

THE DISTRICT AT SOUTH BAY SPECIFIC PLAN (SP-10)

retail ■ entertainment ■ restaurant ■ residential ■ light industrial

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CITY OF CARSON

The District at South Bay Specific Plan

**FORMERLY KNOWN AS THE CARSON MARKETPLACE SPECIFIC PLAN
(ADOPTED IN 2006), RENAMED AS
THE BOULEVARDS AT SOUTH BAY SPECIFIC PLAN
(PER A 2011 AMENDMENT), AND LATER RENAMED AS
THE DISTRICT AT SOUTH BAY SPECIFIC PLAN
(PER AN AMENDMENT ADOPTED IN 2018)**

May 23, 2022

Adopted by Carson City Council Ordinance No. 22-2207

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CHAPTER 1

Introduction

1.1 Purpose and Background

In 2006, the City of Carson (City) adopted the Carson Marketplace Specific Plan (by Ordinance No. 06-1341) to govern the development of a 168-acre property in the City of Carson (the Specific Plan Area); the City amended it in 2011 and 2018. The 2011 Specific Plan amendment (by Ordinance No. 11-1469) renamed it as the “Boulevards at South Bay Specific Plan”¹ (the 2011 Specific Plan Amendment); the 2018 amendment (by Resolution No. 18-2621) renamed it as “The District at South Bay” (the 2018 Specific Plan Amendment). The purpose of the 2018 Specific Plan Amendment was to update the development standards and guidelines and to establish new regulations for the future development of the 157-acre portion of the Specific Plan Area located south of Del Amo Boulevard, which was formerly operated as a landfill and currently lies vacant (such area is sometimes referred to herein as the 157-Acre Site).²

This Amendment No. 3 to the Specific Plan (the 2021 Amendment) is primarily intended to address Planning Area (PA3), which constitutes an approximate 96-acre portion of the Specific Plan Area, since it allows for a different set of land uses than previously proposed under the 2018 Specific Plan Amendment and establishes new development standards and regulations for such area, but generally does not change any of the land uses and

Project Background: A Brief History of Carson

Although the City of Carson has a long and colorful history that dates back to the founding of California, it is a very young community in terms of its age as an independent city. Carson was incorporated as a city in 1968, as compared to Carson’s neighbor to the east, Long Beach, which incorporated almost a century earlier in 1888, or to its neighbor to the west, Torrance, which became a city in 1921. In those intervening years, the area that is now Carson remained an unincorporated portion of Los Angeles County, and as a result, the young City of Carson is still struggling to overcome the challenges that came with the delay to its incorporation.

The acronym “NIMBY” means “not in my back yard.” While a society needs facilities such as garbage dumps, automotive dismantling centers, and waste treatment plants, when it comes time to build them, no one wants them located near where they live. So, when such certain undesired but essential facilities were needed in the South Bay of Los Angeles, incorporated cities of Los Angeles County such as Torrance and Redondo Beach had the ability to resist (and effectively prohibit, through their political representatives) the locations of such unwanted uses and projects within their city borders. Since Carson was an unincorporated area for so long, with little political representation, it ended up as the dumping ground (both literally and figuratively) for neighboring jurisdictions between 1959 and 1965. By the time Carson was finally incorporated as a city in 1968, its landscape was pockmarked with dozens of refuse dumps, landfills, and automotive dismantling plants that none of its neighbor cities would have in their own cities

Sprawl has forced cities to look long and hard at reclaiming the underutilized urban landscape. Everyone from the United States Environmental Protection Agency to the California Center for Land Recycling now understands that our society, to become more sustainable, needs to facilitate and support urban infill types of development where existing infrastructure, a strong employment base, and community support services are already in place. The District at South Bay Specific Plan represents an important opportunity to reclaim a former 157-acre landfill and replace it with a new, vibrant development that will provide for residential, commercial, recreational, retail, and jobs-producing uses.

¹ Although the Specific Plan applies to the entire 168 acres of the Specific Plan Area, the 11-acre area located north of Del Amo Boulevard, formerly known as DD3, has been developed with a 300-unit apartment complex known as Evolve South Bay. Nothing in this 2021 Specific Plan Amendment restricts the previously approved entitlements for development of the 300 units of multifamily housing on the 11-acre site.

² The 2022 Supplemental Environmental Impact Report (2022 SEIR) was adopted in connection with this 2021 Amendment, which provides an environmental analysis of the new proposed development project on PA3, a 96-acre portion of the 157-Acre Site (the 2021 Project,) as set forth herein, in connection with as well as the development previously allowed under 2018 Specific Plan Amendment for PA1 and PA2.

development standards set forth in the 2018 Specific Plan Amendment applicable to PA1 or PA2 (as defined below). This 2021 Amendment replaces the general commercial and hotel uses (that were previously approved for PA3 under the 2018 Specific Plan Amendment) with light industrial uses (including ancillary office uses and an “Enhanced Parkway” (as further defined and described below)) and with a privately maintained, publicly accessible open space and community commercial use and amenity area referred to herein as the “Carson Country Mart” (described in detail below).

All references in this document to “The District at South Bay Specific Plan,” “the Specific Plan,” “this Specific Plan Amendment,” or “the 2021 Amendment” shall be deemed to refer to the Specific Plan as amended and restated by this 2021 Amendment.

The purpose of this 2021 Amendment is to implement the City’s vision to repurpose a large site that has remained vacant and undeveloped for over 50 years (a majority of which consists of a former landfill) for new urban infill development through the establishment of land uses, design criteria, development regulations, infrastructure plans, and implementation procedures that will guide development in an orderly fashion, consistent with City policies and procedures. The purpose of this 2021 Amendment is also to implement and provide consistency with the goals, objectives, and policies of the City of Carson’s General Plan (the General Plan).³ Thus, this 2021 Amendment establishes the development standards, allowed land uses, character, location, and implementation strategy for the development of the 157-Acre Site. This Specific Plan Amendment is forward thinking in that it allows some degree of flexibility in its implementation to accommodate the inevitable changes in economic conditions, market dynamics, and technological advances that occur over time.

The 2011 Specific Plan Amendment divided the Specific Plan Area into three distinct Development Districts: (DD) DD1, DD2, and DD3. DD1 and DD2 are located on the 157-Acre Site (which consists of the former Cal Compact Landfill), which is located south of Del Amo Boulevard. DD1 and DD2 were further divided into three separate Planning Areas (PAs) under the 2018 Specific Plan Amendment, each referred to as a Planning Area (also as PA1, PA2, and PA3), as depicted in Figure 3.1, *Planning Areas and DD3*, of this 2021 Amendment.⁴ The land uses and development standards allowed for PA1 and PA2 under the 2018 Specific Plan Amendment have not been modified under this 2021 Amendment. DD3 comprises approximately 11 acres of land north of Del Amo Boulevard, which is not within the boundaries of the former Cal Compact landfill site. In July 2017, a 300-unit residential development was approved for DD3 and, thereafter, was developed by a separate owner as an apartment complex known as Evolve South Bay. This 2021 Amendment will continue to apply to DD3, but all entitlements previously issued for such project are not modified by this 2021 Amendment.

This 2021 Amendment does not change the residential and regional commercial uses located within PA1 and PA2 that were previously approved under the 2018 Specific Plan Amendment. Instead, it replaces the uses previously allowed within PA3 (which, pursuant to the 2018 Specific Plan Amendment, provided for a regional retail center, commercial recreation/entertainment, and hotel uses) with the following two separate classes of uses: (i) light industrial uses (including ancillary office uses), which would allow for e-commerce/fulfillment center facilities and distribution center/parcel hubs or similar light industrial uses, and

³ A General Plan Amendment is required, concurrent with the adoption of this Specific Plan Amendment, for the purpose of amending the land uses allowed in PA3(a) to light industrial (LI) (refer to Section 2.3.1, General Plan). With approval from the Planning Commission and City Council, this 2021 Amendment shall be effective concurrent with the General Plan amendment.

⁴ Unless otherwise indicated, references to chapters, sections, tables, and figures in this 2021 Amendment are to chapters, sections, tables, and figures contained in this 2021 Amendment.

the Enhanced Parkway, which shall consist of an approximately 20- to 40-foot-wide linear park including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk, and (ii) the Carson Country Mart, which will consist of commercial and community amenity uses, including the following: restaurants, food/beverage kiosks, retail, café, vehicular use/parking areas, a performance pavilion area, park amenities, active and passive open spaces, and pedestrian circulation/support areas.

Thus, under this 2021 Amendment, PA3 is divided into two corresponding sub-planning areas: PA3(a) and PA3(b) (as depicted in Figure 3.2, *Planning Areas 3(a) and 3(b)*, of this 2021 Amendment). PA3(a) contains the light industrial uses (with ancillary office uses and the Enhanced Parkway, while PA3(b) contains the Carson Country Mart. The 2021 Amendment contains a series of development standards that will regulate the amount and types of development, the size and conceptual arrangement of buildings, on-site circulation, and open space, as well as the general appearance of the development occurring within the 157-Acre Site.

This 2021 Amendment shall be adopted by an ordinance of the City Council and will continue to implement the existing SP-10 zoning for the Specific Plan Area. Going beyond the guidance typically found in a zoning ordinance, however, the Specific Plan provides project applicants/developer of any Planning Area (each, an Applicant), City staff, the public, and decision makers with information on the Specific Plan Area background, overall intent, design standards, and guidelines to facilitate review and implementation.

1.2 Specific Plan Amendment Overview

The District at South Bay Specific Plan represents a unique possibility to remediate a large former landfill site through uses that have the economic viability to develop a project upon the former Cal Compact landfill. This former landfill site has been a blight on the neighboring community for over 50 years, and as such, the development allowed under this 2021 Amendment has the opportunity to become an example of what redevelopment and environmental technology can achieve (given the high costs and constraints of development of a former landfill) by revitalizing the site. The mix of uses proposed within this 2021 Amendment would enable a vibrant mixed-use community comprising residential, commercial, light industrial, community amenities, and open space uses that would allow for a new, enlivened site with live, work, and play uses, which would also provide for new tax-generating uses to serve the City and the community as a whole.

This 2021 Amendment provides development standards and guidelines that allow for a potential mix of land uses, including a maximum of 1,550 residential units (including the 300 units constructed in DD3 in 2019); approximately 711,500 square feet (sf) of commercial uses in PA2; approximately 1,567,090 sf of light industrial with ancillary office uses in PA3(a); and approximately 11 acres dedicated to the Carson Country Mart in PA3(b).

1.2.1 2021 Specific Plan Amendment Land Use Changes

This 2021 Amendment replaces the previously approved general commercial uses under the 2018 Specific Plan Amendment within PA3 with (i) light industrial uses (with associated office space and the Enhanced Parkway) and (ii) the Carson Country Mart. The land uses allowed within PA3 are discussed as follows.

Light Industrial and Ancillary Office Spaces

This 2021 Amendment allows for light industrial development within PA3(a) of the Specific Plan Area (and establishes development standards and guidelines for same), which was not included in the previous 2018 Specific Plan Amendment. Approximately 1,567,090 sf of light industrial and ancillary office uses are permitted in PA3(a) and are envisioned to be contained in six main buildings (Buildings A–F) (as illustrated in Figure 4.1, *Conceptual Site Plan Illustrative*, of this 2021 Amendment). Buildings A, B, C, and F are anticipated to be used as e-commerce fulfillment centers or similar, including ancillary office space; Buildings D and E could be used for more-traditional distribution centers and parcel hubs or similar, including ancillary office space.⁵

Community Amenities/Active and Passive Open Spaces

The Carson Country Mart (located in PA3(b)) would consist of passive and active uses including a dog park, botanic garden, children's play area, plaza areas, garden terrace, flexible event/social lawn, performance pavilion, beer garden, water feature, sculpture garden, bioretention garden, games terrace, and pedestrian and bicycle pathways.

Commercial uses and activities will be integrated within the Carson Country Mart in PA3(b) to draw in patrons and visitors to activate and enliven the overall area. Specifically, the Carson Country Mart would include up to approximately 33,800 sf of commercial uses including retail, restaurants (with drive-through capability), food and beverage kiosks, and a walk-up cafe adjacent to a dog park and event lawn.

The commercial/retail and restaurant uses within the Carson Country Mart may also include alcohol sales (consistent with the requirements listed in Table 6.1, *Permitted Uses*, and Chapter 7, *Implementation*, p. 6-3 of this 2021 Amendment). Public access to the Carson Country Mart would be provided along Lenardo Drive and would provide connections to Main Street and Avalon Boulevard; in addition, an access road with easements for operation and maintenance of the Torrance Lateral Flood Control Channel (Torrance Lateral) would be provided around the southern/western boundary of the Carson Country Mart, adjacent to the Torrance Lateral.

