The premises will be under digital surveillance 24 hours a day, 7 days a week. Office hours are planned from 8am to 6pm, Monday through Sunday with access hours of 6am to 10pm, 7 days a week.

#### 2.2.1 LANDSCAPING

The Project includes approximately 12,134 square feet of landscaping around the perimeter of the project site. A variety of drought tolerant ornamental shrubs and medium size trees, which vary in height, are included as a part of the proposed landscaping. Landscaping and plantings to be provided along the site’s northern edge offer a verdant privacy screen for adjacent residential uses.

## 2.2.2 SECURITY

The storage facility will feature a contemporary 24-hour security system including keypad entry security gates, individually monitored and alarmed storage units, video surveillance monitoring, burglar alarms, an automatic fire sprinkler system, as well as an intercom system. Pedestrian areas including entryways into the proposed project are well-lit for security. An on-site manager or other office personnel will monitor these security systems on a control panel during hours of operation. Should there be a violation of any of the security systems when the management office is closed, an independent security firm will respond. Hence, the need for and impact upon municipal services such as police and fire are minimized.

Fire suppression within the proposed buildings will consist of a National Fire Protection Association (NFPA)-13 sprinkler system (deferred submittal) as well as surrounding fire hydrants. Construction type is Type-II non-combustible.

## 2.2.3 TRAFFIC & CIRCULATION

To accommodate the entry to the new storage facility, the existing driveway will be demolished and a new driveway constructed, to be located near the center of the eastern frontage along Perry Street. Curb, gutter, sidewalks and driveway will be designed and constructed with City Engineer review and approval.

No access points or curb cuts are proposed along the Carson Street arterial.

Typical daily operational traffic is low in frequency and significantly less than a traditional warehouse, storage, and other manufacturing or commercial uses. Operational traffic consists of inbound and outbound UPS-type delivery trucks and self-storage patrons arriving and departing the project site. Peak traffic trips to the project site are offset from the peak morning and afternoon commute periods.

## 2.2.4 SIGNAGE CONCEPT

Proposed signage includes building identification signage, street address, and identification/wayfinding signage for the vehicular and pedestrian entries to the buildings.



# 3. DEVELOPMENT STANDARDS

## 3.0 PURPOSE AND APPLICABILITY

This chapter establishes the land use program, allowable land uses, and the development standards that apply within the PSSP. Structures, land uses, and physical improvements—such as signs, landscaping, and lighting—within the boundaries of PSSP shall comply with all applicable requirements of this chapter. These standards are critical to the performance of each use and regulate the scale of development in the PSSP area. Furthermore, the development standards are intended to implement the vision and guiding principles as stated in Chapter 1 of the Specific Plan.

### 3.0.1 PERMITTED USES

This section of the Specific Plan establishes the permitted land uses within the PSSP Area and the corresponding permit requirements.

Allowable land uses within the PSSP are detailed in Table 3.2. Definitions of allowed land uses are provided in this Specific Plan document, and, when not provided in this Specific Plan document, in Chapter 9 of the Carson Municipal Code. The Director of Community Development shall have the authority to interpret the use provisions in this Specific Plan pursuant to Section 5 of this Specific Plan document governing interpretation and approve or deny any additional uses in the future.

#### Permit Descriptions

Permit	Description
X	Automatically permitted use.
L	Automatically permitted use provided special limitations and requirements are satisfied as noted in Table 3.2.
D	Use permitted subject to the approval of the Director of Community Development.
C	Use permitted upon approval of a conditional use permit.

#### Permitted Uses

Use	Permit	Notes
<b>Storage Uses</b>		
Storage, self-storage, mini-warehouse, commercial storage, personal storage, storage building for household goods (in each case, including truck rentals)	X	
<b>Personal Services Uses</b>		
Barber shop, beauty shop, reducing salon, manicure parlor	X	
Clothing services – laundry or dry cleaning agency, self-service laundry or dry cleaning, hand laundry, sponging and pressing, tailor, dressmaker, seamstress, shoe repair.	X	

Fix-it shop.	X	
Parcel delivery service.	X	
Copying, addressographing, mimeographing, photostating, instant printing, blueprinting, silk screening, photography, picture framing.	X	
<b>Retail Sales</b>		
Convenience stores	X	
Department stores, variety stores, and specialized stores for apparel, items for personal use, household items, plants and flowers, and supplies and small equipment for businesses, including antiques	L	No other secondhand items. Swap meets and flea markets, as defined in CMC 9191.670, are prohibited.
<b>Offices</b>		
Business, professional, financial, insurance, real estate, messenger service, advertising, newspaper, or publishing (no printing), ticket agency, travel agency, collection agency, detective agency, security service	X	
<b>Food Sales and Services</b>		
Restaurant (including refreshment stands, soda foundation).	X	
Restaurant, coffee shop, snack shop with outdoor dining space within the limits of the restaurant frontage, provided there is a 7-foot minimum clear path of travel on the sidewalk without obstruction.	X	
Food store	X	
<b>Health Services</b>		
Medical or dental office or clinic, public health center	X	
Optical services (for fitting, grinding, or mounting eyeglasses)	X	
Medical or dental laboratory.	L	Only permitted as an incidental use in a medical/dental office building or clinic.
Pharmacy	X	
<b>Communications and Utilities</b>		
Minor communications facilities	L	See CMC 9138.16.
Post office (including private parcel services)	X	
<b>Temporary Uses</b>		
Office or other permitted commercial use in a trailer or other mobile unit	L	Permitted for a period not exceeding six months during construction of a building on the same lot while a building permit is in effect. The Director of Community Development

		may approve reasonable time extensions.
Storage of construction materials and equipment at a construction site without the screening which would be required for permanent outdoor storage	L	Only during the period a building permit is in effect.

**Maximum Building Height**

No building in the Specific Plan Area shall exceed a height at any point of 36 feet.

**Floor Area Ratio**

Floor area ratio (FAR) is defined as the ratio of floor area to total (gross) lot area (inclusive of any required dedications, public or private easement areas, or setback areas).

FAR shall not exceed a maximum of 1.0 as calculated over the entire Project Site.

**3.0.2 PROPERTY SETBACKS**

Building setback is measured from the property line to the closest building façade. Minimum building setbacks above the ground floor are required. Projections, such as balconies, may encroach into the setback as allowed in Table 3.3, Building Setback Requirements. Buildings shall adhere to minimum setbacks as required below.

**Building Setback Requirements**

Setback	Minimum
Front (Perry St)	25 ft.
Street Side (Carson St)	10 ft.
Rear (abutting residential)	40 ft.

**Permitted Encroachments Within Setbacks**

Walkway connections to building entrances
Vehicular and bike access ways
Public art displays, fountains, planters, outdoor seating areas, public plazas, or other similar amenities
Cornices, eaves, belt courses, sills, buttresses, fireplaces, windows, fully screened mechanical equipment, or other similar features may extend or project into a required front or side yard setback no more than 30 inches
Awnings, canopies where overhang may encroach 36 inches into required setback
Outdoor dining may encroach into street-adjacent setback if a clear and unobstructed sidewalk is provided that is a minimum of 5 feet wide

## **3.1 PARKING AND LOADING**

### **3.1.1 MINIMUM PARKING REQUIREMENTS**

The Project shall provide a total of 41 parking spaces, including 39 standard spaces and 2 accessible spaces.

### **3.1.2 DESIGN OF PARKING**

#### **Expansion of Leasable Floor Area**

Upon any future request for change or enlargement of a building or structure that increases the amount of leasable floor area, additional parking and loading spaces shall be provided for the new leasable floor area without diminishing the existing parking provided for the existing use, buildings, and/or structures, unless the Director of Community Development determines that such additional parking is not required to maintain compliance with Section 3.1 of this Specific Plan.

#### **Parking Areas**

The Project shall provide 22 public parking spaces outside the computerized access gates for the self-storage facility, and 19 parking spaces inside the access gates.

The Project shall include a new driveway, located near the center of the eastern frontage along Perry Street. The driveway entrance shall be 28 feet wide, and all drive aisles shall be in conformance with local fire department requirements specific to the project site.

#### **Parking Design and Standards**

Parking spaces shall adhere to the following dimensions:

- Standard spaces: 8.5' x 18'
- Parallel spaces: 8' x 24'

#### **Electric Vehicle (EV) Charging Stations**

EV charging stations shall be provided in compliance with state building code.

## **3.2 LANDSCAPE STANDARDS**

The proposed Project would include approximately 12,134 square feet of landscaping around the perimeter of the Project Site. A variety of drought tolerant ornamental shrubs and medium size trees, which would be varying in height, would be included as a part of the proposed landscaping. Landscaping and plantings to be provided along the site's northern edge will offer a verdant privacy screen for adjacent residential uses.

## **3.3 LIGHTING**

New lighting would include building identification wayfinding, and security lighting. Low emittance lighting would be provided on the walls of the buildings facing the internal drive aisles and mounted at a height of approximately 12 to 14 feet. Pedestrian areas including entryways into the proposed Project would be well-lit for security and ground-mounted light fixtures would be shielded and directed towards the areas to be lit and away from adjacent light-sensitive residential land uses. A detailed safety, lighting, and signage lighting plan shall be submitted and approved by the Director of Community Development, prior to issuance of a building permit, where the plan will discuss

strategies for avoiding spillover lighting and to ensure pedestrian safety. Lighting for uncovered parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. In addition, the following lighting standards apply:

1. Lighting within the Specific Plan Area shall be directed to driveways, walkways, and parking, and away from adjacent properties and public rights-of-way.
2. Outside of “public” areas of the Plan Area, lighting temperatures shall not exceed 3000 Kelvin.
3. The pedestrian lights should have a relatively low wattage light source in the warm (yellow) color range (close to 3000 Kelvin).
4. Pedestrian-scaled pole lighting shall provide a minimum of one (1) foot-candle in all public areas.
5. Storefront entries shall be illuminated.
6. Outdoor lighting shall be shielded to prevent glare on adjacent properties.
7. Energy-efficient light bulbs shall be used to minimize environmental impacts.
8. Pedestrian-scale decorative street lighting in sidewalks shall have a maximum spacing of 80 feet on-center. Light sources should be 12 to 14 feet above finished grade.
9. Site lighting requirements shall be one (1) foot-candle per square foot to lower the amount of light that spills across the site.
10. Lighting fixtures shall be integrated into the landscape to facilitate safe pedestrian circulation.
11. Dark-sky lighting is encouraged to minimize light-pollution. Lights should be shielded on top and sides, avoiding all up-lighting.
12. Full-cutoff fixtures shall be used in landscape lighting. Excessive lighting shall be avoided.

### 3.4 SIGNAGE

Proposed signage would include building identification signage, street address, and identification/wayfinding signage for the vehicular and pedestrian entries to the buildings.

All signs proposed for the Project will be governed by a comprehensive sign program that will provide internal consistency in design style and direction for placement and size of signs, including a standardized wayfinding program. The comprehensive sign program shall also include provisions that ensure that lighting from signs shall not significantly intrude upon or impact adjacent residential uses. The comprehensive sign program will be submitted after approval of the Specific Plan for review and approval by Director of Community Development pursuant to Chapter 6, *Administration*, as a part of the ministerial review and approval process.

### 3.5 FIRE STANDARDS

1. Fire suppression within buildings shall consist of a National Fire Protection Association (NFPA)-13 sprinkler system as well as surrounding fire hydrants.
2. Construction type is to be Type-II non-combustible.
3. All-weather fire department access shall be provided.
4. Vehicular access to all required fire hydrants must be provided and maintained as serviceable throughout construction.
5. Provide fire-department- or City-approved street signs and building access numbers prior to occupancy.
6. All buildings over 5,000 square feet shall have sprinkler systems.
7. A Knox box or other access provisions shall be provided through all gates.
8. Approval from the fire department is required prior to issuance of building permits.

### 3.6 NOISE ATTENUATION

The City's General Plan Noise Element identifies the maximum exterior noise level for commercial and industrial uses as 75 dBA CNEL (maximum interior exposure is 55 dBA CNEL for commercial uses and 65 dBA CNEL for industrial uses).

### 3.7 TRASH AND RECYCLING

#### 3.7.1 TRASH

- Any planned trash and recycling areas for the proposed Project will be finalized by the waste management provider during the site development review and approved by the Director of Community Development prior to issuance of the first building permit.
- Trash and recycling areas serving the Project shall either be enclosed within a building or constructed of solid masonry material with a decorative exterior surface finish compatible with the main structure. The walls shall be a minimum of six feet in height.
- All centralized trash and recycling areas shall include a four-inch concrete pad.
- Any provisions not listed herein or approved in the site development review are subject to CMC 9164.2 Residential Trash Areas.

#### 3.7.2 COLLECTION AND LOADING OF RECYCLABLE MATERIALS

- Any recycling area(s) shall be located so they are at least as convenient as the location(s) where solid waste is collected and loaded. Whenever feasible, recyclable materials should be adjacent to or incorporated within the trash collection areas.

# 4. INFRASTRUCTURE

The proposed project will have minimal effects upon the City’s infrastructure. The attached Figures (and further detailed text below) are excerpted from *Carson Self-Storage Preliminary Utilities Technical Memorandum*, Omega Engineering Consultants, March 2022 [Appendix A]. Excerpts display and discuss existing and proposed storm drains, sanitary sewer lines, water lines, natural gas, electrical lines, and communication lines.

## 4.1 UTILITIES

### 4.1.1 WATER

#### Existing Conditions

Water utilization will be minimal with the largest amount being devoted to landscape irrigation. California Water Service owns and operates a 12” water main in the east side of S Perry Street and a 12” branch off the main even further in the east side of S Perry Street, adjacent to the project. There is one fire hydrant on the east side of S Perry Street, adjacent to the project site.

#### Proposed Condition

**Estimated Project Water Demand**

Proposed Use	Average Generation Factor <sup>(a)</sup>	Square Footage	Average Daily Water Demand (GPD)	Estimated Water Use (AFY) 2045 – Ultimate Condition
Café / Commercial	0.28 GPD/SQFT	4,675 SQFT	1,309	1.5
Landscaping / Open Space	-	12,134 SQFT	254	0.29
System Water Losses (3.4%)	-	-	53	0.06
Existing Site Use	0	0	0	0
<b>Proposed Total Demand</b>	-	-	<b>1,616</b>	<b>1.85</b>

- a) All flows were calculated using historical data for the Dominguez District, as provided in the Cal Water WSA Water Factor Tool.
- b) Estimates of landscape irrigation are based on MWELO ETWU calculations provided by Cal Water. Landscape irrigation estimates include all irrigated areas including public open space and private yards.

Water service to commercial spaces is expected to be the main contributor of water consumption for the Project. The total water demand for the Project is conservatively estimated at 1.85 AFY at buildout. The project will require the construction of new onsite water service infrastructure to serve the new buildings.