Chapter 4, *Land Use Illustrative*, presents a conceptual illustrative land use plan (as illustrated in Figure 4.1, *Conceptual Site Plan Illustrative*, of this 2021 Amendment) that demonstrates a potential project configuration (including Table 4.1, *Land Use Summary: Planning Areas 1, 2, 3(a), and 3(b), and Development District 3*, of this 2021 Amendment, which provides a detailed land use summary). **Table 1.1, Land Use Comparison**, compares the 2018 Specific Plan Amendment with this 2021 Amendment.

PA3(a) would also include landscaping and an approximately 0.62-acre area consisting of an Enhanced Parkway. The proposed Enhanced Parkway would include an approximately 20- to 40-foot-wide linear park including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk along Lenardo Drive from Main Street to the western entrance to Building A in PA3(a). This Enhanced Parkway would be expected to be utilized by the residents of PA1 and the workers/employees for the light industrial uses of PA3(a). A transit center could potentially be provided on the Enhanced Parkway which would offer

⁵ The anticipated mix of fulfillment/distribution and building assignment may change, provided it is within the impact scope of the 2021 Project certified SEIR.

convenient connections to employees and visitors to the Specific Plan Area (refer to Figure 5.1, *Vehicular Circulation Concept*, of this 2021 Amendment).

1.3 Authority to Prepare Specific Plan

This Specific Plan is established through the authority granted by California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Both Planning Commission and City Council hearings are required for the formal approval of this 2021 Amendment. This Specific Plan and all amendments must be adopted by an ordinance of the Carson City Council.

TABLE 1.1
LAND USE COMPARISON

Land Use	The District at South Bay 2018 Specific Plan Amendment	The District at South Bay 2021 Specific Plan Amendment
Commercial ^a	1,834,833 sf	745,300 s ^b
Residential	1,550 units ^c	1,550 units
Hotel ^d	350 rooms	NA
Light Industrial and Ancillary Office ^e	NA	1,567,090 sf
Community Amenities/Passive and Active Open Space ^f	—	6.29 acres
Enhanced Parkway ^g	NA	0.62 acres
Other ^h	NA	4.06 acres

NOTES:

- ^a This 2021 Amendment reduces the amount of commercial development approved under the previous 2018 Specific Plan Amendment from 1.83 million sf (including two hotels providing 350 rooms) to approximately 745,300 sf.
- ^b Includes 711,500 sf of commercial uses in PA2 and 33,800 sf of commercial uses in PA3 (consisting of commercial/retail uses, restaurant (with drive-through capability) uses, walk-up café, and food and beverage kiosks. Unless otherwise specified in this 2021 Amendment, square footage for building area shall be calculated using gross building area (GBA); all square footages are approximate.
- ^c 300 units were specified for DD3 and have been developed. DD3 was developed as the Evolve South Bay project as allowed by the 2011 Carson Marketplace Specific Plan Amendment under an administrative approval.
- ^d Hotel square footage was included in the 2018 Specific Plan Amendment commercial square footage but is not allowed under this 2021 Amendment.
- ^e This 2021 Amendment establishes development standards and guidelines for light industrial development, which was not included in the 2018 Specific Plan Amendment.
- ^f The Carson Country Mart's approximate 273,906 sf (6.29 acres) of total active and passive open spaces is anticipated to include an arrival plaza, food and beverage plaza area, dog park, performance pavilion, botanic garden, children's play area, bioretention garden, beer garden, games terrace, event lawn, sculpture garden, water feature and iconic element. This area also includes planted open spaces and planted buffer areas on west and south sides of park. This area excludes vehicle use/parking areas. The program for Carson Country Mart is conceptual in nature and is subject to change.
- ^g The proposed Enhanced Parkway includes an approximately 20- to 40-foot-wide linear park including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk along Lenardo Drive from Main Street to the western entrance to Building A in PA3(a).
- ^h Includes square footage of vehicular use/parking areas and pedestrian circulation and additional support areas (such as restrooms and trash/recycling facilities). These areas were included in total 2018 square footage, but exact areas were unknown, hence "NA."

A General Plan Amendment will be required, concurrent with the adoption of this Specific Plan Amendment, for the purpose of amending the land uses allowed in PA3(a) and ensure consistency between the two documents (refer to Section 2.3.1, *General Plan*). This 2021 Amendment (Amendment No. 3) shall be effective upon the adoption of an Ordinance by the City Council approving this 2021 Amendment.

This 2021 Amendment defines the zoning, allowed uses, development standards and regulations for the Specific Plan Area. Any development within the Specific Plan Area shall be required to comply with the requirements and regulations under the General Plan pursuant to Carson Municipal Code (CMC) Section 9111.3, as well as the requirements set forth in any future City ordinance related to hazardous substances once in effect and any other hazardous substances ordinance or regulations adopted by the City. Any project development within PA1, PA2, and PA3 will be required to comply with the requirements set forth under the approved Remedial Action

Plan (RAP), dated October 1995, approved by the Department of Toxic Substances Control (DTSC) and the other DTSC regulatory documents applicable to the 157-Acre Site (and all amendments/modifications thereto), as a condition to any future vertical development, including, without limitation the document entitled *Management Approach to Phased Occupancy* (the MAPO) (File No. 01215078.02), approved by DTSC in April 2018 and the letter regarding phased development matters, issued by DTSC to the Authority, dated October 17, 2017 (the Phased Development Letter), the Compliance Framework Agreement, dated as of September 28, 2006, as amended by the First Amendment to Compliance Framework Agreement dated as of December 31, 2007 (as so amended, the CFA). In the event the RAP, MAPO, Phased Development Letter are amended or modified in the future to allow for greater flexibility with respect to the phasing of construction and/or occupancy of the 157-Acre Site, such changes shall be incorporated to the terms and conditions herein.

It is intended that local public works projects, design review plans, detailed site plans, grading permits and building permits, or any other action requiring ministerial or discretionary approvals applicable to the 157-Acre Site be carried out in accordance with the intent and specific development standards set forth in this 2021 Amendment and DTSC regulations/requirements.

Modifications to the conceptual development plan and proposed site plans contained herein are anticipated. Thus, the sketches and graphic representations contained in this 2021 Amendment are for conceptual purposes only and are to be used as general visual aids in understanding the basic intent of the guidelines/requirements contained herein. They are not meant to depict any actual lot or building design and are, therefore, subject to change. Minor changes, deviations, or modifications to this 2021 Amendment may be processed pursuant to Section 7.1.5, *Administrative Permits*, of this 2021 Amendment.

1.4 Environmental Clearance

The 2006 Carson Marketplace Specific Plan (and as amended in 2011) was evaluated in accordance with the California Environmental Quality Act (CEQA).⁶ The 2018 Specific Plan Amendment was also evaluated in accordance with the requirements of CEQA, pursuant to a Supplemental Environmental Impact Report (SEIR) prepared to analyze the impacts of the development proposed by the 2018 Specific Plan Amendment on the 157-Acre Site (consisting of former Cal Compact Landfill).

As a condition to the approval of this 2021 Amendment, the City Council must review and approve a new SEIR; The District at South Bay Specific Plan Amendment Final SEIR (the 2022 SEIR), has been prepared to analyze the potential environmental impacts of the revised development proposal under this 2021 Amendment. The 2022 SEIR in part focuses on the environmental analysis on the changes in the land uses allowed within PA3 (since the land uses/development standards allowed for DD3, PA1, and PA2 under the 2018 Specific Plan Amendment have not been modified under this 2021 Amendment), changes to the uses within PA3 (in comparison to those previously approved under the 2018 Specific Plan Amendment (i.e., the changes to allow for light industrial uses and the Carson Country Mart uses).

⁶ In 2006, and in accordance with CEQA, the City of Carson Redevelopment Agency, as lead agency, certified a project-level FEIR for the Carson Marketplace Project (SCH No. 2005051059) in connection with development of the Specific Plan Area. The 300-unit development on DD3 was analyzed for CEQA purposes under the 2006 FEIR. In 2009, an Addendum to the 2006 FEIR was adopted. In 2011, the City, relying upon the 2006 FEIR, amended the Carson Marketplace Specific Plan and, as part of that amendment, renamed the 2006 Specific Plan to The Boulevards at South Bay Specific Plan. In 2018, The Boulevards at South Bay Specific Plan was amended and renamed The District at South Bay Specific Plan. The 2018 SEIR was prepared to supplement the previously approved 2006 FEIR. In April 2018, the City approved the 2018 SEIR to implement the 2018 Specific Plan Amendment and adopted The District at South Bay Specific Plan.

The adoption of this 2021 Amendment shall be subject to City Council approval, and CEQA clearance (as set forth in a Final SEIR approved by the Carson City Council). Any development projects on the 157-Acre Site shall be reviewed for consistency with this 2021 Amendment and the 2022 SEIR. Subsequent discretionary project approvals required by this 2021 Amendment, such as changes in the scope, scale, or intensity of development allowed herein or in the City's General Plan, will require appropriate environmental review under CEQA.⁷

Refer to the 2022 SEIR Mitigation Monitoring and Reporting Program (MMRP) for all Mitigation Measures (MMs) and Project Design Features (PDFs) required under the 2022 SEIR, which shall apply to all development within PA1, PA2, and PA3.

⁷ The 300 residential units on DD3 that have been developed will not require further discretionary action or environmental review under CEQA unless otherwise required by law. For any subsequent discretionary approvals requiring further CEQA review, the City as lead agency will rely on the certified 2022 SEIR together with any necessary errata, addenda or subsequent or supplemental EIR to the fullest extent permitted by CEQA. Tiering and CEQA streamlining for subsequent approvals is encouraged as permitted by law, including but not limited to, relying on CEQA Guideline Sections 15162, 15164, 15168(c), and 15182(c) and California Government Code Section 65457.

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CHAPTER 2

Context and Conditions

2.1 Specific Plan Area Location and Surrounding Uses

The District at South Bay Specific Plan is proposed for a predominantly undeveloped site located at 20400 South Main Street in the City of Carson. The Specific Plan Area is located approximately 17 miles south of downtown Los Angeles and approximately 6.5 miles east of the Pacific Ocean. The overall Specific Plan Area, governed by this 2021 Amendment, is comprised of approximately 168 acres located southwest of the San Diego Freeway (I-405 Freeway), north of the Avalon Boulevard interchange and east of Main Street. The majority of the Specific Plan Area consists of 157 acres, which is located south of Del Amo Boulevard (i.e., Planning Areas 1, 2, and 3) while the remaining 11 acres are located north of Del Amo Boulevard (i.e., DD3), which, subsequent to the 2018 Specific Plan Amendment, has been developed with a 300-unit apartment complex known as Evolve South Bay.

Figure 2.1, *Specific Plan Area Vicinity*, depicts the Specific Plan Area in its regional and local context, while in **Figure 2.2, *Specific Plan Area Aerial***, an aerial photograph of the Specific Plan Area shows the surrounding land uses and adjacent areas.

On a local scale, the Specific Plan Area is surrounded by a range of commercial and residential uses. East of the I-405 Freeway, land uses include neighborhood and regional retail, most notably the South Bay Pavilion at Carson. To the north and east of the Specific Plan Area are the Porsche Experience Center and the Victoria Golf Course, respectively. Residential areas, consisting of one-story and two-story detached residences and mobile homes, are located to the south and west of the Specific Plan Area. The residences are separated from the Specific Plan Area by the Torrance Lateral, a concrete-lined drainage channel which parallels the southern and western border of the Specific Plan Area. To the west of the Specific Plan Area, extending away from the Specific Plan Area on Torrance and Del Amo Boulevards, are commercial and light industrial uses. Land uses located further north on the west side of Main Street consist of light industrial uses, the Dignity Health Sports Park and California State University, Dominguez Hills.

2.2 Existing Specific Plan Area Conditions

The Specific Plan Area has been essentially vacant since the closing and covering of the former Cal Compact Landfill in 1965 with the exception of the construction of a 300-unit residential development in DD3 and the remediation-related improvements described in Section 5.3.5, *Grading, Subsurface Remediation, and Cap*, of this 2021 Amendment. With respect to the 157-Acre Site, which remains undeveloped, such area is predominantly bare soil that becomes green with nonnative grasses following winter rains and turns brown by summer. The Specific Plan Area's elevation is nearly at grade with Del Amo Boulevard to the north and is approximately 20 feet uphill of the I-405 Freeway, which is immediately to the east. It sits approximately 16 feet above the top of the Torrance Lateral and the neighborhoods to the south and west, while it is approximately 8 feet uphill from the Main Street grade elevation to the west.