Fire water demands place the greatest immediate demand on the water network. Due to size and area of the Project, LACFD will require onsite fire hydrants. A regional Fire Hydrant Flow Test has been received from California Water to confirm the pressure from the existing fire hydrant. The hydrant tested is on the west side of S Perry Street, within immediate vicinity of the Project site. The flow test demonstrated that the hydrant is capable of 4,144 gallons per minute.

According to the 2019 California Fire Code Section 501.3, construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus roads and construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction. Referencing the California Fire Code Appendix B (Table B105.1) and Appendix C (Table C105.1)

- The water system must deliver 2,500 GPM at 20 psi for 2 hours.
- The spacing between fire hydrants does not exceed 450 feet via vehicular access.
- The distance of proposed buildings must be within 225 feet of a vehicular access roadway that is a minimum of 20 feet wide, paved with concrete or asphalt and does not exceed 15% grade.

California Water Service Company has confirmed that the Fire Hydrant Flow Test form results indicate that available pressure and capacity meet the proposed demands. All buildings will be sprinklered.

#### 4.1.2 SEWER

##### Existing Condition

The Project site is located within the Consolidated Sewer Maintenance District run by LACDPW. There is an existing 10" clay sewer main in the center of S Perry Street adjacent to the Project Site that is owned by LACDPW.

##### Proposed Condition

LACDPW's average wastewater generation factors were used to calculate the estimated demand of the proposed Project as follows:

Proposed Use	Average Generation Factor <sup>(a)</sup>	Proposed Number of Units	Average Daily Water Demand (GPD)
Office	200/1,000 GPD/SF	3,125 SF	625
Café/Restaurants	1,000/1,000 GPD/SF	1,550 SF	1,550
Storage	25/1,000 GPD/SF	117,100 SF	2,928
<b>Proposed Total Demand</b>	-	-	<b>5,103</b>
<b>Proposed Total Demand with 2.5 Peaking Factor</b>	-	-	<b>12,758</b>
<b>Existing Condition</b>	-	-	<b>0</b>

a) All flows were calculated using the County of Los Angeles sewer generation values. See appendix for entire sewer generation.



The proposed project will contribute 12,250 GPD or .02 cubic feet per second (cfs), when a peaking factor of 2.5 is factored in. This totals a net increase of 12,758 GPD when compared to current vacant condition. It is anticipated that the project will flow 100% into the existing 10" diameter sewer through two separate sewer laterals on the project.

A will serve letter request was submitted to the LACSD for a 100% discharge of the project sewer that enters their system.

The Project will require construction of new wastewater infrastructure to serve the new buildings. Installation of wastewater infrastructure will be limited to on-site wastewater distribution, and minor off-site work associated with connections to the public main.

### 4.1.3 ELECTRICITY

The existing power service in the vicinity of the Project site is supplied by Southern California Edison. Figures 7 and 8 display the Existing and Proposed electrical service for the site.

#### **Proposed Condition**

**Temporary Power:** There is overhead power available from the pole at the south-east corner of the property which can be a potential source, given that the temporary power is no more than 200A-600A Single Phase.

**Permanent Power:** The proposed development would have Southern California Edison run a primary cable from the existing Edison manhole on South Perry Street to a proposed onsite 10' x 12' transformer pad approximately 175' away. Based on historical data provided to SCE, to service buildings of this size & expected usage in this climate zone, a single transformer on a single 10'x12' transformer pad will be sufficient to feed the entire site. Developer shall underground all existing overhead utility lines 12 kilovolts and less both onsite and along project frontage on the west side of Perry Street to the satisfaction of the City Engineer.

All estimated kVA's per building can be found on the proposed utility exhibit in the *Carson Self-Storage Preliminary Utilities Technical Memorandum*, Omega Engineering Consultants, March 2022 [Appendix A].

There are no service upgrades expected at this time.

### 4.1.4 NATURAL GAS

The existing natural gas service in the vicinity of the Project site is supplied by Southern California Gas Company (SoCal Gas).

#### **Existing Condition**

The project gas service provider will be Southern California Gas Company. There are no apparent gas facilities on the existing site.

## **Proposed Condition**

The proposed development would have the project connect to the existing gas mainline located in South Perry Street east of the property.

Southern California Gas will need to obtain permits to conduct work in the public right of way. Additionally, note that gas meters must be 3' away from any doors and windows, if under an opening window must be minimum 10' above. Gas meters must be easily accessible for emergencies & maintenance.

A will-serve letter was received from Southern California Gas Company on 2/7/2022 (*Carson Self-Storage Preliminary Utilities Technical Memorandum*, Omega Engineering Consultants, March 2022, Appendix A, page 182). Based on similar projects of this size, there are no service upgrades expected at this time.

### **4.1.5 TELECOMMUNICATIONS FACILITIES**

The existing telecommunications services in the vicinity of the Specific Plan Site are supplied by various utilities providers such as AT&T Distribution South. From a records request through the utility providers, it has been determined that aerial and underground facilities exist. Will-serve letters have been received from Charter (dated 2/22/22) & AT&T Distribution South (dated 1/31/22) (*Carson Self-Storage Preliminary Utilities Technical Memorandum*, Omega Engineering Consultants, March 2022, Appendix A, pages 184 and 186 respectively). Based on similar projects of this size, there are no service upgrades expected at this time.

## **4.2 GRADING**

Project construction would include the removal of the existing driveways, the excavation of approximately 906 cubic yards of soil and import approximately 257 cubic yards of soil. In addition, the upper 6 feet of existing earth materials within the proposed building footprint areas would be excavated and properly compacted for foundation and slab support.

During the site preparation approximately 150 cubic yards (cy) of concrete/asphalt debris would be generated. During the grading phase approximately 906 cy of soil would be generated with approximately 257 cy being imported as fill.

### **4.3.1 STORMWATER COLLECTION**

## **Existing Condition**

The site as it currently exists is the bare pad where a previous development stood. The surface cover consists of compacted fills, and base materials left by the previous development. The existing site is approximately 3.5% impervious and underlain by soil type #3. Details are provided in the Geotechnical Investigation of the site by Geocon West, Inc. as included in *Carson Self-Storage*

*Preliminary Utilities Technical Memorandum, Omega Engineering Consultants, March 2022 [Appendix A].*

The Specific Plan Site is not located within a FEMA FIRM area with reduced flood risk due to levee, also known as Zone “X.” Stormwater runoff currently flows into existing offsite improvements which will also be utilized in the proposed conditions as described below.

**Proposed Condition**

The proposed development will re-grade the entire site but will keep the same discharge point as the existing and previous developed conditions. The proposed site will be 89.7% impervious. The project will construct gutters that wrap around the self-storage facilities and direct the runoff generated from the site towards the westerly portion of the site. Runoff will then drain into a 10’x20’ Modular Wetland System for treatment. Following treatment, the stormwater will drain out via pipe flow to a storm drain clean out structure thence to the existing 5’ storm drain inlet and ultimately the Dominguez Channel. This point is referred to as Discharge Point # 1 in this report. The discharge point will have a 50-year peak discharge that increases from the existing condition.

**Hydrology Results**

Table 1 summarizes the hydrology results demonstrating peak flows for the 25-,50- and 100-year storm events under previously developed, existing and proposed project descriptions

Table 1. Previously Developed, Existing, and Proposed Peak Runoff Flows

	Previously Developed	Existing	Proposed		
Storm Event	Q <sub>Total</sub> [cfs]	Q <sub>Total</sub> [cfs]	Q <sub>Total</sub> [cfs]	% Change from Existing	% Change from Prior Development
25-Yr	6.26	1.96	5.57	+64.8%	-11.0%
50-Yr	7.61	3.12	6.74	+53.7%	-11.4%
100-Yr	8.55	4.08	7.79	+47.6%	-8.8%

The review demonstrates that the project will exceed the existing stormwater flows. However, the proposed project will treat and convey stormwater runoff to the existing drainage infrastructure that previous site development also drained to. The existing infrastructure includes a concrete brow ditch running parallel to the southwest property line of the site. This brow ditch flows into a 60” RCP levee drain that discharges to Dominguez Channel, a tidally influenced water body. This offsite drainage infrastructure appears to be unchanged since previous site development.

The Project will include the installation of private roof downspouts, planter drains throughout the project site to collect roof and site runoff, and direct stormwater to the LID system through a series of gutters. This onsite stormwater conveyance system would serve to prevent onsite flooding and nuisance water build-up on the Project Site.

For additional information and detailing see the full Hydrology report in the *Carson Self-Storage Preliminary Utilities Technical Memorandum, Omega Engineering Consultants, March 2022 [Appendix A].*

The LID requirements, approved by the Regional Water Quality Control Board, call for the treatment of the peak mitigation flow rate or volume of runoff produced either by a 0.75” 24-hr rainfall event or the 85<sup>th</sup> percentile rainfall event, whichever is greater. Under section 3.1.2 of the LID Manual, this post-construction stormwater runoff from the new development shall be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMP’s onsite. The rainfall intensity of the 85th percentile rainfall event governs.

Table 1 Summary LID Mitigation BMPs

Description	Area [ac]	Impervious Area [ac]	Required Flowrate (CFS)	BMP Type	Provided Flowrate (CFS)	% Treated	Impervious Area Untreated [ac]
DMA-1	2.77	2.49	0.702	20x10 Modular Wetland System	0.710	100	0
Total Percent Treatment						100 %	

For Further information and detailing, see LID Plan in *Carson Self-Storage Preliminary Utilities Technical Memorandum*, Omega Engineering Consultants, March 2022 [Appendix A].

### 4.3 CONSTRUCTION

Construction is anticipated to start in [1/3/2023] and would take approximately [14 months to complete, ending in [2/2024]. It is estimated that the Project Site would be occupied and in operation by [4/1/2024]. Prior to the start of construction, the Specific Plan Site would be clearly defined with fencing and staking. Construction staging would take place within construction boundaries and would occur over the course of three phases: grading/site preparation, building construction, and exterior finishes/sitework.

Soil conditions and further site preparation processes are provided in the Geotechnical Investigation of the site by Geocon West, Inc. as included in *Carson Self-Storage Preliminary Utilities Technical Memorandum*, Omega Engineering Consultants, March 2022 [Appendix A].

Project construction would include the removal of the existing driveways, the excavation of approximately 906 cubic yards of soil and import approximately 257 cubic yards of soil. In addition, the upper 6 feet of existing earth materials within the proposed building footprint areas would be excavated and properly compacted for foundation and slab support.

#### 4.4.1 ESTIMATED CONSTRUCTION TIMING

Construction staging would take place within construction boundaries and would occur over the course of three phases:

- Phase I – Grading/Site Preparation
- Phase II – Building Construction
- Phase III – Exterior Finishes/Sitework

Table 4.1 Construction Timing

Construction Period	[Start Date]	[End Date]
---------------------	--------------	------------

Grading/Site Preparation	[1/2023)	3/2023
Building Construction	[6/2023	2/2024
Exterior Finishes/Sitework	[11/2023	2/2024

During all stages of construction, there will be no full-time closures to any parking or travel lanes near the Specific Plan Site. There will also be no sidewalk closures for the duration of construction. The sidewalks along Perry Street and Carson Street fronting the construction site will be open during construction.

#### 4.4 TRANSPORTATION AND CIRCULATION

Access to the self-storage facility will be controlled via computerized access gates. 22 public parking spaces will be provided outside the gates with an additional 19 spaces provided inside the gates for a total of 41 parking spaces.

To accommodate the entry to the new storage facility, the existing driveway will be demolished and a new driveway constructed, to be located near the center of the eastern frontage along Perry Street. Curb, gutter, sidewalks and driveway will be designed and constructed with City Engineer review and approval.

No access points or curb cuts are proposed along the Carson Street arterial.

Typical daily operational traffic is low in frequency and significantly less than a traditional warehouse, storage, or other manufacturing uses. Operational traffic consists of inbound and outbound UPS-type delivery trucks and self-storage patrons arriving and departing the project site. Peak traffic trips to the project site are offset from the peak morning and afternoon commute periods.

The *21611 South Perry Street Local Transportation Assessment* by Fehr and Peers, dated January 18, 2022 [Appendix B] was conducted in order to evaluate local traffic conditions before and after completion of Perry Street Specific Plan project, in addition to assessing the project’s peak parking demand.

A subsequent *21611 South Perry Street Self-Storage/Mixed-Use Project Revised Project Description Traffic and Parking Study* by Fehr & Peers, dated September 7, 2022 [Appendix C] was conducted to analyze the final program and is summarized below.

*Trip Generation* – The PSSP project will generate an estimated net increase of 631 daily trips, including 96 trips (50 inbound/46 outbound) during the AM peak hour and 50 trips (25 inbound/25 outbound) during the PM peak hour.

*Intersection Traffic Analysis* evaluates the project Levels of Service at each study intersection under the Existing plus Ambient Growth plus Project and Future Year (Year 2023) plus Project condition to estimate the incremental increase in seconds of delay per vehicle expected to be caused by the proposed Project. Table 1 below updates the two intersections nearest the project site, one of which was slightly affected by the final development program.

**Table 6: Future Base and Future Plus Project Levels of Service**

Study Intersection	Period	Future Base		Future + Project	
		Delay (s)	LOS	Delay (s)	LOS
1. Avalon Boulevard & Carson Street	AM	59.1	E	59.8	E
	PM	79.0	E	79.4	E
2. I-405 SB Ramps & Carson Street	AM	9.5	A	9.9	A
	PM	11.3	B	11.4	B
3. I-405 NB Ramps & Carson Street	AM	7.7	A	7.9	A
	PM	8.1	A	8.2	A
4. Perry Street & Project Driveway	AM	Project Only Scenario		9.5	A
	PM	Project Only Scenario		9.4	A
5. Perry Street & Carson Street	AM	21.8	C	31.6	D
	PM	27.2	D	31.3	D
6. Wilmington Avenue & Carson Street	AM	29.8	C	30.2	C
	PM	29.4	C	29.5	C

Source: Fehr & Peers.

(see Appendix B)

**Table 1: Future Base and Future Plus Revised Project Levels of Service**

Study Intersection	Period	Future Base		Future + Revised Project	
		Delay (s)	LOS	Delay (s)	LOS
4. Perry Street & Project Driveway	AM	Project Only Scenario		9.5	A
	PM	Project Only Scenario		9.4	A
5. Perry Street & Carson Street	AM	21.8	C	31.5	D
	PM	27.2	D	31.9	D

Source: Fehr & Peers.

(see Appendix C)

The addition of Project trips does not cause average vehicle delay at any study intersection to worsen from LOS D or better LOS E or F.

The addition of Project trips does not cause spill over queuing at any study intersection.

Project will not trigger any need for street improvements nor need any capacity upgrades.

Using the ITE (*Institution of Transportation Engineers*) method for estimating parking demand, the proposed on-site parking supply of 41 spaces is more than adequate to accommodate the estimated peak parking demand of 30 spaces.

**Table 9: Peak Parking Demand Estimate – ITE Method**

ITE Land Use Code	Equation [2]	Project Size	Project Demand
151 – Mini-Warehouse [1]	$P = 0.1x$	111,464 SF	11
936 – Coffee/Donut Shop without Drive-Through Window	$P = 10.49x$	1,550 SF	16
920 – Copy, Print, and Express Ship Store	$P = 3.01x$	700 SF	2
<b>Total</b>			<b>29</b>

[1] The ITE report specifies Mini-Warehouse to be “typically referred to as ‘self-storage’ facilities.”

[2]  $P$  = Parked Vehicles,  $x$  = 1,000 square feet increments of gross floor area.

Source: Fehr & Peers.

(see Appendix C)

# 5. IMPLEMENTATION

## 5.1 ADMINISTRATIVE PROCEDURES AND REVIEW

Approval of the PSSP indicates acceptance by the Carson City Council of the PSSP’s framework for the development of the plan area. Project approvals will include a Development Agreement (DA) between the developer and the City of Carson. The PSSP supplemented by the DA establish the standards and regulations that constitute the zoning for the plan area and regulate development within the area. The PSSP provisions shall take precedence over the requirements of the zoning code of the Carson Municipal Code (CMC). If not specifically addressed in the PSSP, the applicable provisions of the CMC shall apply.

Although every effort has been made to include provisions in this Specific Plan that are clear, there may be a need to interpret provisions in light of specific and unusual conditions. When such interpretations are necessary, the Director of Community Development shall be responsible for the interpretation of the provisions of the PSSP, with the right of appeal to the Planning Commission and City Council. The provisions of the PSSP shall be enforced as follows:

1. The Director of Community Development shall be the City administrator responsible for enforcing the regulations, site development standards, and procedures set forth in the PSSP.
2. The Director of Community Development shall have the administrative authority for interpretation related to the enforcement of the PSSP. The Director of Community Development may submit his/her interpretations for review by the Planning Commission. Decisions of the Planning Commission shall be subject to appeal to the City Council.
3. In the event of any ambiguities or silence on a particular topic that cannot be resolved through the provisions of this Specific Plan, other sections of the City of Carson General Plan and Zoning Code shall guide interpretations of this Specific Plan.

## 5.2 TYPE OF REVIEW PROCEDURES

Approval of development within the PSSP shall be subject to the review authority and review processes set forth in this Section. Chapter 1 of Article IX of the CMC shall apply to matters not covered in this Specific Plan. If there is any conflict between the provisions of this Specific Plan and Chapter 1 of Article IX of the CMC, the provisions of this Specific Plan shall control.

Unless otherwise set forth below, to be valid, any appeal must be filed with the City Clerk within fifteen (15) days of the decision upon which the appeal is made. All decisions shall automatically become final unless a valid appeal is timely received. Unless specifically provided for in this Specific Plan, the regulations set forth in Chapter 2 of Article IX of the CMC, entitled “Subdivision Regulations,” shall apply to all divisions of land hereafter made of property within the PSSP Area.

The following types of applications shall be reviewed and acted upon as listed in Table 5.1.

The PSSP shall be administered by the City Council, the Planning Commission, and the Director of Community Development (each a Review Authority as set forth in Table 5.1).



**Table 5.1: Review Authority**

Type of Application	Director of Community Development Ministerial Approval (c)	Planning Commission discretionary approval (with appeal to City Council)	City Council approval (after Planning Commission recommendation)
Conditional Use Permit		■	
Sign Plan (c)	■		
Amendments to Approved Sign Program (c)	■		
Minor Exceptions	■		
Specific Plan Amendments			■
Substantially Conforming Changes to Site Plan	■		
Site Plan Review (other than Substantially Conforming Changes) (b)		■	
Special Event Permits	■		
Temporary Use Permits	■		
Variance		■	
Interpretations	■		

- (a) All decisions of the Planning Commission may be appealed to the City Council.
- (b) Any subsequent amendment to the site plan shall be subject to the provisions of Section 5.6 below.
- (c) No public hearing is required.

### 5.3 INTERPRETATION

The Director of Community Development has the authority to interpret any provision of this PSSP, consistent with the requirements of CMC Section 9172.24 Interpretation Procedures. Whenever the Director of Community Development determines that the meaning or applicability of any requirement is subject to interpretation, the Director of Community Development may issue an official interpretation. When used in this PSSP, the words “shall” and “must” are always mandatory. The word “should,” as used in the design standards section of this plan, is not mandatory but is strongly recommended.

It is not intended that this PSSP interfere with, abrogate, or annul any easement, covenant, or other agreement to which the City is a party. In accordance with state law, the provisions of this PSSP shall control over duplicative and conflicting provisions of the CMC. In the event this PSSP is silent as to a development standard or procedure, the provisions of the City’s zoning ordinance shall control.

## 5.4 MINOR EXCEPTIONS

The Minor Exceptions procedure is established to grant minor relief from development standards, under limited circumstances, when the granting of such relief will provide for better design and function of the structure, or addition to a structure, proposed. The Director of Community Development or his/her designee may approve a Minor Exception or deviation to the standards and land uses described herein, provided the Director conducts appropriate review under CEQA, if required, and makes the following findings:

1. The granting of the Minor Exception will result in design improvements, or there are space or other restrictions on the site which preclude full compliance with PSSP requirements;
2. The granting of the Minor Exception, with any conditions imposed, will not be materially detrimental to the public welfare or injurious to the property or improvements in the PSSP Area; and
3. The granting of the Minor Exception will not be contrary to the objectives of the PSSP.

Minor Exceptions may include:

- Building setback deviation – up to 15 percent.
- Height of fence or wall deviation – up to 15 percent.
- Projections into required setbacks – up to 15 percent.
- Building height increase – up to 15 percent.
- Reduction in off-street parking requirements – up to 10 percent.
- Modification to any other development standard so long as the change does not result in an increase in the Project’s total square footage as defined by this Specific Plan.

Deviations to PSSP development standards in excess of those cited in the subsection above as well as changes to the PSSP permitted uses listed in the Development Standards section shall require a Specific Plan Amendment.

## 5.5 SPECIFIC PLAN AMENDMENTS

Amendments to the PSSP shall be processed in accordance with the application provisions of state law provided in California Government Code sections 65450 et seq. The procedure in Section 9172.11 of the CMC shall be followed for hearing, notice, and decision of a Specific Plan Amendment by the Planning Commission and City Council. Each request for amendment shall specify the sections or portions of the PSSP that are affected by the amendment.

## 5.6 CONDITIONAL USE PERMITS

Conditional Use Permits shall be filed and processed per Chapter 9172.21 of the City of Carson Municipal Code.

## 5.7 SITE PLAN REVIEW

A Site Plan Review application is being processed concurrently with the adoption of this Specific Plan in accordance with Chapter 9172.23 of the City of Carson Municipal Code. Subsequent modifications to the approved Site Plan shall be processed administratively by the Director of Community Development provided the changes substantially conform to the approved Site Plan (“Substantially Conforming Changes”). Substantially Conforming Changes are modifications and alterations to the type, location, placement, and design of the proposed structures and overall development within the

PSSP that (i) do not result in an increase in project square footage and/or overall development intensity and (ii) do not trigger a Minor Exception or Specific Plan Amendment, as defined above. Substantially Conforming Changes to the approved Site Plan shall be considered ministerial and are not appealable. Substantially confirming changes should be construed liberally in the interest of providing maximum flexibility within the approved PSSP development envelope and associated environmental impacts studied and disclosed in the MND.

## **5.8 SPECIAL EVENT PERMITS**

A Special Event or Use Permit may be granted to allow the occurrence of an event, activity, or use for a period of 4 or more days, but not exceeding 30 consecutive days, and no more than 60 days in any calendar year. Special Event Permits shall be filed and processed per Chapter Division 8. Special Requirements for Certain Uses of the City of Carson Municipal Code.

## **5.9 TEMPORARY USE PERMITS**

Temporary Use Permits shall be filed and processed per Chapter Division 8. Special Requirements for Certain Uses of the City of Carson Municipal Code.

## **5.10 IMPLEMENTATION**

The ownership, construction, management, conditions of approval, and operation of the PSSP Area will be described in a separate agreement with the City of Carson.

PERRY STREET SPECIFIC PLAN

Fig. 1

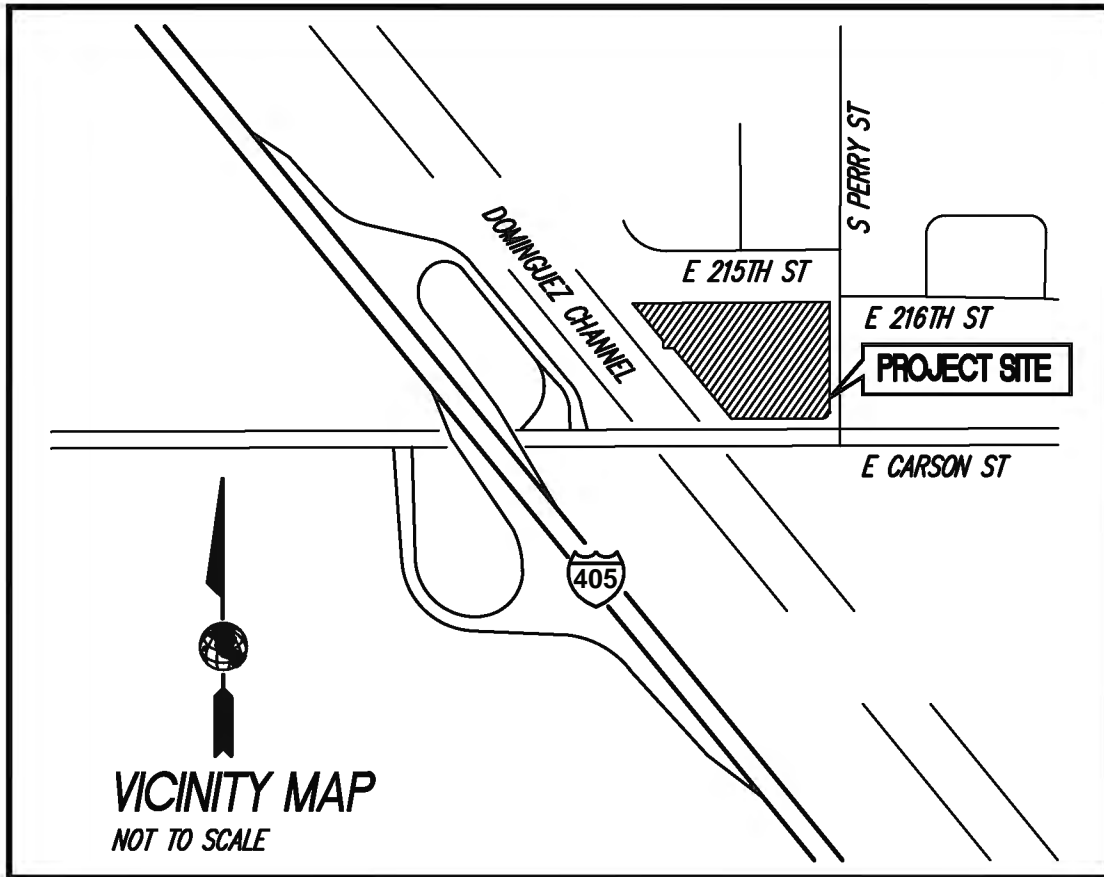


Fig. 2

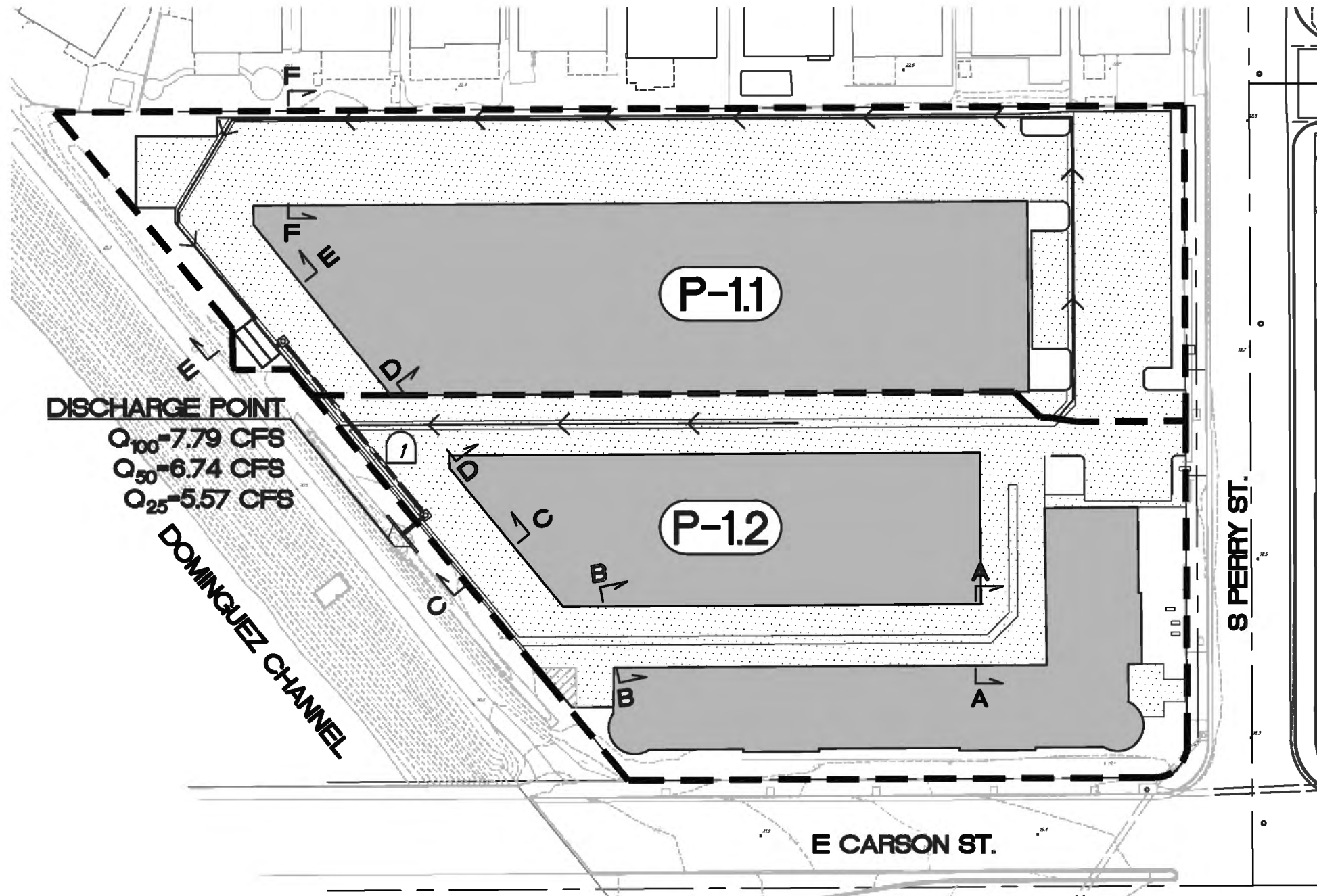
DRAINAGE BASIN DATA									
BASIN #	AREA (AC)	SOIL TYPE	IMPERV. (%)	$I_{25}$ (IN/HR)	$I_{50}$ (IN/HR)	$I_{100}$ (IN/HR)	$Q_{25}$ (CFS)	$Q_{50}$ (CFS)	$Q_{100}$ (CFS)
P-1.1	1.44	3	90.6	2.21	2.63	3.10	2.70	3.23	3.83
P-1.2	1.33	3	88.9	2.56	3.11	3.49	2.88	3.52	3.97