SOURCE: ESA 2021

Figure 2.1 Specific Plan Area Vicinity



SOURCE: ESA 2021

Figure 2.2 Specific Plan Area Aerial

The 157-Acre Site is relatively flat with elevations varying in a somewhat random pattern between 26 and 50 feet above the invert of the Torrance Lateral. Generally, the Specific Plan Area is elevated above existing grades at the edges (except on the north where it abuts Del Amo Boulevard) and generally slopes inward. Due to certain grading in preparation for future development, there exists large amounts of dirt and landfill cap materials have been stockpiled on site.

There is an existing street circulation pattern that was established for the former Cal Compact landfill within the 157-Acre Site (where the site soils underlying such streets consists of native/non-toxic/contaminated soils) offering access points to both Del Amo Boulevard and Main Street (which will be maintained under this 2021 Amendment), via Lenardo Drive and Stamps Drive. Such streets originally functioned as a haul road system for trash trucks traveling within the Cal Compact landfill. Access to the Evolve South Bay project (located on DD3) is gained off of Del Amo Boulevard to the north at Stamps Drive.

2.3 Existing Land Use Designations

2.3.1 General Plan

In 2006, the Specific Plan Area was designated as Mixed Use – Residential (MU-R) in the City’s General Plan. The MU-R land use designation allows for horizontal or vertical retail, commercial, office, and residential mixed uses, but does not require uses to be mixed (within any given planning area). Per the

General Plan, the MU-R land use designation allows for a maximum of 60 residential dwelling units per acre (du/ac), which is consistent with this 2021 Amendment. However, an applicant may request the right to develop residential uses in certain portions of the Specific Plan Area at densities greater than 60 du/ac, provided that a General Plan Amendment permitting such increase in density is approved by the City. A further explanation of this process is provided in Section 2.4, *Consistency with the General Plan*, of this 2021 Amendment.

As described previously, the purpose of this Specific Plan Amendment is to update the development standards and guidelines and to establish new regulations for the development of PA3, which consists of a 96-acre portion of the Specific Plan Area. Concurrent with the adoption of this 2021 Amendment, the General Plan will be amended to change the allowed land uses for PA3(a) to light industrial (LI). The land uses proposed by this 2021 Amendment for PA3(b) (i.e., the Carson Country Mart) are permitted by the existing MU-R General Plan designation applicable under the General Plan for the Specific Plan Area.

With the approval of this Specific Plan Amendment and the concurrent General Plan Amendment, the development of light industrial uses in PA3(a) would not conflict with the City's General Plan. Although the City is currently undergoing a General Plan update process; it is anticipated that the goals and objectives of this 2021 Amendment will be consistent with the Carson 2040 General Plan, which is currently proposed to designate the 157-Acre Site with a "Flex District" land use designation.

The Flex District designation permits a wide range of uses including offices, research and development, light industrial uses, hotels, local and regional retail commercial uses, commercial entertainment uses, and gas/charging stations in mid- and high-intensity settings, capitalizing on the visibility and regional access provided by the I-405 Freeway. Warehouse and distribution facilities including logistics uses would be permitted within portions of the 157-Acre Site. Residential uses would be permitted as part of a cohesive plan that considers the long-term development potential of adjacent properties and present a strategy for transition of industrial uses to residential uses.

2.3.2 Zoning

The area governed by this Specific Plan has been zoned Specific Plan SP-10 since 2006 and will continue to be zoned as such under the City of Carson Zoning Code pursuant to this 2021 Amendment.

2.4 Consistency with the General Plan

State law requires that a specific plan be consistent with and demonstrate implementation of the General Plan. This Specific Plan Amendment is consistent with and furthers a number of goals and objectives identified in the General Plan.

Overall, this 2021 Amendment represents a unique opportunity to productively reuse a former landfill / brownfield site compatible with surrounding urban and residential uses. This 2021 Amendment offers Carson residents new opportunities for recreation, employment, and commercial activities through the plan's proposed commercial (retail/restaurant) uses, residential development, light industrial uses, and open space uses, including the Carson Country Mart; the intent of which is to provide a privately maintained, publicly accessible area with commercial uses and community amenities.

With respect to residential uses, the 168-acre Specific Plan Area includes the allowance for up to 1,550 residential units (300 of which units have been already developed on DD3 as an apartment complex known as Evolve South Bay), with 1,250 residential units permitted within PA1 (and potentially on PA2) which would serve to bring needed housing to the City of Carson and assist the City with fulfilling its Regional Housing Needs Assessment (RHNA) requirements.

Consistent with the City of Carson MU-R General Plan designation for the Specific Plan Area, this 2021 Amendment provides a maximum residential dwelling unit density of 60 du/ac in PA1 and PA2 (or portions thereof) where residential is allowed, and in DD3. Densities above 60 du/ac and up to 80 du/ac are authorized by this 2021 Amendment only in PA1 and only upon a General Plan Amendment. Portions of PA2 can accommodate certain residential uses up to 60 du/ac in the northern portion of PA2 with issuance of an administrative permit and CEQA review as applicable. Residential uses are not permitted in PA3.

The intention is for a Ministerial Process with respect to Administrative Permit Issuance; however, a Director determination is required and if the applicable Administrative Permit requires discretionary action or further CEQA review, such actions will take place in accordance with the process outlined in Section 7.1.5, *Administrative Permits*, of this 2021 Amendment.

The unique mix of uses proposed by this 2021 Amendment would create a lively mixed-use setting that would serve as a signature project for the City of Carson, and create an active live, work, and play environment.

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CHAPTER 3

Conceptual Land Use Plan

3.1 Introduction

This Specific Plan Amendment provides for a variety of land uses within the Specific Plan Area that will implement the various objectives of this 2021 Amendment as described in Section 3.2, *Specific Plan Amendment Objectives*. The mix of land uses allowed herein includes approximately 711,500 sf of regional commercial and restaurant uses (within PA2); up to 1,550 residential units (300 units have already been constructed within DD3, and up to 1,250 units are allowed within PA1 and portions of PA2), approximately 1,567,090 sf of light industrial uses (within PA3(a)); 0.62 acres consisting of the Enhanced Parkway (within PA3(a)); and approximately 11 acres of privately maintained, publicly accessible open space and community commercial uses and amenity areas known as the Carson Country Mart (within PA3(b)). The Carson Country Mart is envisioned to include neighborhood-serving commercial/retail uses, a restaurant/café, restaurants with drive-through capabilities,⁸ food and beverage kiosks, vehicular use/parking areas, park amenities/active and passive open spaces, and pedestrian circulation/support areas. The passive and active open space uses within the Carson Country Mart may include, but are not limited to, a dog park, botanic garden, children’s play area, plaza gardens, a garden terrace, event and social lawn, a performance pavilion, a beer garden, a water feature, a sculpture garden, a bioretention garden, a games terrace, and pedestrian and bicycle pathways.

The Conceptual Land Use Plan contained herein (and illustrated conceptually in Figure 4.1, *Conceptual Site Plan Illustrative*, of this 2021 Amendment) is designed to accommodate these uses within three Planning Areas (PA1, PA2, and PA3) and Development District 3 (DD3) (refer to **Figure 3.1, Planning Areas and DD3**). As noted previously, DD3 has been fully developed and built out with a 300-unit apartment complex known as Evolve South Bay. The Planning Areas within the 157-Acre Site remain subject to the Mixed-Use Marketplace (MU-M) and Commercial Marketplace (CM) land use designations, but this 2021 Amendment revises such designations to provide for a Light Industrial (LI) land use designation for PA3(a) only (such designations are defined in Sections 3.4 of this 2021 Amendment). The MU-M, CM, and LI land use categories are specifically tailored herein to allow for a variety of land uses with customized development standards.

⁸ The restaurant drive-through/pick-up feature would be required to cater to upscale “fast-casual”-type restaurant tenants as opposed to conventional fast-food-type establishments as they are only permitted subject to certain Specific Conditions as outlined in Chapter 7, Implementation.



SOURCES: RGA, OJB, OU, MBI, and ESA 2021

Figure 3.1 Planning Areas and DD3

3.2 Specific Plan Amendment Objectives

The following is a list of objectives that apply to the development authorized by this Specific Plan Amendment.

1. Provide a diversity of both short-term and long-term employment opportunities for local residents by approving a development that will generate substantial construction work opportunities and long-term light industrial and commercial jobs.
2. Improve the housing stock by approving a development that includes a substantial residential component.
3. Provide a development that contributes to the creation of a vibrant urban core for the City of Carson and takes advantage of the Specific Plan Area's proximity to the San Diego Freeway (I-405 Freeway).
4. Develop the Specific Plan Area in a manner that enhances the attractiveness of the City of Carson's freeway corridor and the major arterials that adjoin the development.
5. Provide a development that includes a variety of residential, commercial, and retail uses with the potential to generate increased sales and property tax revenue.
6. Develop the Specific Plan Area with a balanced mix of land uses that stimulate economic activity, commerce, and new development opportunities in and around the Specific Plan Area.
7. Promote an economically viable development in the Specific Plan Area that will enable a future developer to pay for the substantial costs associated with environmental remediation and development of a former landfill, as well as construction and maintenance of required infrastructure improvements.
8. Provide a development that contains vibrant and attractive community amenities, passive and active park/recreational areas, and gathering spaces that are directly accessible to residents and constitute a regional draw for other visitors to the Specific Plan Area.
9. Provide a development that is consistent with a live, work, and play environment through uses that provide for residential occupancy, substantial job opportunities, and attractive recreational/retail amenities.

3.3 Planning Areas and Development District 3

As shown on Figure 3.1, the Specific Plan Area is divided into three "Planning Areas," PA1, PA2, and PA3, and a separate Development District, DD3 (DD3 has been previously developed as the Evolve South Bay Project). Allowed uses and development standards for each Planning Area and DD3 are dictated by their assigned land use designation (as described and defined herein).

The 157-Acre Site that constitute PA1, PA2, and PA3 are undeveloped but were used as a landfill site between 1959 and 1965 (known as the Cal Compact Landfill), prior to the incorporation of the City of Carson, for the deposition of waste/refuse from areas throughout Los Angeles County. Therefore, the 157-Acre Site has been subject to certain regulatory requirements, including, without limitation, those imposed by DTSC, which have required the performance of remedial activities on the site.

DD3 constitutes 11 acres located north of Del Amo Boulevard and was recently developed as a 300-unit apartment complex project known as Evolve South Bay and will continue to be designated as DD3 in this Specific Plan Amendment.

The exact location of uses within each Planning Area will be determined during the development review process to allow for flexibility.⁹ The graphics contained herein illustrating the proposed location of buildings are for conceptual purposes only, to illustrate a likely development plan that can occur within the controls established by the development standards contained herein. It is anticipated that each development of a project within a Planning Area will require a specific site plan approved by the City that is consistent with the requirements herein. The following is a brief description of the conceptual uses proposed within the three Planning Areas and DD3.

3.3.1 Planning Area 1

PA1 comprises approximately 15 acres located north of Lenardo Drive and abuts the eastern edge of Main Street and the southern edge of Del Amo Boulevard (Figure 3.1). PA1 is designated for Mixed-Use Marketplace (MU-M) uses, which allows for residential uses or, with the approval of an administrative permit and CEQA review as applicable, commercial uses. Such commercial uses may be primary, not ancillary, to any residential uses. However, the MU-M designation is intended to enable integration of both residential and commercial uses (vertically and/or horizontally). For example, commercial uses such as a gym/health club could be located on the ground floor of PA1 with multifamily apartments on the floors above. Residential uses are not permitted on the ground floor of any project development within PA1 but may be located above a non-residential use or parking garage located on the ground floor. The MU-M designation does not, however, require a mix of uses and PA1 could be dedicated entirely to residential or commercial uses as allowed by the MU-M designation. Residential density is authorized up to 60 dwelling units per acre (du/ac) by right, and up to a maximum of 80 du/ac with a General Plan Amendment, which would allow for a maximum of 1,250 residential units in PA1.