**LEGEND**

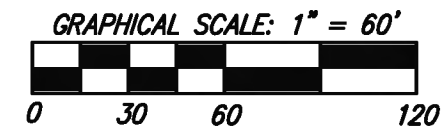
- BASIN NUMBER ..... **P-##**
- AREA LIMITS ..... **---**
- DRAINAGE FLOW PATH ..... **→**
- BUILDING AREA ..... **[Solid Grey]**
- PAVEMENT AREA ..... **[Dotted]**
- PERVIOUS AREA ..... **[White]**

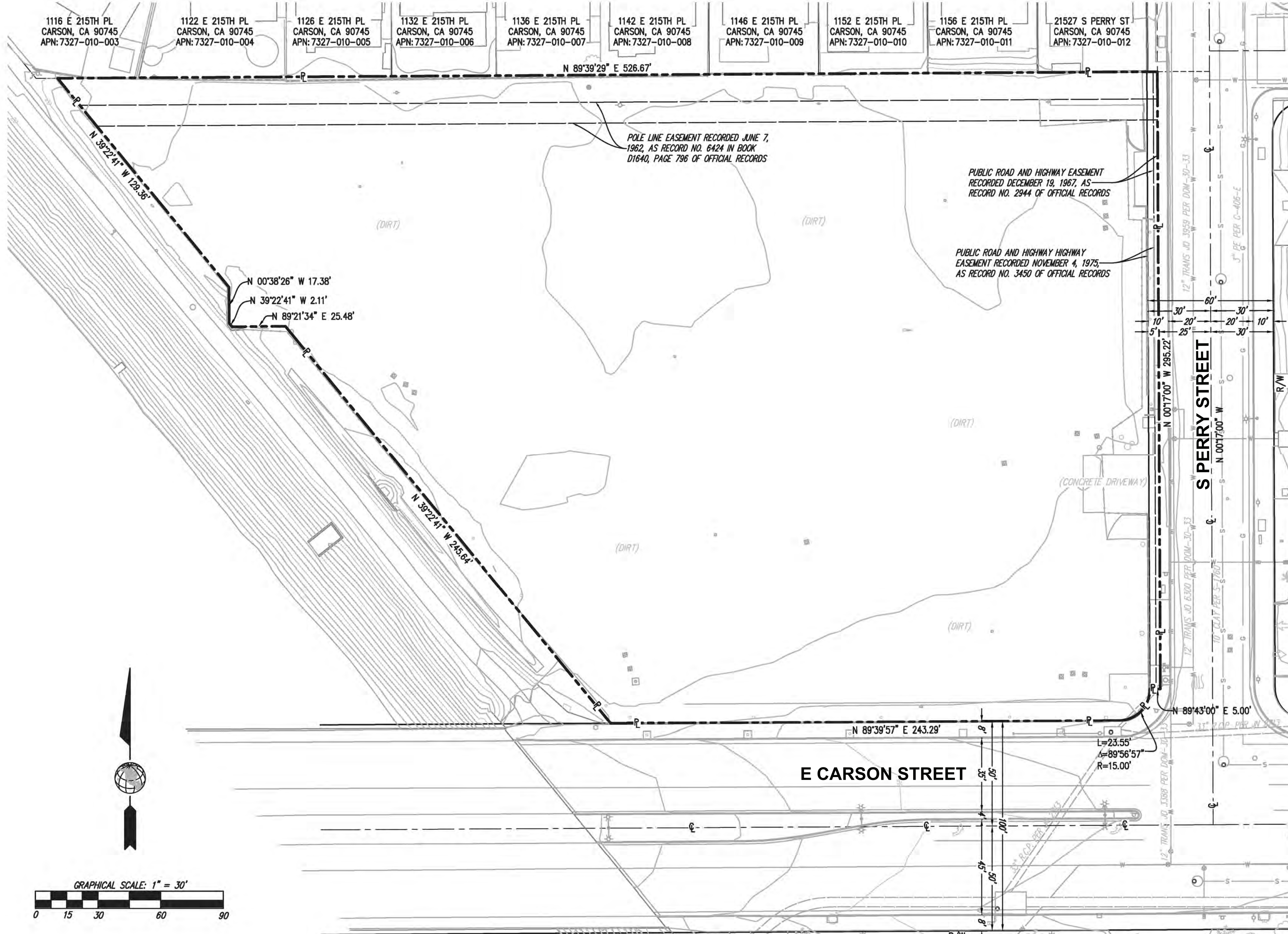
X PIPE DATA					
PIPE #	DIAMETER (INCHES)	SLOPE (%)	DEPTH /DIA	$V_{100}$ (FPS)	$Q_{100}$ (CFS)
1	18	1.0	0.64	6.52	7.79

NOTE: SEE APPENDIX 4 IN THE HYDROLOGY REPORT FOR GUTTER ANALYSIS SECTIONS



**CARSON SELF-STORAGE  
PROPOSED HYDROLOGY  
EXHIBIT**





**EXISTING LEGEND:**

ITEM	SYMBOL
PROPERTY LINE	-----
CENTERLINE	-----
RIGHT-OF-WAY	-----
EASEMENT	-----
EX. CONTOUR	-----
EX. CURB & GUTTER	-----

**OWNER:** RECREATION ROAD LLC  
**SITE ADDRESS:** 21611 SOUTH PERRY STREET CARSON, CA 90745

**ASSESSOR'S PARCEL NUMBER:** 7327-010-014 & 7327-010-015

**TITLE INFORMATION:**  
 TITLE INFORMATION FOR THIS SURVEY BASED ON A PRELIMINARY REPORT PREPARED BY COMMONWEALTH LAND TITLE INSURANCE COMPANY AS ORDER NO. 09174014-917-EQL, DATED: AUGUST 4, 2020.

**LEGAL DESCRIPTION:**

THAT PORTION OF LOT 15 OF TRACT NO. 4054, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 44, PAGES 39 THROUGH 41 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE SOUTHERLY 20 FEET OF SAID LOT WITH A LINE PARALLEL WITH AND NORTHEASTERLY 27 FEET, MEASURED AT RIGHT ANGLES, FROM THE SOUTHWESTERLY LINE OF SAID LOT; THENCE ALONG SAID PARALLEL LINE NORTH 39°21'48" WEST 245.64 FEET; THENCE SOUTH 89°22'27" WEST 25.48 FEET; THENCE NORTH 39°21'48" WEST 2.11 FEET; THENCE NORTH 00°37'33" WEST 17.38 FEET TO A LINE PARALLEL WITH AND NORTHEASTERLY 18 FEET, MEASURED AT RIGHT ANGLES, FROM SAID SOUTHWESTERLY LINE; THENCE ALONG SAID LAST MENTIONED PARALLEL LINE NORTH 39°21'48" WEST TO THE SOUTHERLY LINE OF TRACT NO. 29360, AS PER MAP RECORDED IN BOOK 734, PAGES 45 AND 46 OF MAPS; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE EASTERLY LINE OF SAID LOT 15; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO SAID NORTHERLY LINE; THENCE WESTERLY ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION OF SAID LAND DESIGNATED AS PARCELS 2-36 INCLUSIVE IN THE FINAL DECREE OF CONDEMNATION ENTERED IN SUPERIOR COURT, LOS ANGELES COUNTY, CASE NO. 909,461, A CERTIFIED COPY OF WHICH WAS RECORDED AUGUST 26, 1969 AS INSTRUMENT NO. 2734, IN BOOK D-4478, PAGE 350 OF OFFICIAL RECORDS OF SAID COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF SAID LOT WITH THE NORTHERLY LINE OF THE SOUTHERLY 20 FEET OF SAID LOT; THENCE WESTERLY ALONG SAID NORTHERLY LINE 19.99 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 15 FEET, TANGENT TO SAID NORTHERLY LINE AND TANGENT TO THE WESTERLY LINE OF THE EASTERLY 5 FEET OF SAID LOT; THENCE NORTHEASTERLY ALONG SAID CURVE 23.55 FEET TO SAID WESTERLY LINE; THENCE EASTERLY AT RIGHT ANGLES FROM SAID WESTERLY LINE 5 FEET TO SAID EASTERLY LINE; THENCE SOUTHERLY ALONG SAID EASTERLY LINE 14.99 FEET TO THE POINT OF BEGINNING.

PLAN PREPARED BY:

**OMEGA**  
 ENGINEERING CONSULTANTS  
 4340 VIEWRIDGE AVE. SUITE B  
 SAN DIEGO, CA 92123  
 PH: (858) 634-8620 FAX: (858) 634-8627

**VERTICAL BENCHMARK:**

**DESCRIPTION:** LOS ANGELES COUNTY PUBLIC WORKS BENCHMARK NUMBER "Y 10545" IN TOP OF CURB ON SOUTH SIDE OF E 213TH STREET APPROXIMATELY 40 FEET WEST OF THE CENTERLINE OF PERRY STREET (APPROXIMATELY 1,010' NORTH OF SITE)

**ELEVATION:** 18.248' (NAVD88)

**SOURCE OF TOPOGRAPHY:**

TOPOGRAPHY SHOWN HEREON IS BASED ON AERIAL PHOTODIAGRAMMETRIC MAPPING CONDUCTED BY PRECISION UAV. HORIZONTAL AND VERTICAL GROUND CONTROL WERE ESTABLISHED BY OMEGA LAND SURVEYING, INC. ON FEBRUARY 01, 2021 WITH SUPPLEMENTAL DATA COLLECTED ON FEBRUARY 03, 2021.

**BASIS OF BEARINGS:**

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CENTERLINE OF PERRY STREET AS SHOWN ON SUBDIVISION MAP FOR TRACT NO. 29360 FILED IN BOOK 734, PAGE 46-47, OF MAP RECORDS, SAID BEARING BEING "N 00°17'17" W".

**AREA SUMMARY:**

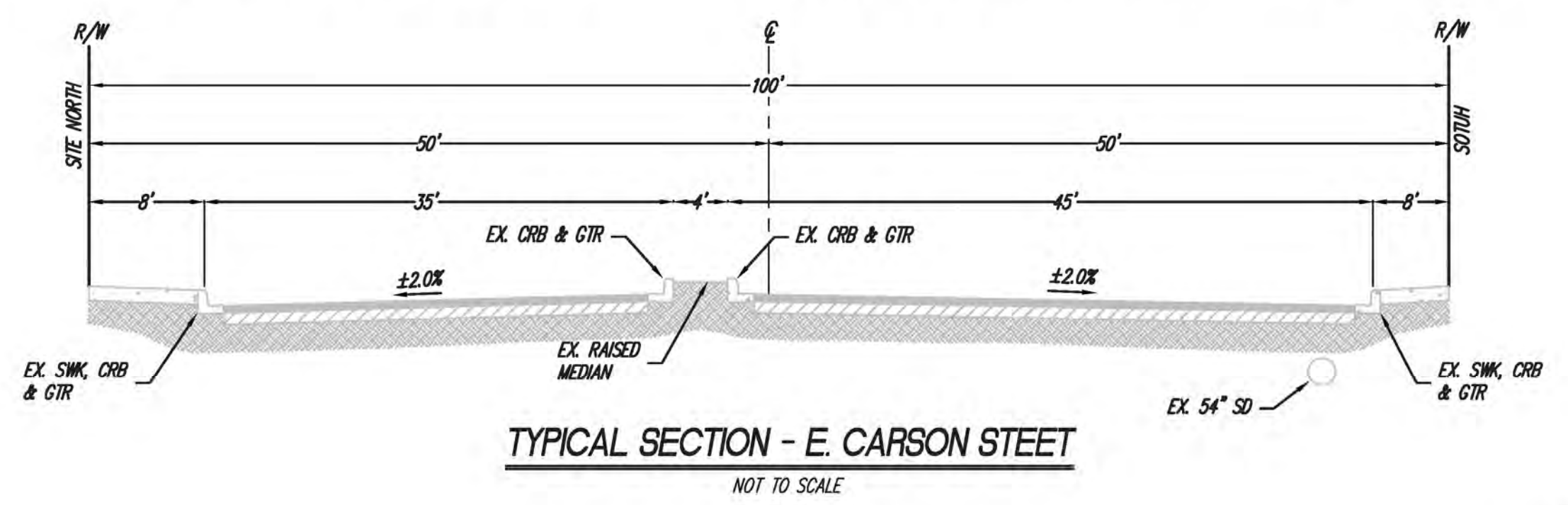
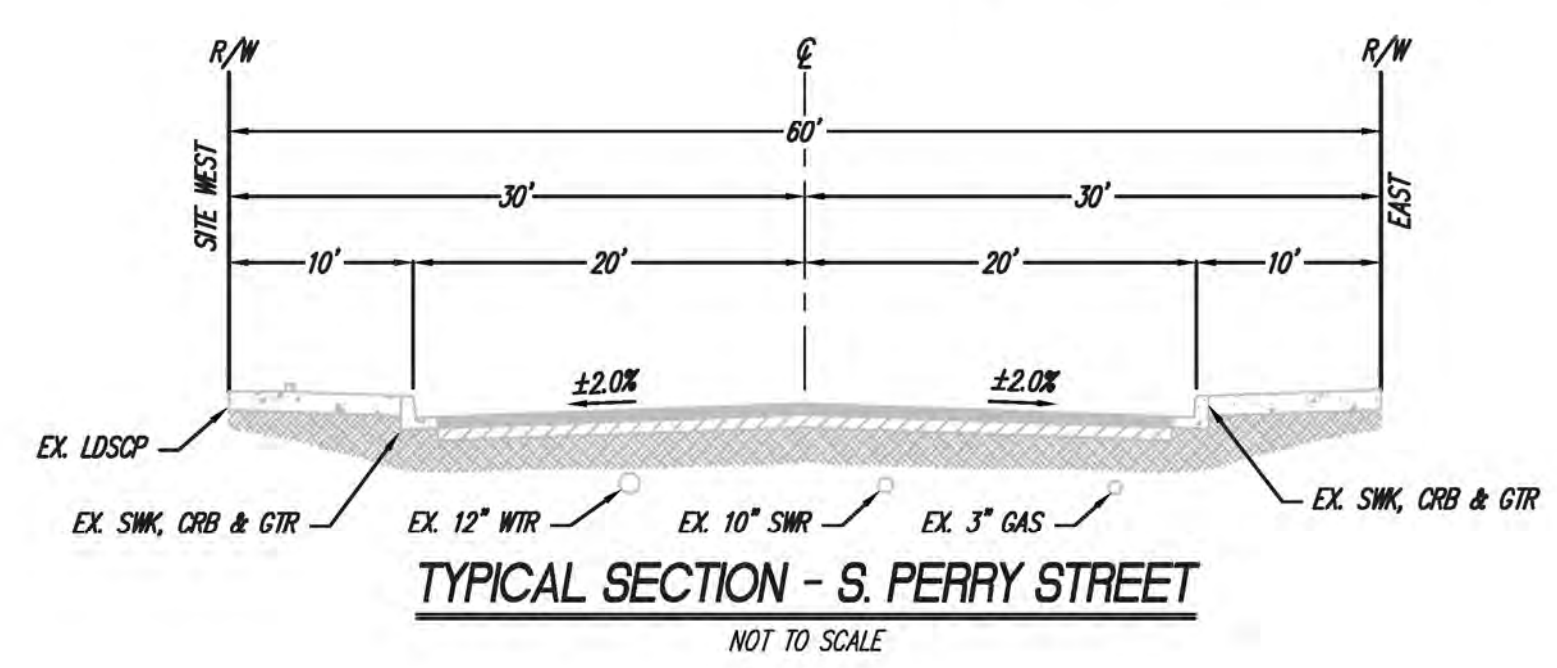
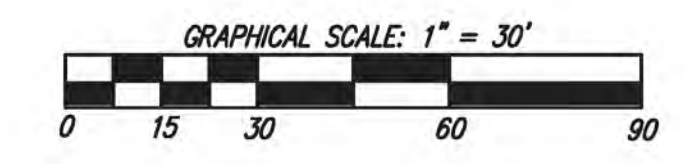
TOTAL PARCEL AREA (NET)	110,643	SF
TOTAL PARCEL AREA (GROSS)	112,119	SF

**GRADING INFORMATION:**

CUT (TO FINISH SURFACE)	357	CY
FILL (TO FINISH SURFACE)	4,199	CY
UNDERCUTS	4,281	CY
REMEDIAL GRADING	15,037	CY
EXPORT (IMBALANCE)	725	CY

**EASEMENTS:**

- ④ POLE LINE EASEMENT RECORDED JUNE 7, 1962, AS RECORD NO. 6424 IN BOOK D1640, PAGE 796 OF OFFICIAL RECORDS.
- ⑤ PUBLIC ROAD AND HIGHWAY EASEMENT RECORDED DECEMBER 19, 1967, AS RECORD NO. 2944 OF OFFICIAL RECORDS.
- ⑦ PUBLIC STREET OR HIGHWAY EASEMENT RECORDED NOVEMBER 4, 1975, AS RECORD NO. 3450 OF OFFICIAL RECORDS.



# PERRY STREET CARSON STREET SS CARSON, CA



**FOR PLAN CHECK ONLY**  
 SEAN M. SAVAGE R.C.E. 75677 DATE

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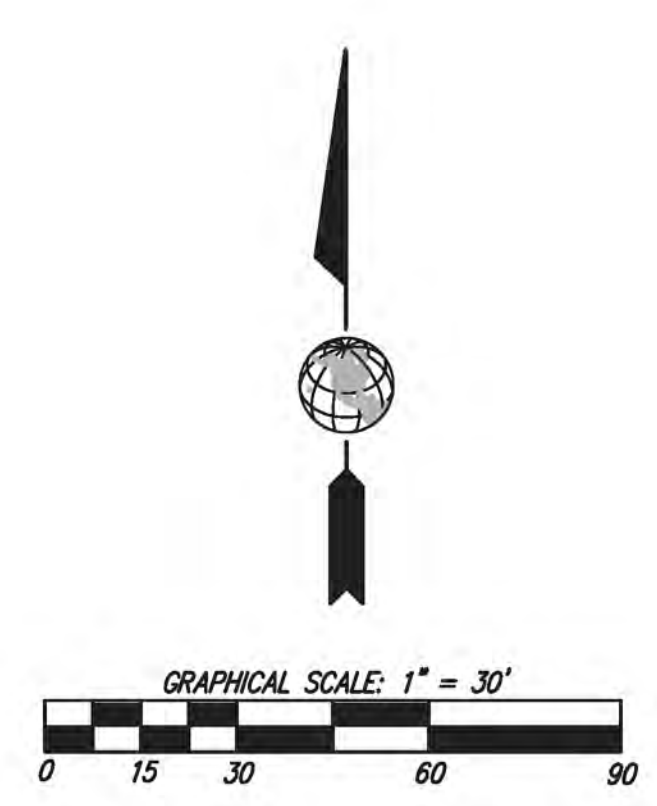
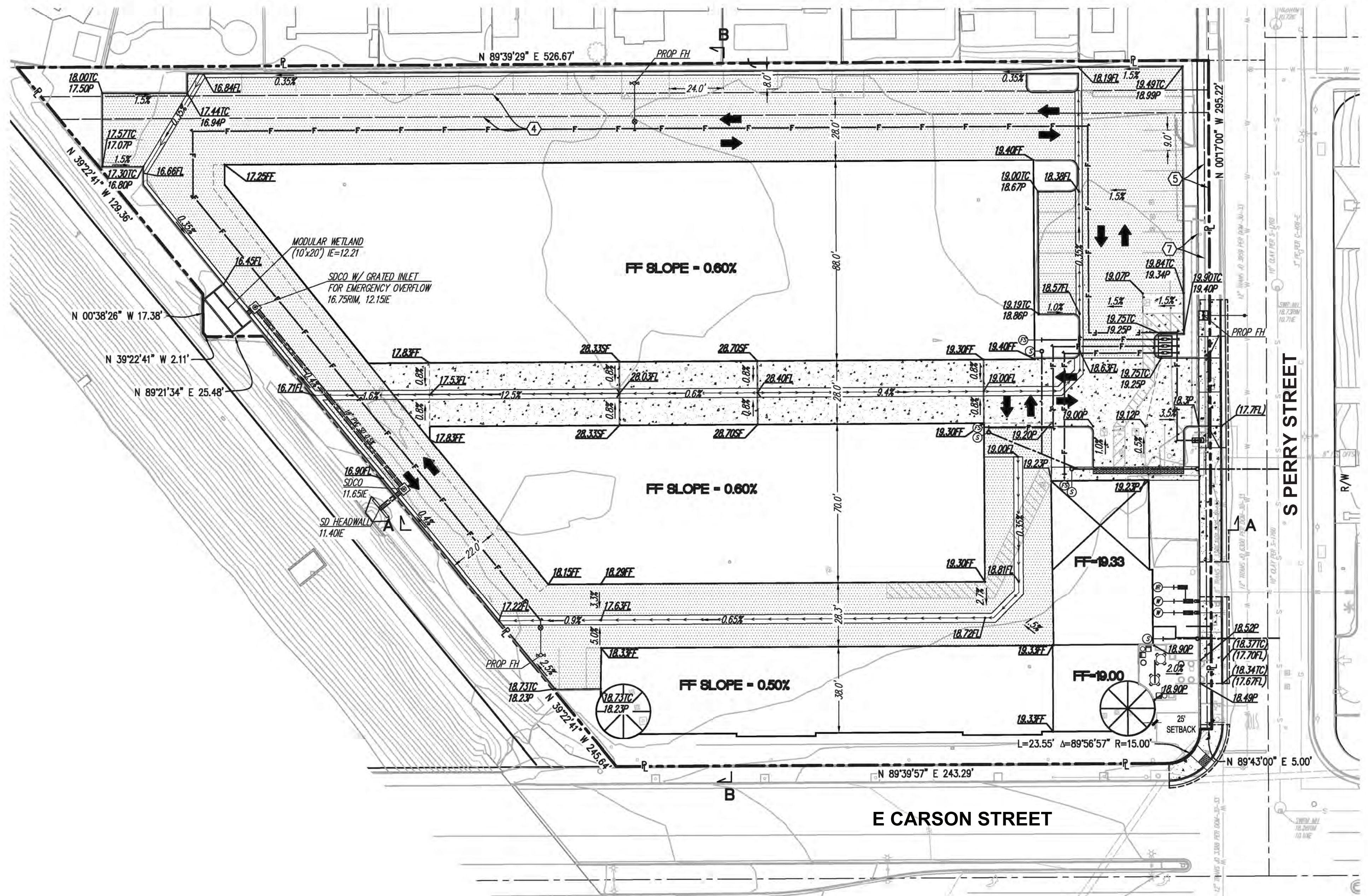
JOB NUMBER: 20-817  
 DATE: 10/05/2021

**J. ORDAN**  
 ARCHITECTS  
 131 CALLE IGLESIA, SUITE 100  
 SAN CLEMENTE, CA 92672  
 949.388.8090

FILENAME: P:\DWG\OMEGA\0833\FH303 CARSON\0833\FH303-CAR-01-CONSTRAINTS.DWG DATE: 10/05/2021 11:28:02 AM

# PRELIMINARY GRADING PLAN

PLAN PREPARED BY:



### EXISTING LEGEND

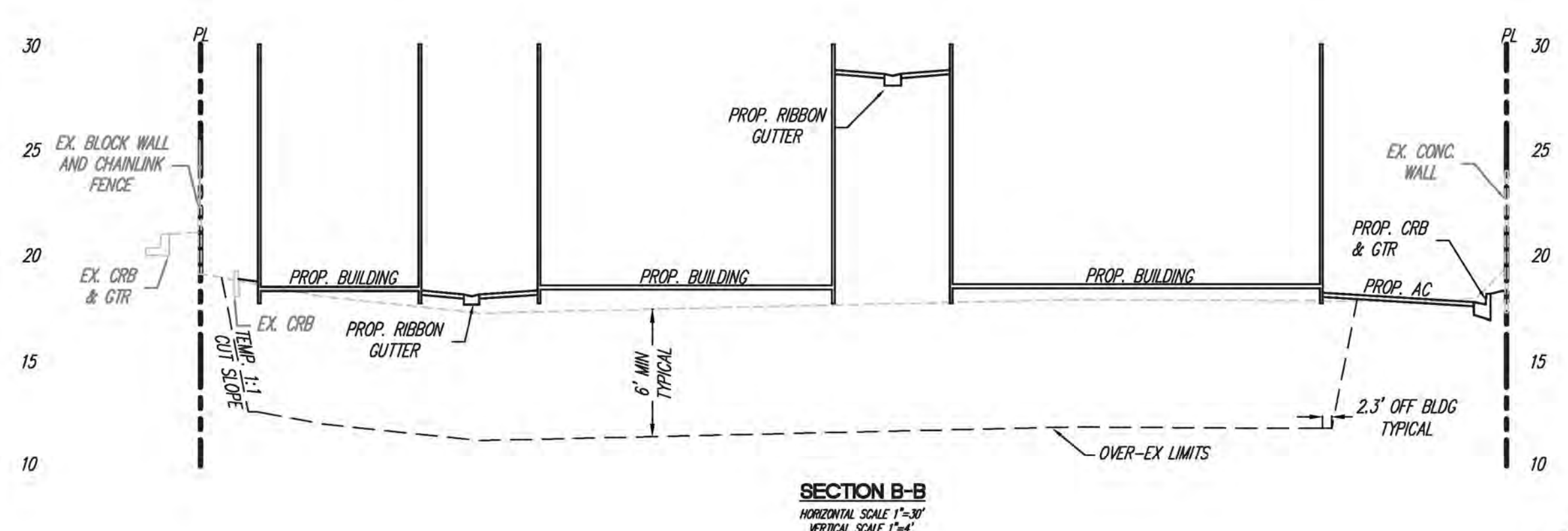
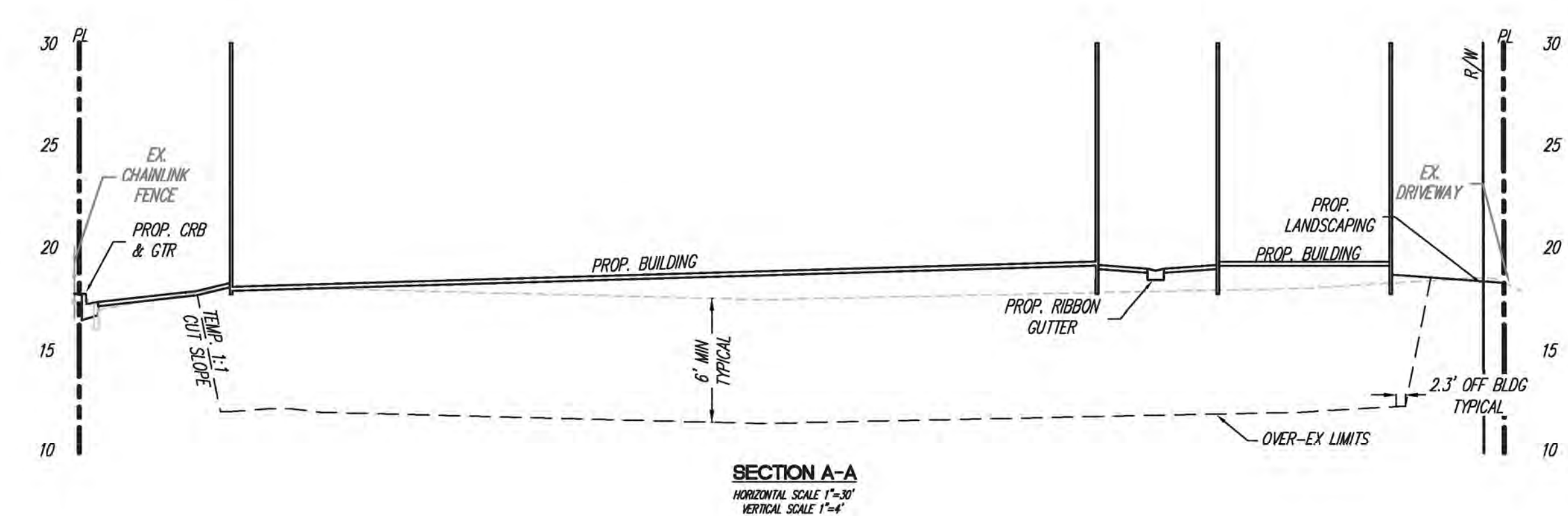
ITEM	SYMBOL
PROPERTY LINE	---
CENTERLINE	- - - - -
RIGHT-OF-WAY	---
EX. CONTOUR	.....
EX. CURB & GUTTER	---