3.3.2 Planning Area 2

PA2 is comprised of approximately 46 acres with its primary frontage running along the I-405 Freeway (Figure 3.1). This area is adjacent to PA1 to the northwest, the I-405 Freeway to the east, and PA3 to the southwest. Under this 2021 Amendment, PA2 will remain designated for Commercial Marketplace (CM) uses and may contain any combination of commercial uses, including without limitation, regional commercial (which may include outlets), neighborhood commercial, restaurant, and entertainment and hospitality uses. In addition, portions of PA2 can accommodate certain residential uses up to 60 du/ac in the northern portion of the Planning Area with issuance of an administrative permit and CEQA review as applicable.¹⁰

To date, some of the required environmental remedial phase work has been completed for PA2 with approximately 6-8 months remaining to complete the required remediation activities once they re-commence.¹¹

⁹ The Community Development Director is authorized by administrative permit to approve a minor change, deviation, or modification to the 2021 Amendment to allow the following: Expansion or reduction of the net acreage covered by a given Planning Area within the Specific Plan Area by a maximum of 10 percent (and accompanying expansion or reduction of the net acreage covered by a given Land Use Category).

¹⁰ Residential uses are only permitted for the northernmost portion of PA2, as shown in Figure 6a, *Permitted Residential Areas*, of this 2021 Amendment.

¹¹ Refer to The District at South Bay Specific Plan 2021 Project Draft SEIR Project Description, Section II.F, *Remediation Activities*, for a description of these improvements.

Within PA2 exists an “embankment lot”, which is comprised of a 5-acre strip of land, along the I-405 Freeway between the freeway and the commercial uses on PA2 (as shown on Figure 3.1). The embankment lot provides a location for future freeway signage which would accommodate both on-site and off-site advertising.

3.3.3 Planning Area 3

PA3 constitutes approximately 96 acres and is bounded on the west and south by the Torrance Lateral, and to the north and east by Lenardo Drive (Figure 3.1). It comprises landfill Cells 3, 4, and 5 of the former Cal Compact Landfill.¹² Aside from the already-installed remedial improvements on Cells 3 and 5, no remediation activities have occurred in Cells 3, 4, and 5.

As part of this 2021 Amendment, PA3 is being further divided into PA3(a) and PA3(b) (as shown on **Figure 3.2, Planning Areas 3(a) and 3(b)**). PA3(a) would include light industrial with supportive office uses and PA3(b) is envisioned to contain the Carson Country Mart, which includes, restaurant, commercial, park/open space uses and community amenity areas.

Planning Area 3(a)

Uses allowed within PA3(a) include approximately 1,567,090 sf of light industrial (LI) uses (along with ancillary office uses which would comprise up to approximately 75,000 sf) and would be contained in six buildings (Buildings A through F) distributed over approximately 74 acres. Buildings A, B, C, and F are envisioned for e-commerce/fulfillment center facilities; the remaining buildings, Buildings D and E would be designated for distribution center/parcel hub uses.¹³ An approximately 1-acre utility lot is also included in PA3(a) (as shown on Figure 3.2 and Figure 5.16, *Storm Drainage Concept*). PA3(a) is also envisioned to include the Enhanced Parkway (described above). Figure 4.3, *Proposed Enhanced Parkway*, of this 2021 Amendment provides a concept illustrative of the Enhanced Parkway.

Planning Area 3(b)

PA3(b) includes the Carson Country Mart which consists of approximately 11 acres of privately maintained, publicly accessible open space and community commercial uses and amenity areas. The program for the Carson Country Mart has been contemplated to include up to approximately 33,800 sf of commercial uses including retail catered to pets and animals, restaurants (with drive-through and/or pick-up capability) food and beverage kiosks, and a café and is subject to change. The restaurant drive through would be required to cater to upscale “fast-casual” type restaurant tenants as opposed to traditional fast-food type establishments. The remaining areas of PA3(b) would be dedicated to programmed spaces, parking/vehicular use areas, open space/park amenity spaces, and pedestrian circulation/support areas. Such programmed spaces could include an arrival plaza, food and beverage plaza area, dog park, performance pavilion, botanic garden, children’s play area, bioretention garden, beer garden, games terrace, event lawn, and sculpture garden. The open space and park amenity areas within PA3(b) could also include restrooms, walkways, planted spaces, and planted buffers. Amplified music would be allowed within a performance pavilion and event lawn area. Pedestrian/bicycle pathways would provide site circulation within the Carson Country Mart’s programmed park/open space area.

¹² A landfill cell is defined as a single, waste-holding unit within the larger landfill property.

¹³ There is flexibility with respect to building use, between fulfillment and distribution, provided a determination is made that the use is within the scope of the approved 2022 SEIR.



SOURCES: RGA, OJB, OU, MBI, and ESA 2021

Figure 3.2 Planning Areas 3(a) and 3(b)

As noted previously, the exact location of uses within each Planning Area will be determined during the development review process to allow for flexibility. The graphics showing the proposed location of buildings contained within the 157-Acre Site (as shown on Figure 4.1, *Conceptual Site Plan Illustrative*, of this 2021 Amendment) are for conceptual purposes only, in order to illustrate a likely development plan that can occur within the controls established by the development standards contained herein.

3.3.4 Development District 3

DD3 constitutes approximately 11 acres and is designated for Mixed-Use Marketplace (MU-M) uses. DD3 was not formerly used as a landfill site and thus, is unaffected by the land use restrictions and regulations imposed by DTSC (which apply to PA1, PA2, and PA3 since they comprise the former Cal Compact Landfill site). DD3 was included as a development district (i.e., DD1, DD2, and DD3) as part of a final environmental impact report (FEIR) that was approved in 2006. As noted above, DD3 has been developed as a 300-unit apartment complex known as Evolve South Bay. In 2017, the Evolve South Bay project was subject to site plan and design review and was ultimately administratively approved under the 2011 Specific Plan. The 300 unit Evolve South Bay project was developed in 2019.

3.4 Specific Plan Land Use Categories

The following includes a brief description of each land use category allowed under this Specific Plan Amendment and the location of each land use by Planning Area. An illustration of the land use categories is provided in **Figure 3.3, *Specific Plan Land Use Categories***.

3.4.1 Commercial Marketplace (CM)

This land use category allows for a range of commercial uses intended to serve a broad population base and offer a wide range of services to both the local community and the surrounding region as a whole. Typical uses in this land use category include regional commercial uses such as retail outlets, major department stores and promotional retail-type stores, smaller neighborhood commercial uses, food and beverage uses, grocery stores, passive and active spaces, programmed areas, open space and park/community amenity areas, and event/performance spaces. Additional uses include commercial recreation and entertainment uses (such as movie theaters and arcades), hotels, restaurants and highway-oriented and smaller neighborhood retail and service uses. Residential uses with densities of up to 60 du/ac are permitted in portions of PA2, as shown in Figure 6.1, *Permitted Residential Areas*, of this 2021 Amendment, with the approval of an administrative permit and CEQA review as applicable. The densities and intensities will vary within this land use designation based on proposed uses. However, the maximum overall floor area ratio (FAR) allowed for commercial uses established pursuant to this land use category shall be 0.5 FAR. Except as otherwise noted,¹⁴ the uses permitted in this land use category are allowed in PA2 and PA3(b).

The density and floor area limitations established pursuant to this Specific Plan Amendment shall be calculated separately for each Planning Area and construction of residential units will not reduce commercial square footage allocated to such Planning Area, and construction of commercial uses will not reduce permitted residential unit counts.

¹⁴ Refer to Table 6.1, *Permitted Uses*, of this 2021 Amendment for a complete list of permitted uses in each Planning Area and DD3.



SOURCES: RGA, OJB, OU, MBI, and ESA 2021

Figure 3.3 Specific Plan Land Use Categories

3.4.2 Mixed-Use Marketplace (MU-M)

The Mixed-Use Marketplace (MU-M) land use category solely applies to PA1 (and DD3 which has already been developed with the Evolve South Bay project), which allows for residential uses, and with an administrative permit and applicable CEQA review, provides for the allowance of commercial development. Commercial uses are intended to be vertically or horizontally integrated with the residential development. The MU-M land use designation does not, however, require a mix of uses and development can consist entirely of either residential or, with an administrative permit, commercial uses (whether the commercial use is mixed-use or standalone). The densities and intensities will vary within this land use designation based on actual uses proposed. Residential densities up to 60 du/ac are permitted by right, and densities up to 80 du/ac may be constructed in PA1 only, with the approval of a General Plan Amendment. In addition, stand-alone retail uses of greater than 50,000 sf are permitted in the MU-M category in PA1 only, with approval of an administrative permit and CEQA review as applicable.

3.4.3 Light Industrial (LI)

The Light Industrial (LI) land use category in this Specific Plan Amendment allows for distribution warehouses/centers, parcel hubs, fulfillment centers, logistics facilities, and e-commerce facilities within PA3(a), as well as ancillary office uses and associated parking for employees and trucks. This Specific Plan Amendment allows up to approximately 1,567,090 sf of LI uses within PA3(a). The maximum overall FAR allowed for the LI uses established pursuant to this land use category shall be 0.5 FAR.

The LI land use category also includes the provision for a 0.62-acre Enhanced Parkway along Lenardo Drive that would include landscaping and a meandering walking path, west of the light industrial buildings on PA3(a) and east of Main Street.

3.5 Transfers of Residential Units

Table 4.1, *Land Use Summary: Planning Areas 1, 2, 3(a), and 3(b), and Development District 3*, of this 2021 Amendment establishes maximum permitted residential unit counts, commercial marketplace, mixed-use marketplace and light industrial square footage within each Planning Area and DD3. In addition, this Specific Plan Amendment allows for transfers of the maximum allowable residential units under this 2021 Amendment between PA1 and the portions of PA2 where residential uses are permitted, with the approval of an administrative permit, CEQA review.

No transfers of residential units shall result in allowable residential densities exceeding 60 du/ac on PA1 or PA2, except that, on PA1, with a General Plan Amendment, residential densities of up to 80 du/ac are permitted within PA1.

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CHAPTER 4

Land Use Illustrative

In order to provide a conceptual representation of what could be developed under this 2021 Amendment, the following figures present conceptual drawings of building footprints, parks and amenity areas, and locations for each. It is important to note that the illustrative plans as presented in the figures contained in this document, are conceptual and the final development plans for each Planning Area may vary provided they comply with the regulations proposed herein, as further described in Section 1.3, *Authority to Prepare Specific Plan*, of this 2021 Amendment. The development standards and guidelines allowed within the Specific Plan Area under this 2021 Amendment (discussed in Chapter 6, *Development Standards*, of this 2021 Amendment) permit a range of uses and intensities.

Table 4.1, *Land Use Summary: Planning Areas 1, 2, 3(a), and 3(b), and Development District 3*, provides a summary of the permitted mix of land uses and establishes maximum allowed development for the Specific Plan Area, summarized by each Planning Area and DD3. The permitted mix of uses is subject to the ability to transfer residential units as noted in Section 3.5, *Transfers of Residential Units*, of this 2021 Amendment.

Figure 4.1, *Conceptual Site Plan Illustrative*, presents a conceptual site plan for each Planning Area and DD3. The intent of the illustrative site plan is to provide for a conceptual development plan that includes a vibrant mix of residential, commercial, light industrial, and park amenities/active and passive open space uses to further the goals and objectives of the City in activating the site, providing housing, employment opportunities, and a variety of other opportunities for residents and visitors to shop, dine, and recreate within the site.

The Carson Country Mart is intended to provide an area for residents and regional visitors to shop, dine, and gather at the site (**Figure 4.2, *Carson Country Mart Conceptual Illustrative Plan***). The integration of the various attractive uses proposed by the Carson Country Mart is intended to draw in residents, patrons and visitors into the site and to activate and enliven the overall area.

Further to this, landscaping along Lenardo Drive would be improved to include the Enhanced Parkway in PA3(a), which would provide a convenient recreational area for the residents of PA1 and the surrounding community (**Figure 4.3, *Enhanced Parkway***).

TABLE 4.1
LAND USE SUMMARY: PLANNING AREAS 1, 2, 3(A), AND 3(B), AND DEVELOPMENT DISTRICT 3

Land Use Type by Planning Area and DD3	Specific Plan Amendment Land Use Category	Maximum Units, Square Footage (sf)
Development District 3 (11 Acres)^a		
Residential	MU-M	300 units
Planning Area 1 (15 Acres)		
Residential	MU-M ^b	1,250 units ^c
Planning Area 2 (46 Acres)		
Regional Commercial/Outlet	CM ^d	696,500 sf
Regional Commercial/Restaurant	CM ^d	15,000 sf ^e
Planning Area 3 (96 Acres)		
Light Industrial (Including Ancillary Office) (PA3(a))^f		
Ancillary Office	LI	75,000 sf
E-Commerce/Fulfillment Center / Distribution Center/Parcel Hub	LI	1,492,090 sf
Enhanced Parkway	LI	27,000 sf
Commercial Marketplace (PA3(b))		
Neighborhood-Serving Commercial/Retail/Restaurants/F+B Kiosks ^g	CM	33,800 sf
Park Amenities/Active and Passive Open Spaces ^h	CM	273,906 sf
Totals		2,312,390 sf of buildings 300,906 sf of park amenities/open space 1,550 residential units

NOTES:

Variations in square footage and types of commercial uses and location and number of residential units in each Planning Area may occur at the time of final design, depending upon the product identified for ultimate development. Change of restaurant uses to regional commercial uses is permitted and change of commercial square footage to restaurant square footage is also allowed, subject to the approval of an administrative permit, and any further environmental review required under CEQA, as applicable.

Residential units may be transferred from PA1 to the portion of PA2 shown in Figure 6.1a, *Permitted Residential Areas*, of this 2021 Amendment provided such transfer does not cause an exceedance of the allowable residential density under the General Plan or this Specific Plan, or the maximum unit count of 1,250 units. The transfer of residential units shall not require a corresponding decrease in maximum permitted commercial square footage.

^a DD3 has been developed as a 300-unit apartment complex known as Evolve South Bay.

^b PA1 is designated MU-M, which allows for residential or, with approval of an administrative permit and CEQA review as necessary, commercial uses.

^c Residential uses in PA1 are permitted by right up to 60 du/ac, which would allow for 900 residential units. The remaining units (up to 1,250 residential units) can be constructed in PA1 with a General Plan Amendment to increase the maximum permitted dwelling unit density to 80 du/acre or can be transferred to and constructed in specific areas of PA2 (which is zoned CM) with an administrative permit, with CEQA review, as applicable.

^d A variety of regional commercial uses is permitted in the CM land use designation, including outlet and restaurant uses.

^e The 15,000 sf allocated for “restaurant” uses are intended to address full-service restaurant uses in PA2, if any. All other food service uses, including, without limitation, VIP lounges, food halls, kiosks, and similar food or beverage serving uses, shall be included in the gross building area (GBA) square footage for regional commercial established above for PA2.

^f Note that this area shall include the landfill gas collection and control system (LGCCS), groundwater extraction and treatment system (GETS), and Landfill Operations Center (LOC) are located on an approximately 1-acre lot (the “utility lot”) in PA3(a) (refer to Figure 3.2, *Planning Areas 3(a) and 3(b)*, and Figure 5.16, *Storm Drainage Concept*), adjacent to the Torrance Lateral.

^g These uses within the overall 11.12-acre Carson Country Mart area is envisioned to include commercial/retail uses as follows: single retail use, restaurants (with drive through capability) food and beverage kiosks, and a café. All numbers are approximate.

^h The Carson Country Mart’s approximately 273,906 sf (6.29 acres) of total active and passive open spaces are envisioned to include: an arrival plaza, food and beverage plaza area, dog park, performance pavilion, botanical garden, children’s play area, bioretention garden, beer garden, games terrace, event lawn, sculpture garden, water feature and iconic design element, and planted open spaces and buffers. In addition, this area would also include planted open spaces and planted buffer areas on the west and south sides of the park. This program is conceptual and subject to change.



SOURCE: RGA, OJB, OU, MBI, and ESA 2021

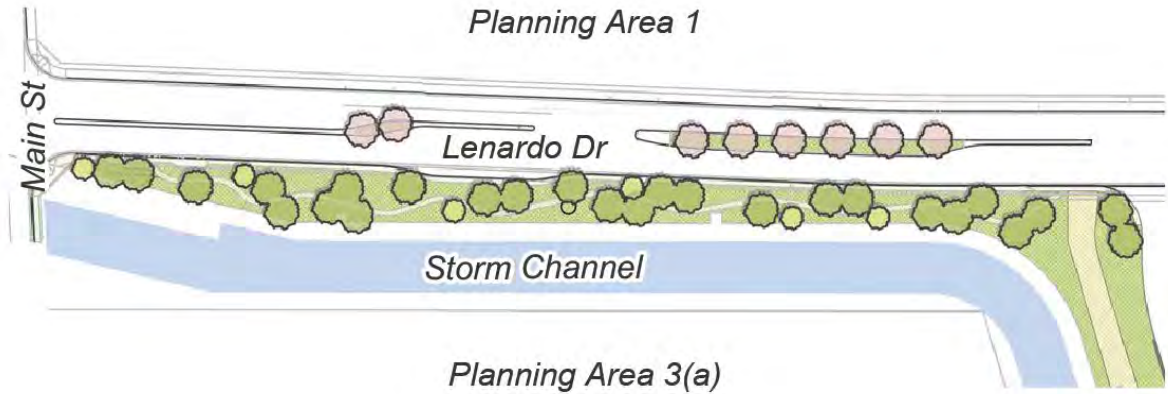
Figure 4.1 Conceptual Site Plan Illustrative



SOURCE: RGA, OJB, OU, MBI, and ESA 2021

NOTE: This is a graphic representation of a planning concept and is for illustrative purposes only. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 4.2 Carson Country Mart Conceptual Illustrative Plan



SOURCE: RGA, OJB, OU, MBI, and ESA 2021

NOTE: A transit center could potentially be provided on the Enhanced Parkway (refer to Figure 5.1 of this 2021 Amendment). This is a graphic representation of a planning concept and is for illustrative purposes only. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 4.3 Enhanced Parkway

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CHAPTER 5

Plan Elements

In addition to the land use plan previously described, this 2021 Amendment contains a number of additional elements such as circulation, open space and recreation, infrastructure and utilities, and public services which are critical to the success of any project development under this 2021 Amendment. These plan elements are discussed in this Chapter 5.

5.1 Circulation Concept

The circulation concept for this 2021 Amendment is an integral part of the overall land use plan and has been developed consistent with a number of circulation objectives of the City. Foremost among these are the following:

1. To reinforce and serve the land use concepts.
2. To provide adequate accessibility for internal and external trips by future residents, tenants, trucks, and visitors.
3. To provide a sufficient amount of convenient parking for the uses allowed hereunder for PA1, PA2, and PA3.
4. To provide opportunities for a variety of transportation and mobility options.
5. To provide an aesthetically pleasing environment while achieving the above objectives.

5.1.1 Regional Access

The San Diego Freeway (I-405 Freeway), Harbor Freeway (I-110 Freeway), Artesia Freeway (SR-91 Freeway), and Long Beach Freeway (I-710 Freeway) provide regional access to the Specific Plan Area. The I-405 Freeway is located adjacent to the Specific Plan Area's eastern boundary, the I-110 Freeway is located approximately 0.5 miles west of the Specific Plan Area, and the SR-91 Freeway is located approximately 2.5 miles north. The I-710 Freeway, which is located on Carson's eastern boundary, links Carson with the City and Port of Long Beach, whereas the I-110 Freeway provides direct access to the City and Port of Los Angeles. Locally, access to the Specific Plan Area is available via Main Street (a north-south thoroughfare on the western side of the Specific Plan Area), Avalon Boulevard (an exit from the I-405 Freeway and a major north-south arterial), and Del Amo Boulevard (an east-west arterial that bisects the northern portion of the Specific Plan Area).

The Avalon Boulevard/I-405 Freeway interchange was improved following the approval of the 2006 Carson Marketplace Specific Plan and provides direct access to the Specific Plan Area and the areas surrounding it. Interchange improvements included: (1) the extension of Lenardo Drive to Avalon Boulevard (with final improvements to Lenardo Drive currently in process), (2) realignment and reconfiguration of the I-405 Freeway southbound on- and off-ramps, (3) a new I-405 Freeway southbound on-ramp that serves as the east leg of the new Avalon Boulevard/Lenardo Drive intersection, and (4) reconfiguration of the I-405 Freeway northbound off-ramp to allow left turns onto southbound Avalon Boulevard (the traffic signal located at the off-ramp is in the process of being activated).

5.1.2 Internal Circulation

Access to the Specific Plan Area and the proposed internal circulation system are shown on **Figure 5.1, Vehicular Circulation Concept**. Internal circulation will be provided by two primary routes, Lenardo Drive and Stamps Drive, which continues as “Private Drive” south of Lenardo Drive providing local access to the light industrial uses. Lenardo Drive connects the Main Street entry with the Avalon Boulevard/I-405 Freeway entry. Stamps Drive begins at Del Amo Boulevard and ends at Lenardo Drive, before entering the light industrial uses. Lenardo Drive will be a public street and will retain a similar alignment to the original haul road. The alignment of Stamps Drive is an adaptation of the current roadway, which was originally a haul road for the Cal Compact Landfill. The portion of Stamps Drive north of Lenardo Drive and south of Del Amo Boulevard (also referred to as the “Del Amo Entrance”) has been shifted west of the location shown in the 2018 Specific Plan; the new alignment corresponds to the location of the original haul road for the Cal Compact Landfill. This portion of Stamps Drive will be a public street, while the continuation of the roadway south of Lenardo Drive (the Private Drive) will be privately owned and maintained.

Vehicular access to the site, internal circulation, and parking lots should consider the following:

- Short-term parking for delivery of mail and small shipments shall be provided so as not to impede overall circulation.
- Shared access drives between adjacent parcels should be encouraged to minimize curb cuts, where feasible.
- Reciprocal access easements for vehicles, pedestrians, and shared parking facilities between adjacent uses should be encouraged, where feasible.
- The determination of adequate stacking for project entry driveways shall account for security gates, checkpoints, and guard shacks, if applicable.
- Conflicts between truck traffic and employee and visitor parking should be minimized by installing clear signage at proper locations.
- Site circulation and access shall allow for and facilitate emergency access to the site and all buildings.
- To prevent speeding and vehicular conflicts with pedestrians, extended lengths of drives aisles for straight sections of a parking lot should be avoided.
- Lots shall be accessed via public roads, private roads or access easements.

As indicated in **Figure 5.2, Concept Circulation Sections**, diagrammatic circulation sections are set forth in **Figures 5.3 through 5.14**, depicting conceptual designs for Specific Plan Area entrances (see Figures 5.3, *Section A – Del Amo Entrance*; 5.9, *Section E1 – Lenardo Drive Entrance*; 5.10, *Section E2 – Avalon Boulevard Entrance*; and 5.14, *Section H – Main Street Entrance*), Del Amo Boulevard (see Figure 5.4, *Section B – Del Amo Boulevard*), certain portions of Lenardo Drive and Stamps Drive (see Figures 5.5, *Section C1 – Lenardo Drive without Multipurpose Trail*, and 5.6, *Section C2 – Lenardo Drive with Multipurpose Trail*), the Private Drive (Figures 5.7, *Section D1 – Private Drive without Parking*, and 5.8, *Section D2 – Private Drive with Parking*), the I-405 Freeway edge (see Figure 5.11, *Section F – Freeway Edge (I-405 Freeway/Specific Plan Area Interface)*), the adjacent slope of the Torrance Lateral (see Figures 5.12, *Section G1 – Channel-Adjacent Slope [Adjacent Residential/Specific Plan Area Interface – Condition 1]*, and 5.13, *Section G2 – Channel-Adjacent Slope [Adjacent Residential/Specific Plan Area Interface – Condition 2]*).

Each entry into the Specific Plan Area must be attractively landscaped (as further addressed in Section 6.4, *Landscaping*) and, with respect to the entrances along Stamps Dr. and Lenardo Dr., signed for automobiles, pedestrians, bicyclists, and truck access (to direct trucks to the appropriate truck routes). Tree wells may be added in the public rights-of-way of Main Street and/or Del Amo Boulevard at the discretion of the City Engineer and the Community Development Director.

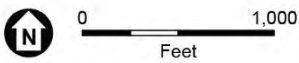
The term, “parkway,” as used in this 2021 Amendment, shall be defined as the distance between the front of curb and the property line, and may include sidewalks and walkways, landscaping, or both.

Access points into the Specific Plan Area would include the Del Amo Boulevard/Stamps Drive and Main Street/Lenardo Drive intersections, as well as the Avalon Boulevard exit from the I-405 Freeway. The primary ingress and egress location for DD3 is provided at the Del Amo Boulevard/Stamps Drive intersection, where the north leg of the intersection would provide for entry and exit.