### PROPOSED LEGEND

ITEM	SYMBOL
PROPOSED GRADE BREAK	---
PROPOSED FINISH FLOOR SLOPE	<b>FF SLOPE -0.5%</b>
PROPOSED FINISH FLOOR ELEVATION	374.00FF
PROPOSED PAVEMENT ELEVATION	374.00OP
PROPOSED FLOWLINE ELEVATION	374.00FL
PROPOSED GRADIENT	1.1%
PROPOSED 6" PCC CURB	---
PROPOSED 6" PCC CURB & GUTTER	---
PROPOSED FLOW LINE	---
PROPOSED BUILDING	---
PROPOSED PARKING STALL STRIPING	---
PROPOSED HANDICAP STRIPING	---
PROPOSED PVT. STORM DRAIN (SIZE PER PLAN)	---
PROPOSED PVT. FIRE SERVICE LATERAL	---
PROPOSED PVT. SEWER LATERAL	---
PROPOSED SEWER POINT OF CONNECTION	---
PROPOSED FIRE POINT OF CONNECTION	---
PROPOSED FIRE SERVICE BACKFLOW	---
PROPOSED FDC/PV	---
PROPOSED FIRE HYDRANT	---
PROPOSED PVT. STORM DRAIN CLEAN OUT/CONNECTION (SIZE AND TYPE PER PLAN)	---
PROPOSED PVT. PCC PAVEMENT WALK	---
PROPOSED PVT. ADA RAMP	---
PROPOSED PVT. AC PAVEMENT HEAVY DRIVE AISLE	---
PROPOSED PVT. MODULAR WETLAND	---

DATE: 10/05/2021 12:24:33 PM

FILENAME: P:\PENG\OMEGA\0833\FABING SS CARSON\ACAD\DISCREETINARY\0833-COR-CR-CR-02-COR-02.DWG



# PERRY STREET CARSON STREET SS CARSON, CA



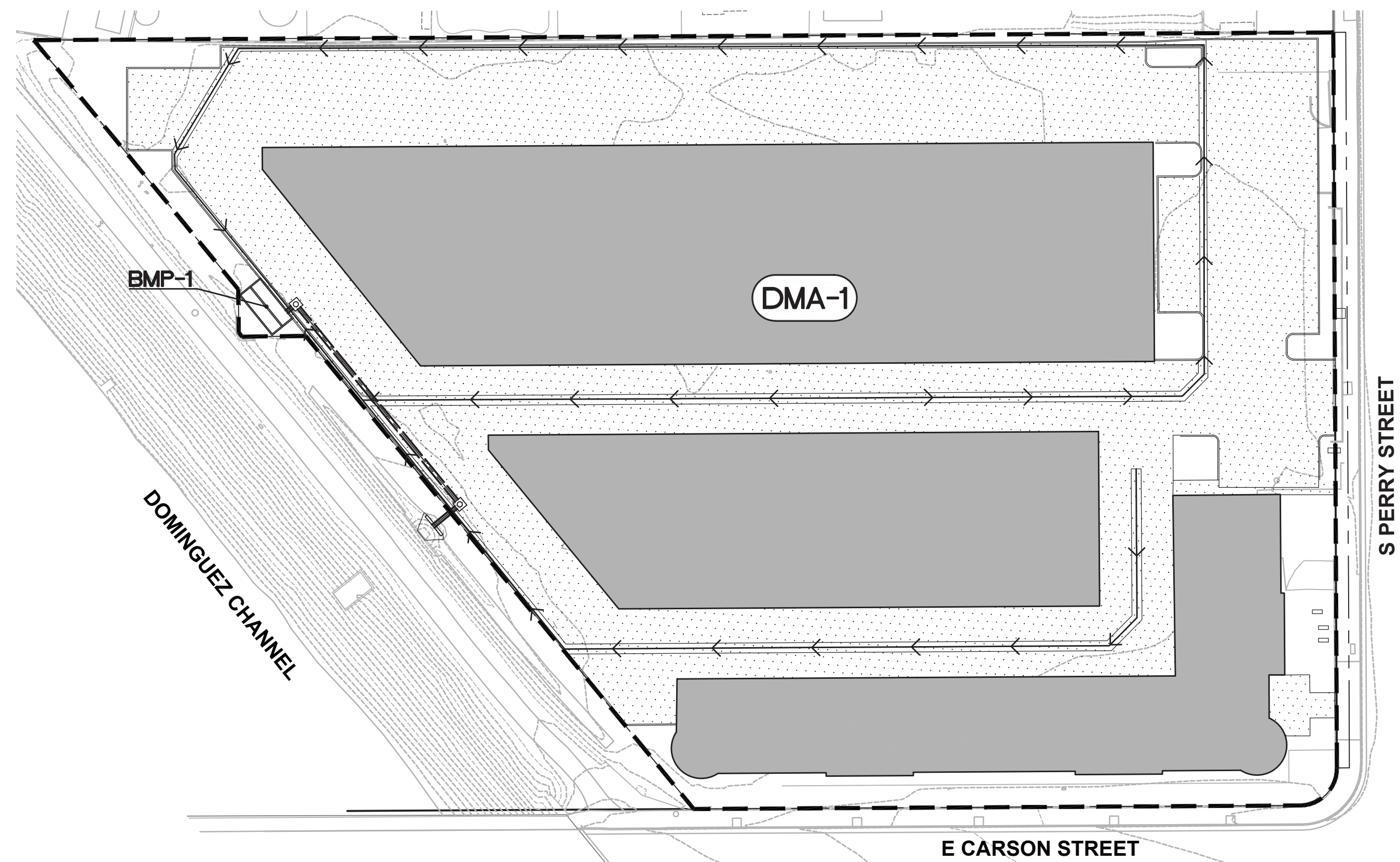
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DATE

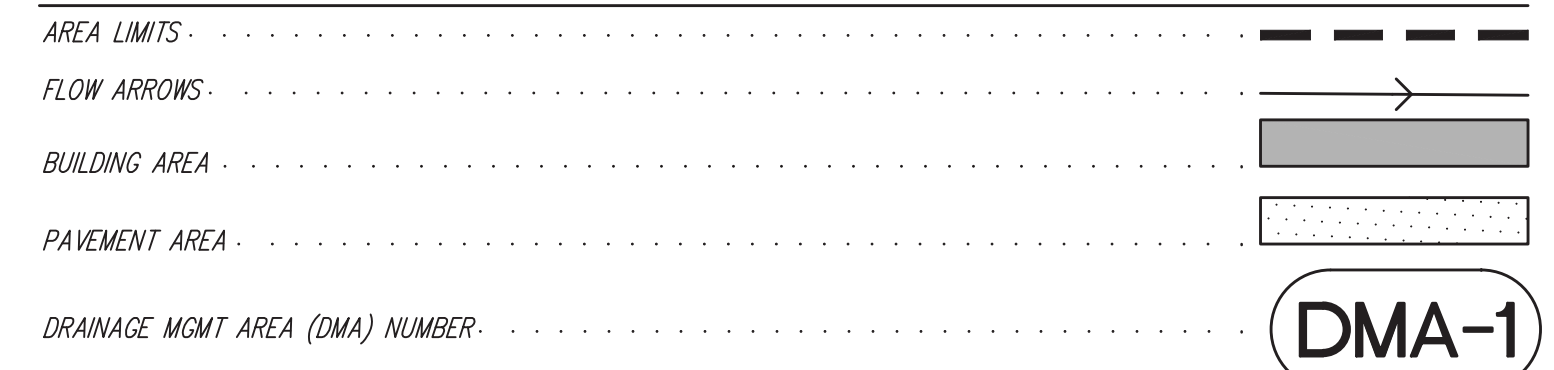
**J.A. ORDAN ARCHITECTS**  
131 CALLE IGLESIA, SUITE 100  
SAN CLEMENTE, CA 92672  
949.388.8090

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**LEGEND**



**DMA DATA TABLE**

DMA-NO.	TOT. AREA (SF)	IMPERVIOUS (%)	REQ'D FLOWRATE (CFS)	BMP FLOWRATE (CFS)	TYPE/TREATED BY
DMA-1	120,644	89.8	0.702	0.710	BMP-1/MODULAR WETLAND

**GENERAL STORM WATER NOTES**

- GROUNDWATER IS ANTICIPATED AT APPROXIMATELY 12.5 FEET BELOW EXISTING GRADE ON SITE.
- NO EXISTING NATURAL HYDROLOGIC FEATURES
- NO SIGNIFICANT ECOLOGICAL AREAS ON SITE
- ALL APPLICABLE SOURCE CONTROL BMPs SHALL BE IMPLEMENTED
- SOURCE CONTROL NOTES TO COME IN MINISTERIAL REVIEW

**Peak Flow Hydrologic Analysis**

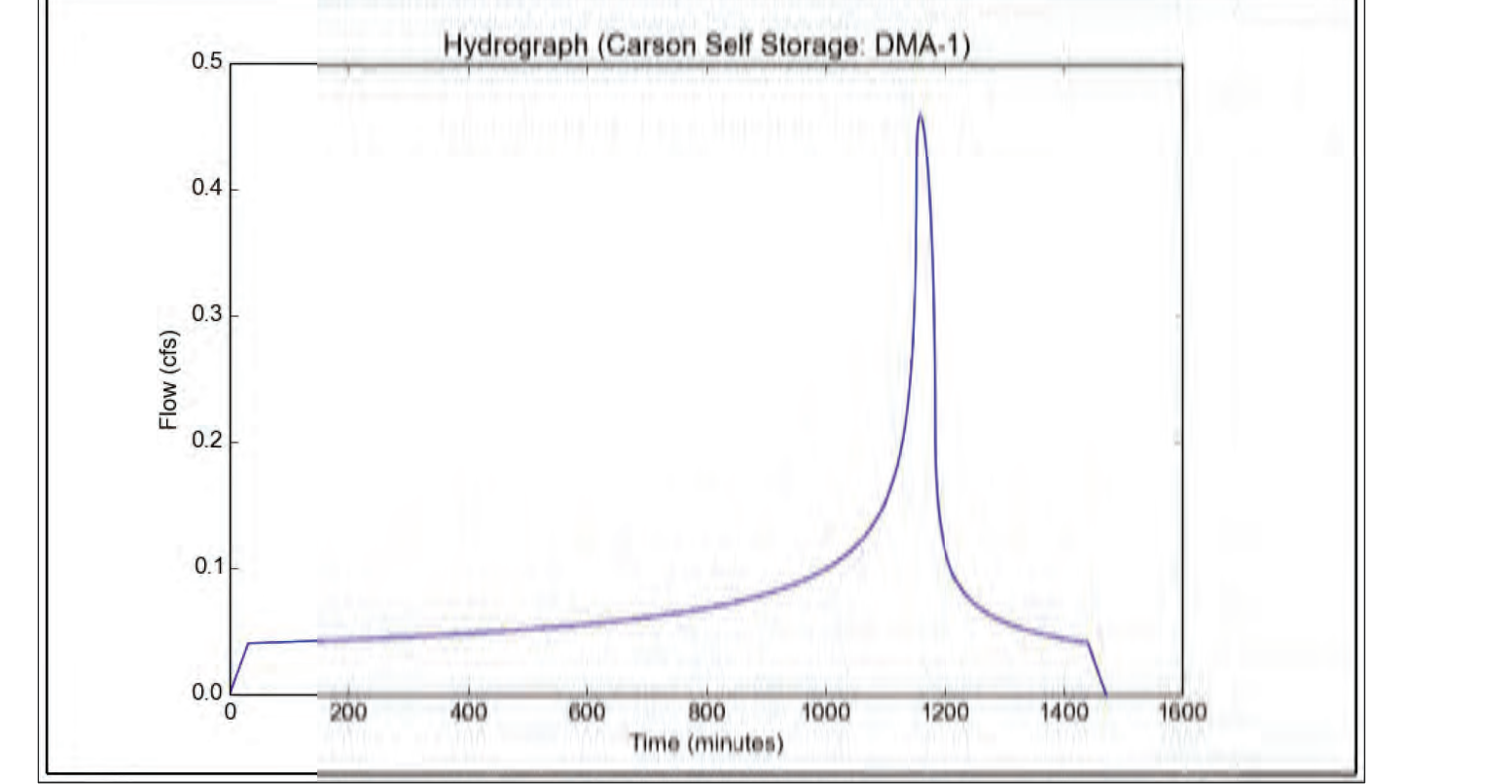
File location: P:\DWG\OMEGA\0633 Faring SS Carson\STORMWATER REPORTS\Water Quality\ATTACHMENTS\85th Percentile Hydro Version: HydroCalc 1.0.3

**Input Parameters**

Project Name	Carson Self Storage
Subarea ID	DMA-1
Area (ac)	2.77
Flow Path Length (ft)	475.0
Flow Path Slope (vft/hft)	0.006
85th Percentile Rainfall Depth (in)	0.8
Percent Impervious	0.898
Soil Type	3
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

**Output Results**

Modeled (85th percentile storm) Rainfall Depth (in)	0.8
Peak Intensity (in/hr)	0.2025
Undeveloped Runoff Coefficient (Cu)	0.1
Developed Runoff Coefficient (Cd)	0.8184
Time of Concentration (min)	31.0
Clear Peak Flow Rate (cfs)	0.459
Burned Peak Flow Rate (cfs)	0.459
24-Hr Clear Runoff Volume (ac-ft)	0.1499
24-Hr Clear Runoff Volume (cu-ft)	6528.9479



**PROJECT HYDROGRAPH**

**SITE SPECIFIC DATA**

PROJECT NUMBER	
PROJECT NAME	
PROJECT LOCATION	
STRUCTURE ID	
TREATMENT REQUIRED	
VOLUME BASED (CF)	FLOW BASED (CFS)
N/A	0.710
TREATMENT HGL AVAILABLE (FT)	N/K
PEAK BYPASS REQUIRED (CFS) - IF APPLICABLE	FLOW BY
PIPE DATA	I.E. MATERIAL DIAMETER
INLET PIPE 1	
INLET PIPE 2	
OUTLET PIPE	
	PRETREATMENT BIOFILTRATION DISCHARGE
RIM ELEVATION	
SURFACE LOAD	PEDESTRIAN OPEN PLANIR PEDESTRIAN
FRAME & COVER	2 EA 36" X 36" 2 EA #24"
WETLAND MEDIA VOLUME (CY)	
ORIFICE SIZE (DIA. INCHES)	2 EA #2.67"

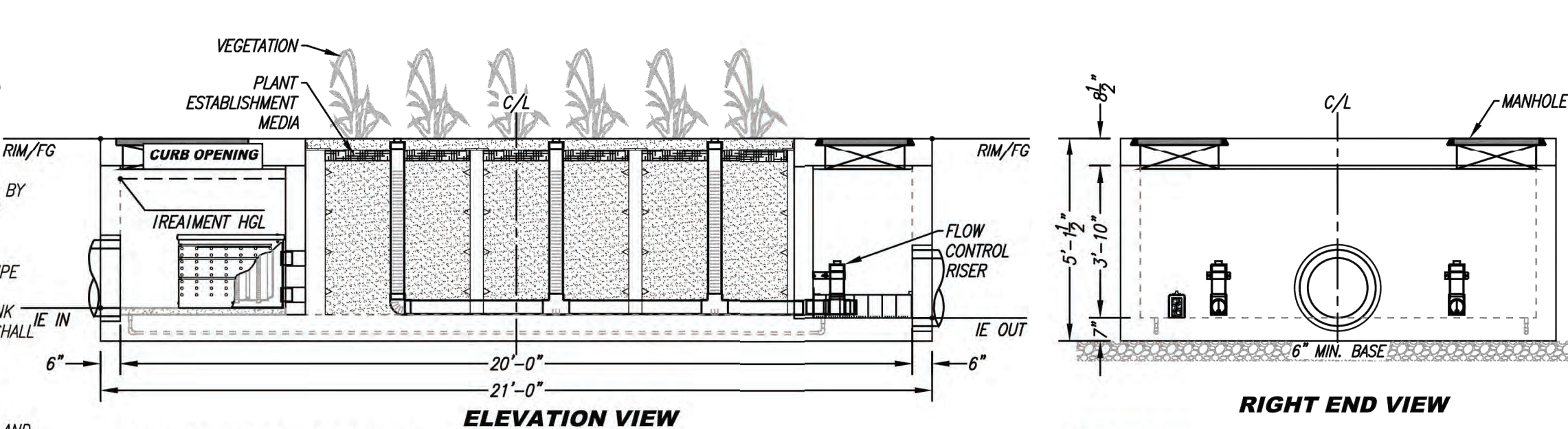
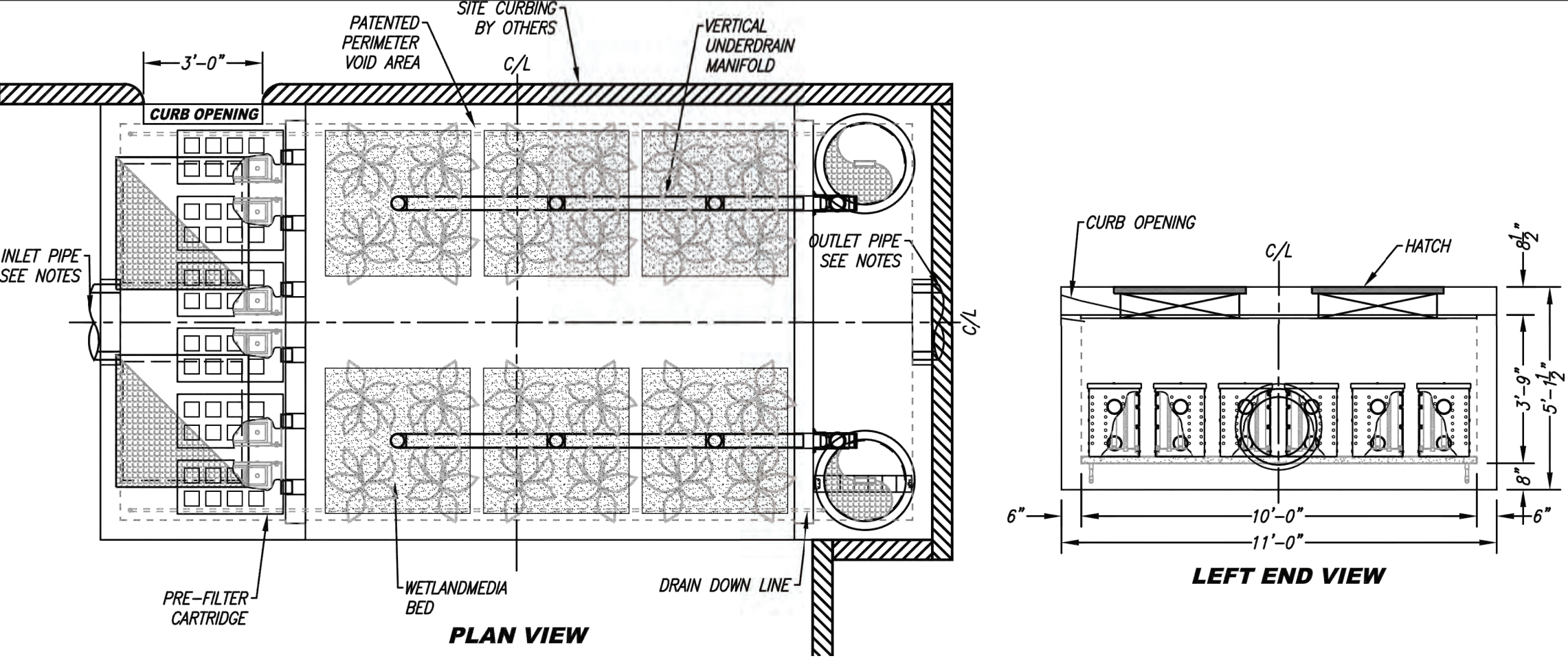
NOTES: PRELIMINARY. NOT FOR CONSTRUCTION.

**INSTALLATION NOTES**

- CONTRACTOR TO PROVIDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS REQUIRED TO OFFLOAD AND INSTALL THE SYSTEM AND APPURTENANCES IN ACCORDANCE WITH THIS DRAWING AND THE MANUFACTURER'S SPECIFICATIONS, UNLESS OTHERWISE STATED IN MANUFACTURER'S CONTRACT.
- UNIT MUST BE INSTALLED ON LEVEL BASE. MANUFACTURER RECOMMENDS A MINIMUM 6" LEVEL ROCK BASE UNLESS SPECIFIED BY THE PROJECT ENGINEER. CONTRACTOR IS RESPONSIBLE TO VERIFY PROJECT ENGINEER'S RECOMMENDED BASE SPECIFICATIONS.
- ALL PIPES MUST BE FLUSH WITH INSIDE SURFACE OF CONCRETE. (PIPES CANNOT INTRUDE BEYOND FLUSH). INVERT OF OUTFLOW PIPE MUST BE FLUSH WITH DISCHARGE CHAMBER FLOOR. ALL GAPS AROUND PIPES SHALL BE SEALED WATER TIGHT WITH A NON-SHRINK GROUT PER MANUFACTURER'S STANDARD CONNECTION DETAIL AND SHALL MEET OR EXCEED REGIONAL PIPE CONNECTION STANDARDS.
- CONTRACTOR TO SUPPLY AND INSTALL ALL EXTERNAL CONNECTING PIPES.
- CONTRACTOR RESPONSIBLE FOR INSTALLATION OF ALL RISERS, MANHOLES, AND HATCHES. CONTRACTOR TO GROUT ALL MANHOLES AND HATCHES TO MATCH FINISHED SURFACE UNLESS SPECIFIED OTHERWISE.
- Drip or spray irrigation required on all units with vegetation.
- CONTRACTOR RESPONSIBLE FOR CONTACTING MODULAR WETLANDS FOR ACTIVATION OF UNIT. MANUFACTURER'S WARRANTY IS VOID WITH OUT PROPER ACTIVATION BY A MODULAR WETLANDS REPRESENTATIVE.

**GENERAL NOTES**

- MANUFACTURER TO PROVIDE ALL MATERIALS UNLESS OTHERWISE NOTED.
- ALL DIMENSIONS, ELEVATIONS, SPECIFICATIONS AND CAPACITIES ARE SUBJECT TO CHANGE. FOR PROJECT SPECIFIC DRAWINGS DETAILING EXACT DIMENSIONS, WEIGHTS AND ACCESSORIES PLEASE CONTACT MANUFACTURER.



**LOW INFLOW PIPE DISCLOSURE:**  
IT IS RECOMMENDED THAT A SUFFICIENT VARIATION IN ELEVATION BETWEEN THE INLET AND OUTLET BE PROVIDED TO ALLOW FOR ACCUMULATION OF SEDIMENT IN THE PRE-TREATMENT CHAMBER. FAILURE TO DO SO MAY RESULT IN BLOCKAGE AT INFLOW POINT(S) WHICH MAY CAUSE UPSTREAM FLOODING.

TREATMENT FLOW (CFS)	0.710
OPERATING HEAD (FT)	3.5
PRETREATMENT LOADING RATE (GPM/SF)	2.1
WETLAND MEDIA LOADING RATE (GPM/SF)	1.0

**MWS-L-10-20-4'-5.5"-C-HC**  
STORMWATER BIOFILTRATION SYSTEM  
STANDARD DETAIL

PROPRIETARY AND CONFIDENTIAL:  
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF MODULAR WETLANDS SYSTEMS. ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF MODULAR WETLANDS SYSTEMS IS PROHIBITED.

**BioClean**  
A Forterra Company

DATE: 5/14/2021 11:41:32 AM

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**PERRY STREET  
CARSON STREET SS  
CARSON, CA**

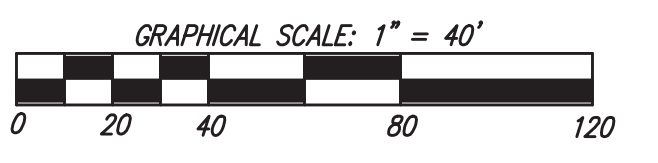
**MODULAR WETLAND DETAIL**  
NOT TO SCALE



**FOR PLAN CHECK ONLY**  
SEAN M. SAVAGE R.C.E. 75677

DATE

PLAN PREPARED BY:

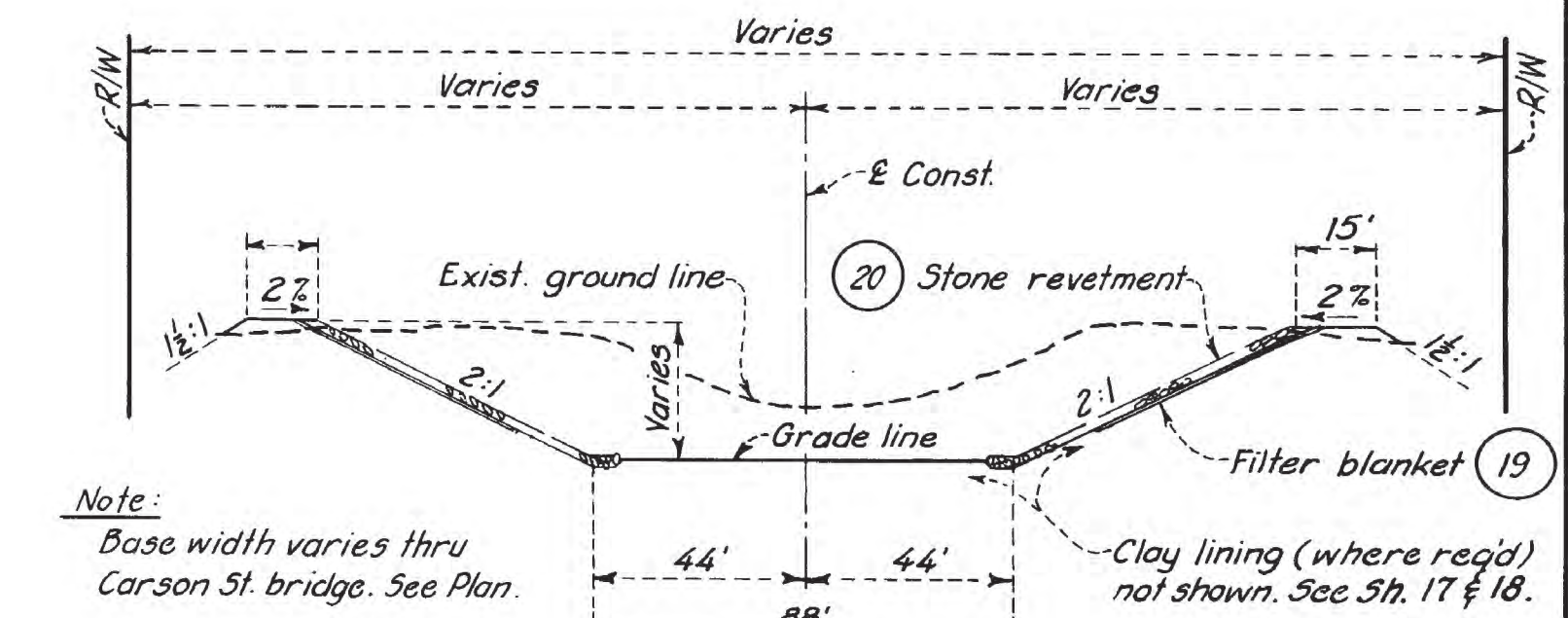
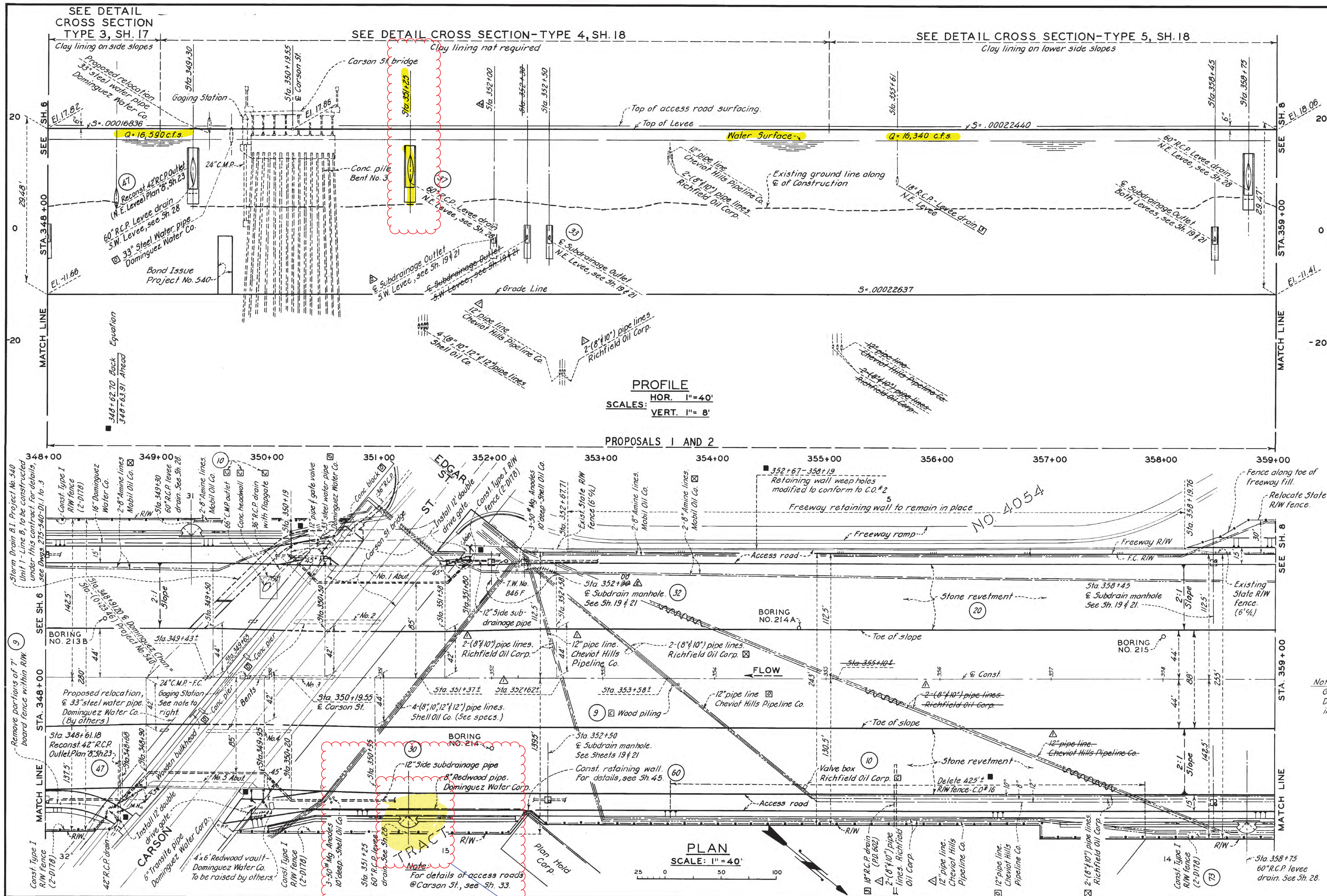