While a conceptual circulation configuration has been provided (pursuant to Figures 5.1 and 5.2), the internal circulation system is subject to approval by the Community Development Director and City Engineer and will be finalized with the approval of development plans for each project within the Specific Plan Area. Subject to CEQA review if applicable, half-street improvements to Lenardo Drive and Stamps Drive may be approved by the City Engineer and the Community Development Director to allow for the phasing of the construction of the streets to accommodate the phased development of projects within the Specific Plan Area. The internal roadways, drive aisles, on-site intersection spacing, access openings, sidewalks, and pedestrian and bike paths shall be constructed pursuant to the standards set forth under this Specific Plan and in accordance with all City requirements (as approved by the City Engineer).



- | | | |
|--|------------------------------|--|
| Specific Plan Boundary (168 acres) | Lenardo Drive | Potential Bus Pullout or Traffic Lane Bus Stop |
| Planning Areas 1, 2, & 3 (157 acres) | Stamps Drive (Del Amo Entry) | Potential Transit Center |
| Development District 3 Boundary (11 acres) | Private Drive (Typical) | Signalized Access |
| Torrance Lateral Drainage Channel | MTA Route 45 | Stop Sign |
| | MTA Route 246 | |
| | MTA Route 205 | |
| | Shared Access | |



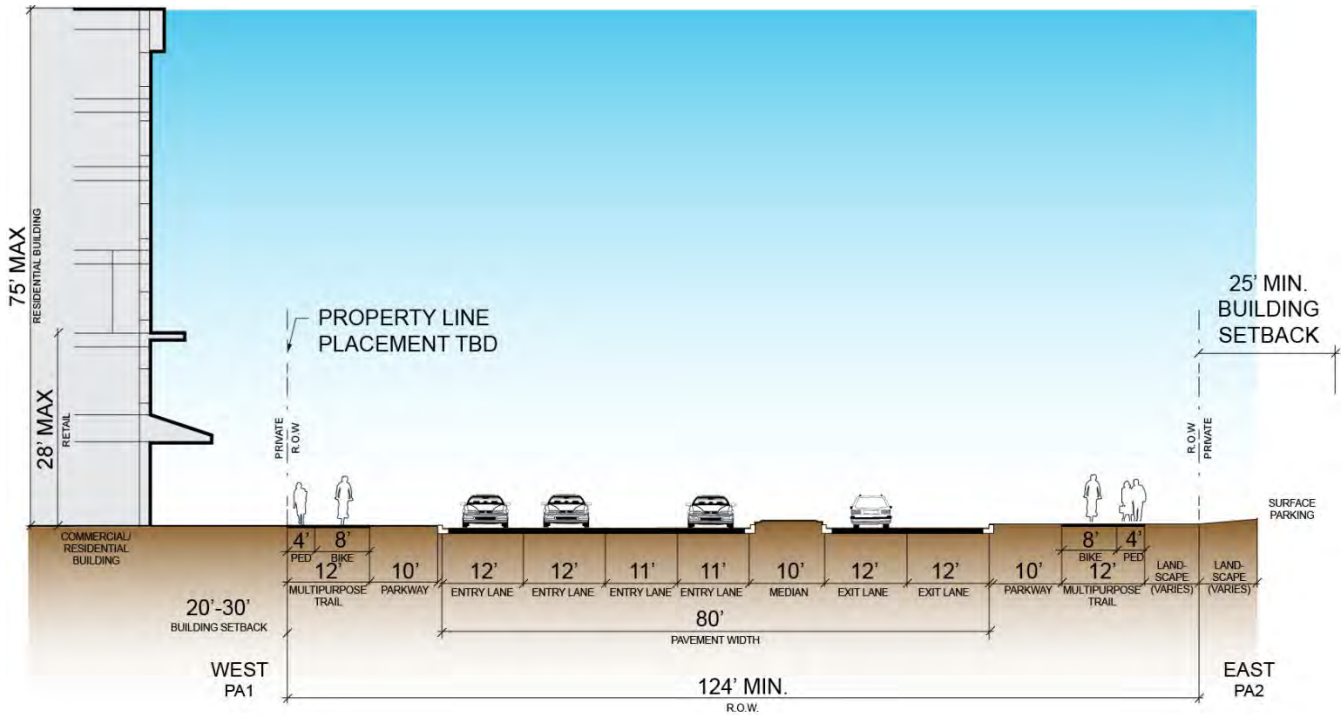
Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 5.1 Vehicular Circulation Concept



Figure 5.2 Concept Circulation Sections

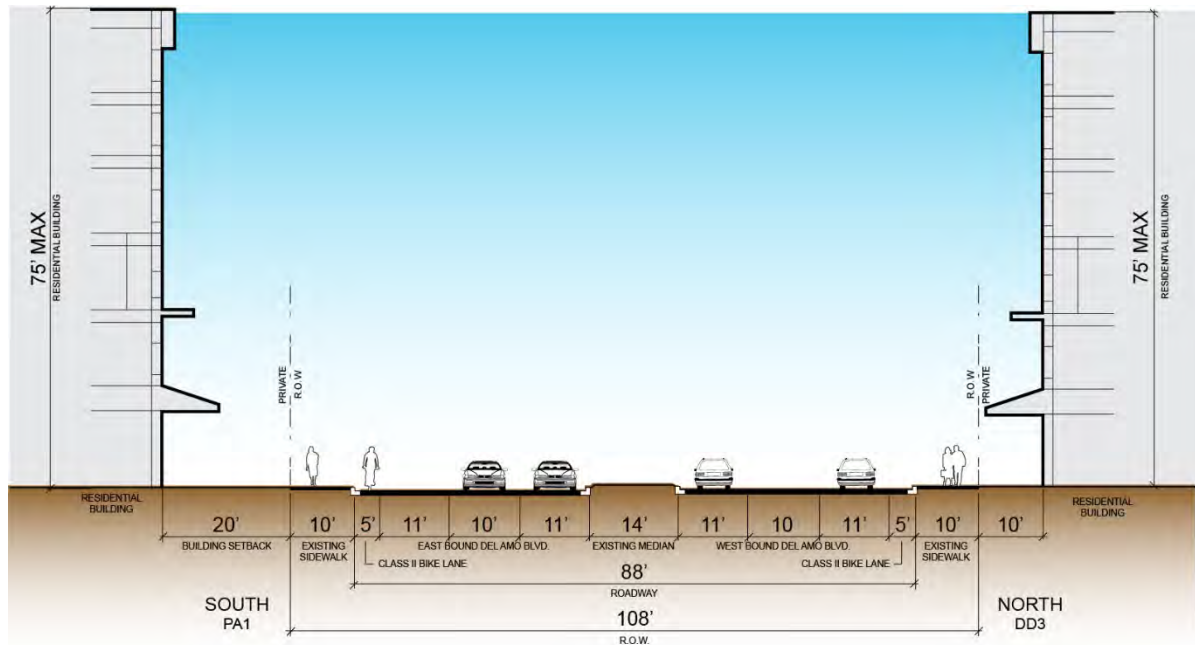


SOURCE: ESA 2021

NOTES: The building setbacks of 20 to 30 feet vary according to the height of the building adjacent to the roadway. The setback is 20 feet for buildings up to 28 feet in height. For buildings above 28 feet in height, a 30-foot setback is required. Building heights refer to the base building height as defined in Table 6.2.

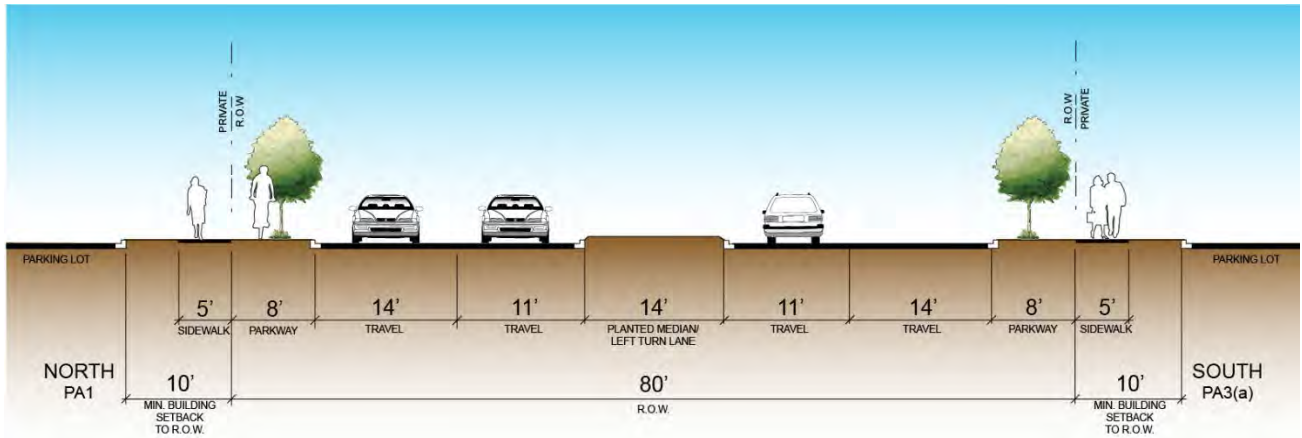
These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.3 Section A – Del Amo Entrance



SOURCE: ESA 2021

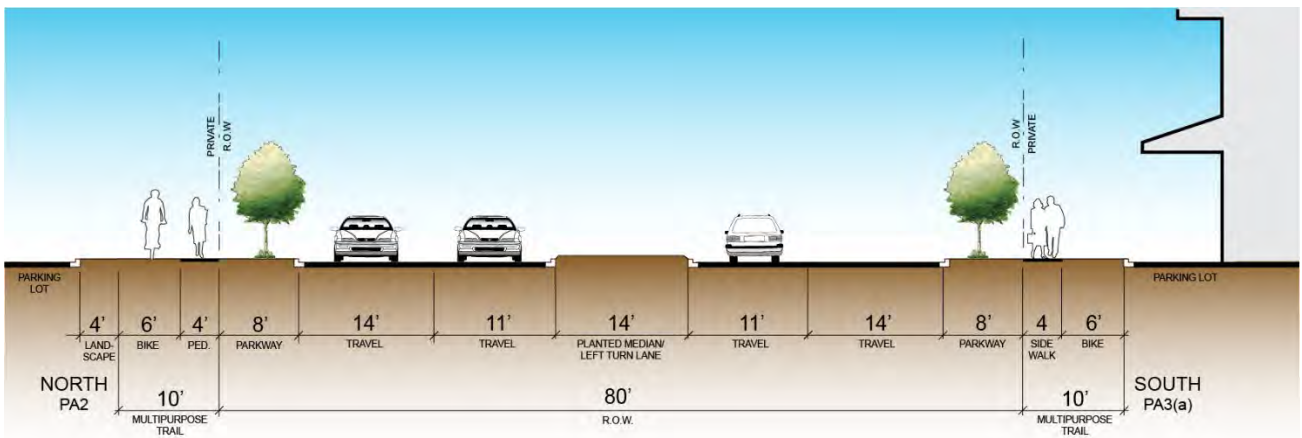
Figure 5.4 Section B – Del Amo Boulevard



SOURCE: ESA 2021

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access. These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

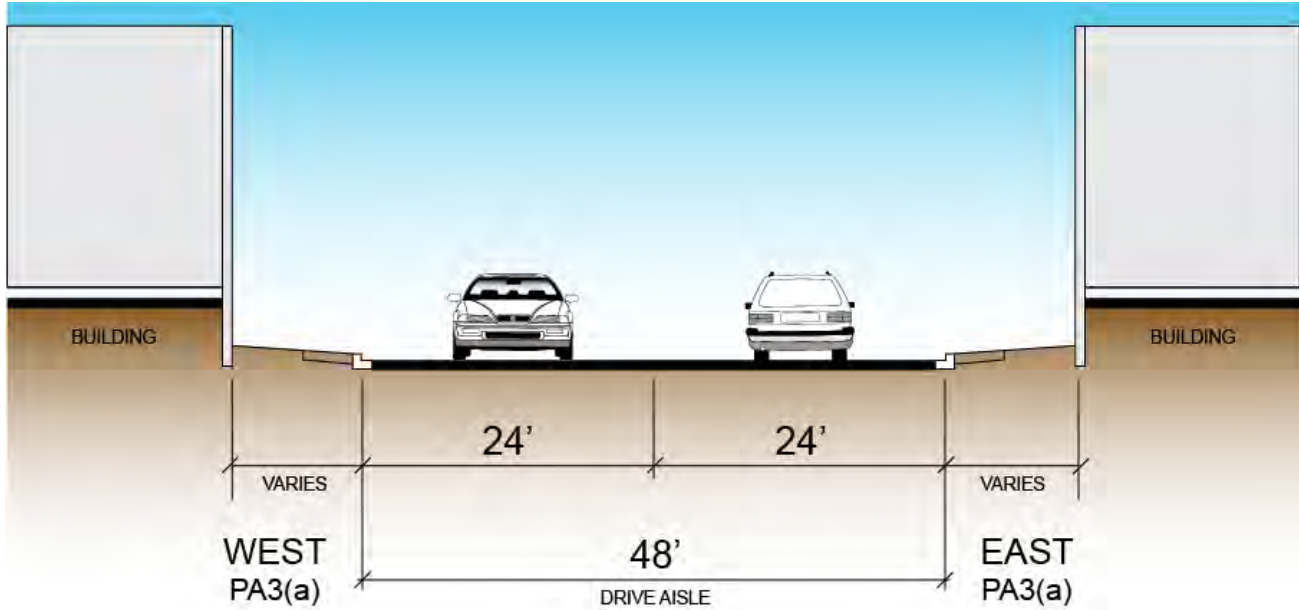
Figure 5.5 Section C1 – Lenardo Drive without Multipurpose Trail



SOURCE: ESA 2021

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access. These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

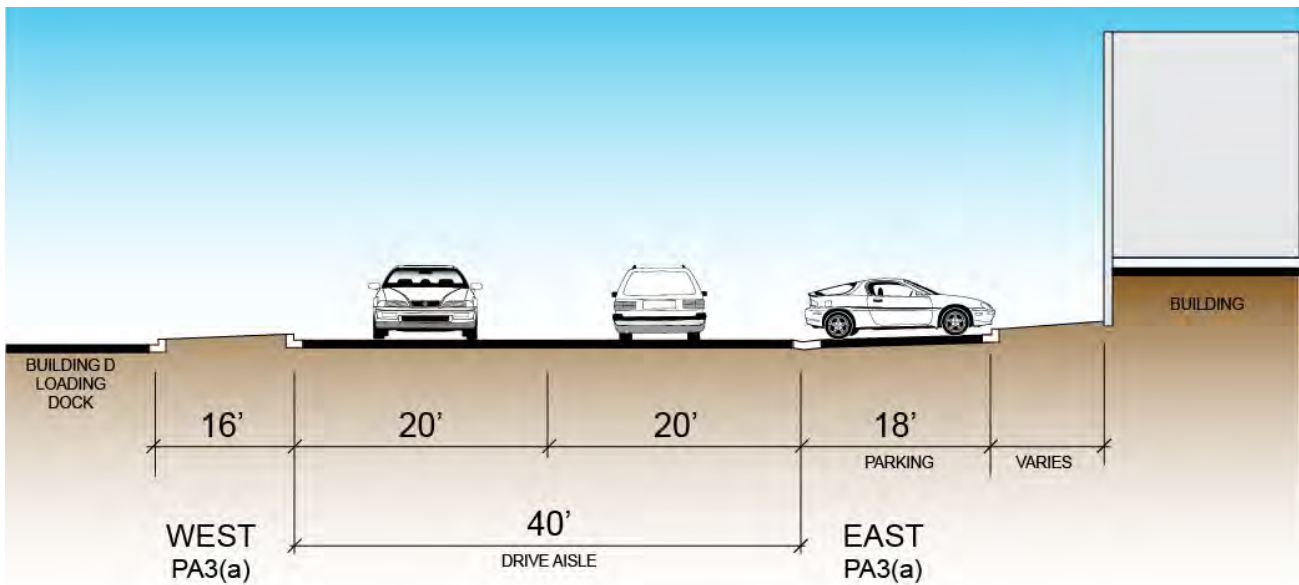
Figure 5.6 Section C2 – Lenardo Drive with Multipurpose Trail



SOURCE: ESA 2021

NOTE: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

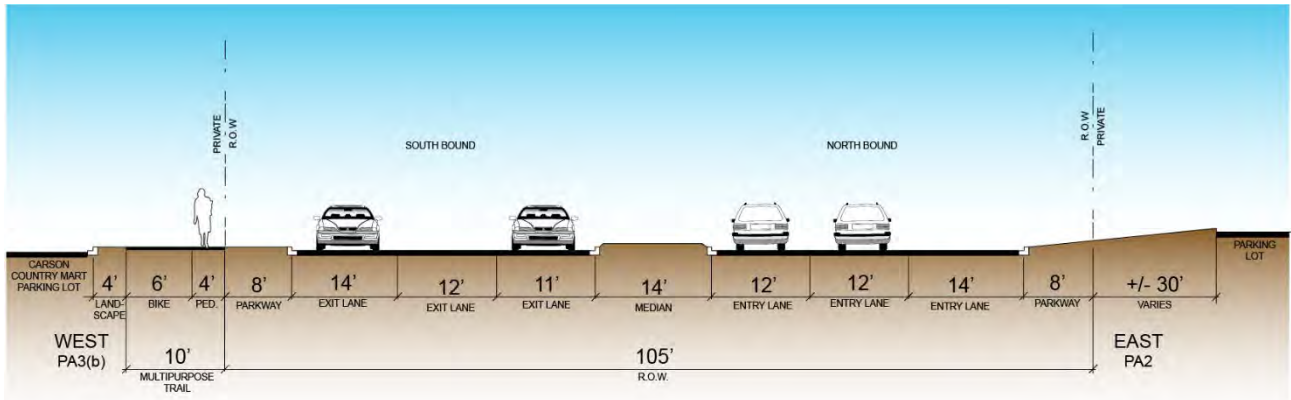
Figure 5.7 Section D1 – Private Drive without Parking



SOURCE: ESA 2021

NOTE: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

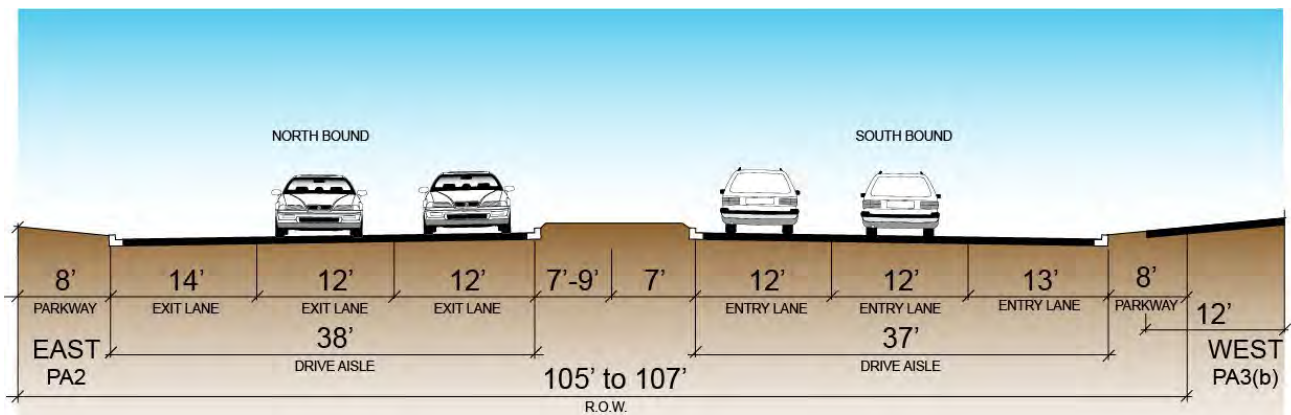
Figure 5.8 Section D2 – Private Drive with Parking



SOURCE: ESA 2021

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access. These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

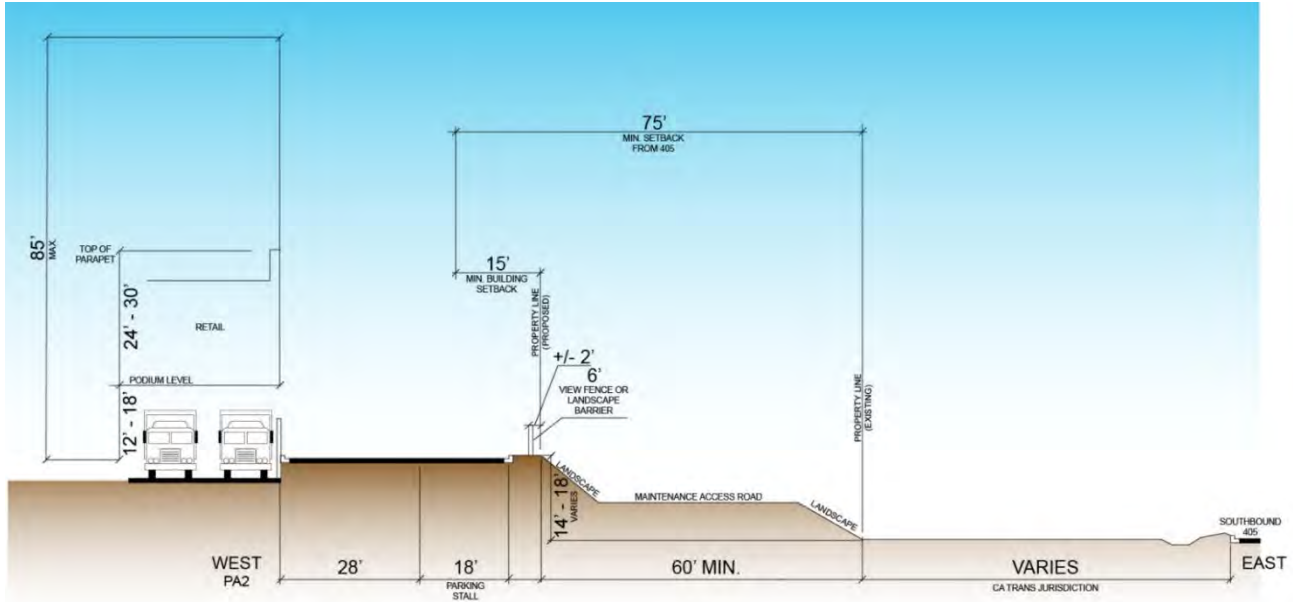
Figure 5.9 Section E1 – Lenardo Drive Entrance



SOURCE: ESA 2021

NOTE: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

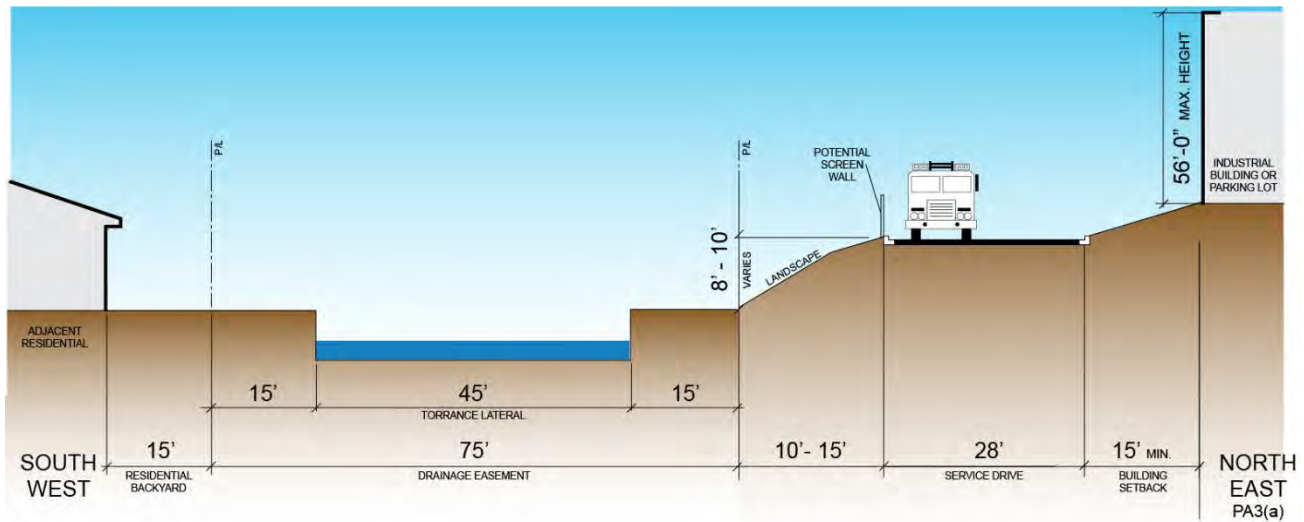
Figure 5.10 Section E2 – Avalon Boulevard Entrance