**Jordan Architects**  
ARCHITECTS  
131 CALLE IGLESIA, SUITE 100  
SAN CLEMENTE, CA 92672  
949.388.8090

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JOB NUMBER: 20-817  
DATE: 10/05/2021





TYPICAL SECTION  
STA. 348+00 TO STA. 359+00  
SCALE: 1" = 40'

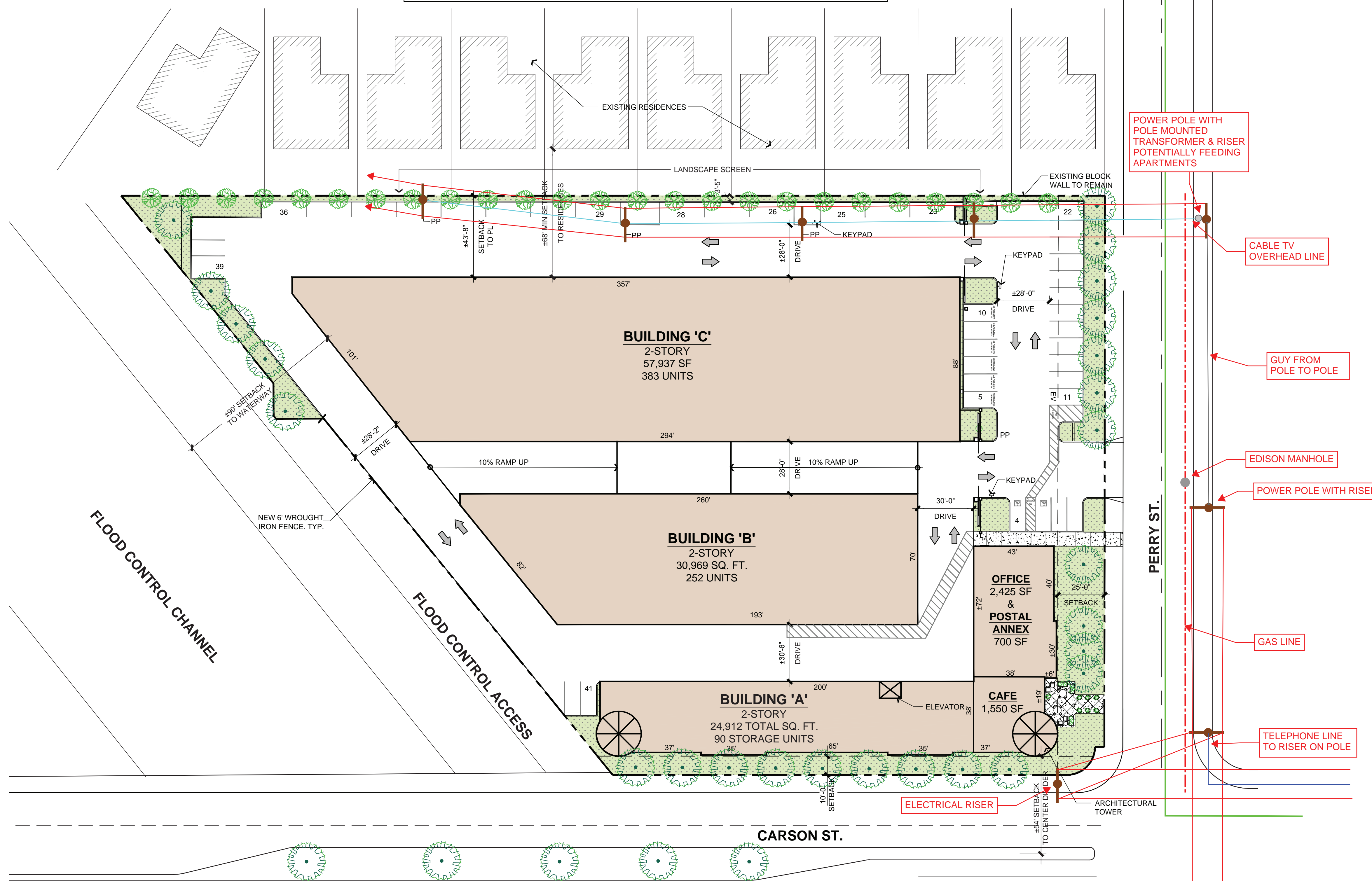
AS BUILT DRAWING

LAGUNA DOMINGUEZ FLOOD CONTROL SYSTEM

REVISIONS			LOS ANGELES COUNTY FLOOD CONTROL DISTRICT	
MARK	DATE	DESCRIPTION	DOMINGUEZ CHANNEL	
Δ	7-26-63	Relocated pipe lines - Richfield Oil Corp & Chevrot Hills Pipeline	WILMINGTON AVE. TO AVALON BLVD.	
Δ	7-26-63	Relocated subdrainage M.H.	CHANNEL EXCAVATION, CLAY LINING	
□	12-21-66	Permit 64793-Dwg. 28-F897	AND STONE REVELTMENT	
■	8-28-67	"As Built" correction	PLAN AND PROFILE	
			STA. 348+00 TO STA. 359+00	
DRAWN BY: K.O. & N.B.			APPROVED BY: <i>[Signature]</i>	
CHECKED BY: G.J.M.			SCALE: DATE NO. 28-D169.7	
RECOMMENDED BY: <i>[Signature]</i>			AS SHOWN MAY 1963 SHEET 7 OF 50	

Note: Utilize existing 60" RCP storm drain located at Sta. 351+25.00 to discharge into Dominguez Channel.

# EXISTING UTILITY EXHIBIT



BASIS OF DESIGN		
	REQUIRED / EXISTING	PROVIDED / PROPOSED
ZONE	ML - MANUFACTURING, LIGHT	TBD
OVERLAY	D OVERLAY	
STRUCTURE HEIGHT	N/A	TBD
FLOOR AREA RATIO	.5 (GP)	.99 (118,928)
LOT COVERAGE	-	46.6% (56,906 S.F.)
LANDSCAPE	-	±23,000 S.F. (18.8%) LANDSCAPE AREA

SETBACKS		
FRONT	25'	25 FT. MIN.
STREET SIDE	10 FT.	10 FT. MIN.
REAR (RESIDENTIAL)	10 FT.	40 FT. MIN.
INTERIOR SIDE	10 FT.	28' FT. MIN.

SITE DATA		
LOT AREA	121,968	SQ. FT.
	2.8	ACRES
TOTAL GROSS BLDG. AREA	113,805	SQ. FT.

PARKING		
PARKING SPACES	1 SPACE PER 20 UNITS 725/20 = ±36 STALLS	41 SPACES
PARKING SIZE	STANDARD: 8.5' X 18' PARALLEL: 8' X 24'	STANDARD: 8.5' X 18' PARALLEL: 8' X 24'

PARKING PROVIDED		
STANDARDS	39	
ACCESSIBLE	2	
TOTAL	41	

BUILDING AREA TABULATIONS ( Square Feet )			
	SELF STORAGE	OFFICE/POSTAL ANNEX/CAFE	TOTAL
BUILDING A 2-STORY	20,133	4,675	24,808
BUILDING B 2-STORY	30,969		30,969
BUILDING C 2-STORY	57,937		57,937
TOTAL AREA:	109,039	4,675	113,714

EST. NET STORAGE AREA = 81,840 S.F.

BUILDING CONSTRUCTION TYPE: IIB  
OCCUPANCY CLASSIFICATION: S-1. TOP STORAGE IN NOT GRATER THAN 8'  
BUILDINGS ARE EQUIPPED WITH AUTOMATIC FIRE SPRINKLER SYSTEM IN ACCORDANCE WITH NFPA 13.

LEGEND	
ELECTRIC	—
CATV	—
TEL	—
GAS	—

# PERRY STREET STORAGE CARSON, CA

# SCHEME I PRELIM. SITE PLAN

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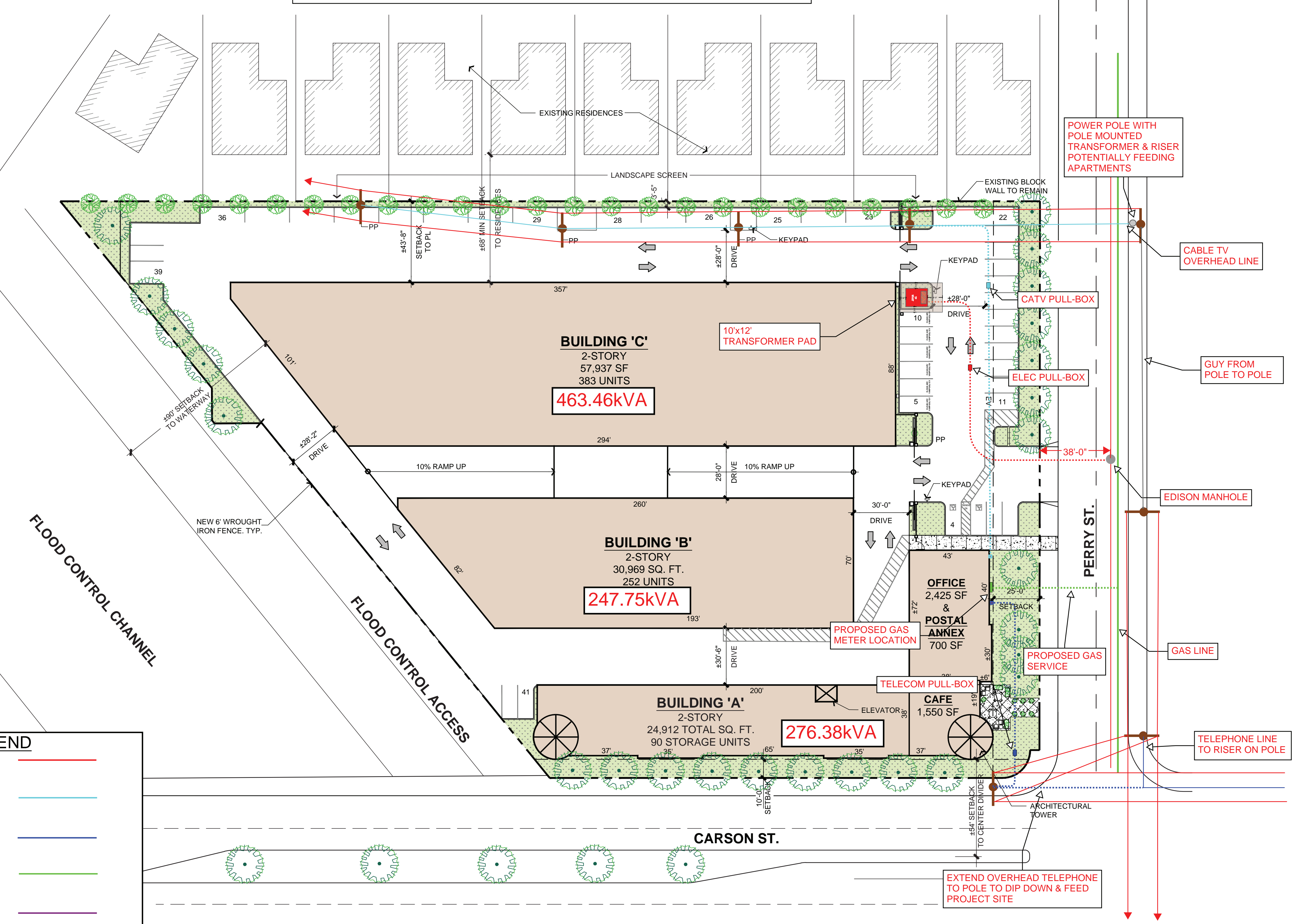
NORTH

*ja*

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949.388.8090

# SHEET A1

# PROPOSED UTILITY EXHIBIT



LEGEND	
ELECTRIC	
CATV	
TEL	
GAS	
JOINT TRENCH	
PROPOSED ELEC	
PROPOSED CATV	
PROPOSED TEL	
PROPOSED GAS	

BASIS OF DESIGN		
	REQUIRED / EXISTING	PROVIDED / PROPOSED
ZONE	ML - MANUFACTURING, LIGHT	TBD
OVERLAY	D OVERLAY	
STRUCTURE HEIGHT	N/A	TBD
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# PERRY STREET STORAGE CARSON, CA

# SCHEME I PRELIM. SITE PLAN

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NORTH

*ja*

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