SOURCE: ESA 2021

NOTES: Parking stall and 6-foot-high view fence or landscape screen presence vary according to location of section along freeway edge. Parking stall is optional. Refer to Figure 6.11, *Conceptual Sign Locations: Option A*, for potential perimeter wall, view fence, or landscape screen location. These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

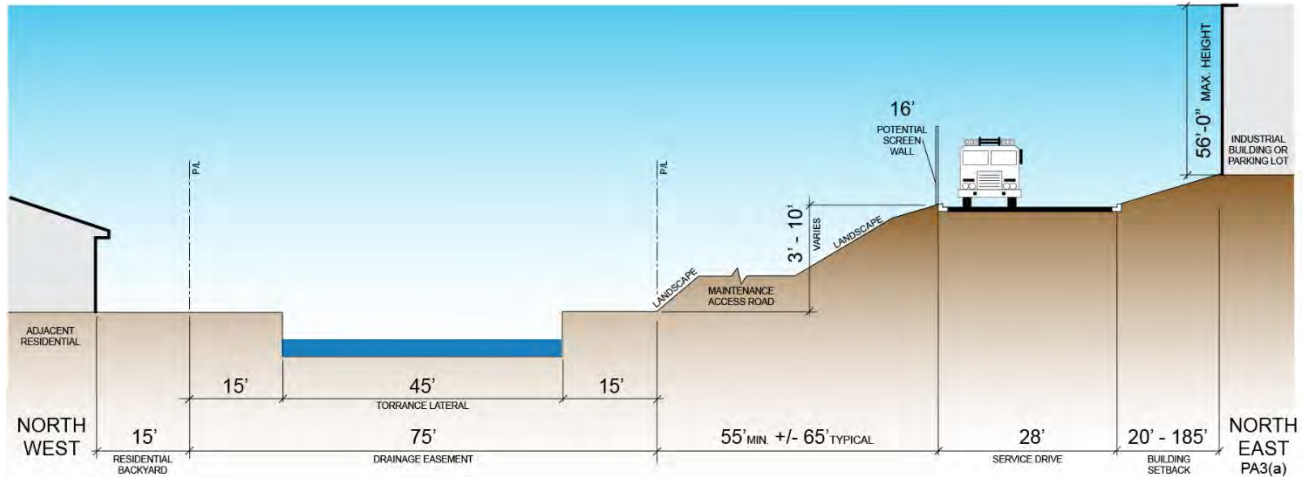
Figure 5.11 Section F – Freeway Edge (I-405 Freeway/Specific Plan Area Interface)



SOURCE: ESA 2021

NOTES: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

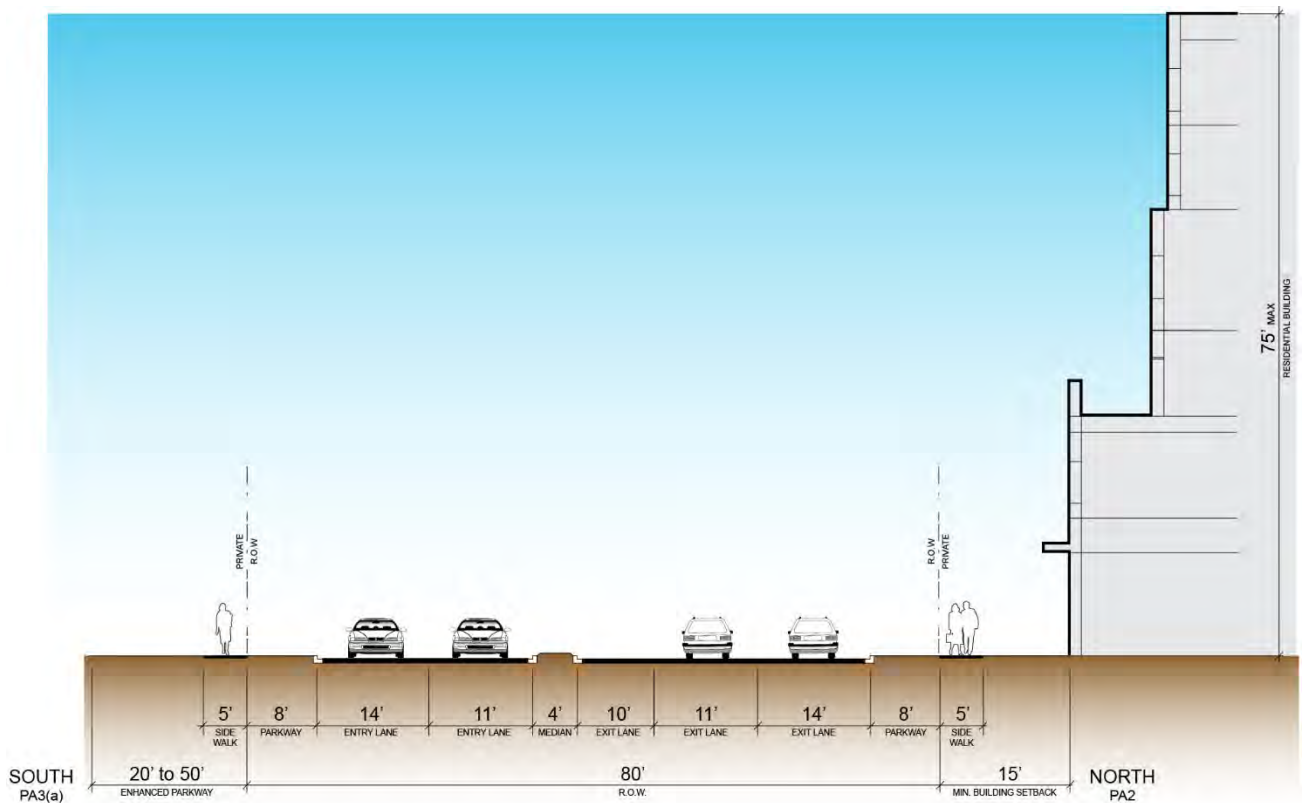
Figure 5.12 Section G1 – Channel-Adjacent Slope (Adjacent Residential/Specific Plan Area Interface – Condition 1)



SOURCE: ESA 2021

NOTES: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.13 Section G2 – Channel-Adjacent Slope (Adjacent Residential/Specific Plan Area Interface – Condition 2)



SOURCE: ESA 2021

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access.

These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.14 Section H – Main Street Entrance

5.1.3 Parking

The various uses allowed within PA1, PA2, and PA3 will be required to meet the parking standards specified in Chapter 6 of this 2021 Amendment. The number of parking spaces will be calculated using the parking ratios shown in Table 6.2, *General Development Standards*, of this 2021 Amendment. Parking will be provided through a combination of open surface parking and parking structures, with the structures having a maximum height limit of 50 feet, and parking under elevated podium (which shall not be subject to the 50-foot height limitation). A minimum width of 24 feet shall be provided for circulation aisles in all parking areas, unless larger aisles are required by the Los Angeles County Fire Department (LACoFD). A minimum width of 28 feet shall be provided for main entry aisles from the street(s) to satisfy LACoFD's access requirements to designated fire lanes, which shall also have a minimum width of 28 feet.

At least eight (8) percent of all at-grade commercial parking spaces shall be designated for carpool/vanpool and/or clean air vehicles.

As described in Table 6.2, shared parking is permitted to help maximize the efficiency of parking utilization within the site. This 2021 Amendment specifically requires that 41 parking spaces within the parking lot adjacent to Building F in PA3(a) shall be shared with PA3(b) in order to serve parking demand from the Carson Country Mart (PA3(b)). Additional shared parking allowances between or among any Planning Areas, shall require a parking demand study approved by the Community Development Director, prior to issuance of a building permit.

5.1.4 Pedestrian and Bicycle Circulation

This 2021 Amendment intends to provide connectivity between the diverse uses within the Specific Plan Area for pedestrians and bicyclists. External bicycle access will be primarily from unbuffered bicycle lanes along Main Street and buffered and painted bike lanes on Del Amo Boulevard, while external pedestrian access will come from sidewalks on those same streets. A multipurpose path, which provides for concurrent, side-by-side use by both bicyclists and pedestrians, is proposed from Avalon Boulevard into the Specific Plan Area's southeastern entrance along Lenardo Drive. From the Avalon Boulevard entrance to its intersection with Stamps Drive, the multipurpose path will continue along the west side of Lenardo Drive, and pedestrian and bicyclist pathways within the multipurpose path internal to the 157-Acre Site will be divided using pavement striping/symbols for safety.

Internally within the 157-Acre Site, bicycle circulation is provided along Stamps Drive in the form of a multipurpose trail between Del Amo Boulevard and Lenardo Drive. From the intersection of Lenardo Drive/Stamps Drive to the Avalon Boulevard entrance, bike lanes are provided as part of the multipurpose trail described above.

Pedestrian circulation will be provided throughout the Specific Plan Area via sidewalks and pathways. In addition, the Enhanced Parkway proposed in PA3(a), includes an approximately 20- to 40-foot-wide parkway space including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk. The circulation system described herein is conceptual and, under this 2021 Amendment, flexibility is allowed to reduce or eliminate sidewalks and to vary the width of the landscape areas along Lenardo Drive and Stamps Drive. An at-grade pedestrian crossing shall be constructed across Lenardo Drive to facilitate pedestrian access between PA2 and PA3. The proposed traffic signal on Lenardo Drive midway between Stamps Drive

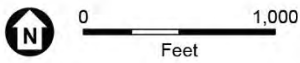
and Avalon Boulevard will also provide safe pedestrian connectivity between PA2 and PA3. The routing of pedestrian and bicycle circulation is conceptually shown on **Figure 5.15, *Multi-Modal Circulation Concept***.

5.1.5 Public Transportation

Los Angeles County Metropolitan Transit Authority (Metro) Bus Route 246 is located along Avalon Boulevard, and Metro Bus Route 205 is located along Del Amo Boulevard east of Avalon Boulevard (as shown on Figure 5.14). The Specific Plan Area shall be designed to allow for at least four bus stops (two in each travel direction) to service the Specific Plan Area by Metro, as well as other transportation services including the Carson Circuit and Long Beach Transit. Conceptual locations of bus pull-outs, including the potential for a transit center within a portion of PA3(a), are shown on Figure 5.1.



- Specific Plan Boundary (168 acres)
- Planning Areas 1, 2, & 3 (157 acres)
- Development District 3 Boundary (11 acres)
- Torrance Lateral Drainage Canal
- Bike Lane
- Colored Buffered Bike Lane
- Colored Bike Lane
- Bike Path (Multi-Purpose Trail)
- Road Diet
- Primary Pedestrian Path
- M Potential Bus Pullout or Traffic Lane Bus Stop



Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 5.15 Multi-Modal Circulation Concept

5.2 Open Space/Recreation

The uses allowed under this 2021 Amendment provide for common and private open and recreation spaces within the Specific Plan Area to serve residents within the Specific Plan Area, Carson residents, and visitors to the site. Residents living within proposed development within PA1 should have access to the following potential amenities: pools, clubhouses, courtyards, lawn areas, and jogging paths. The requirements for common and private open spaces are listed in Table 6.2, *General Development Standards*.

Community amenity spaces are also important components for the commercial uses within the Specific Plan Area. Such amenity spaces include park areas, dog park, bioretention garden, plazas, gathering spaces, walkways, multipurpose paths, among others, which will provide open spaces, and recreational opportunities directly adjacent to the commercial retail and dining spaces included in this Specific Plan. These spaces are an especially important feature of the Carson Country Mart (defined as PA3(b)). Specific standards are outlined in Table 6.2 and in Sections 5.1.4, *Pedestrian and Bicycle Circulation*, and 6.3, *Publicly Accessible Private Open Space*, of this 2021 Amendment.

5.3 Public Services and Infrastructure

5.3.1 Police and Fire

Police services serving the Specific Plan Area shall be provided by the Los Angeles County Sheriff's Department. There is one existing Sheriff's Station located at 21356 South Avalon Boulevard in Carson. This station also provides police services for Torrance, Harbor City, and Rancho Dominguez. To ensure the safety of residents and patrons of The District at South Bay, private security services that coordinate with the Sheriff's Department will be provided for each development proposed within PA2 and PA3. As described in Chapter 7, *Implementation*, a public safety plan that addresses on-site security and staffing for the on-site security office (to be located within PA2) will be submitted for approval by the City, with consultation with the Los Angeles County Sheriff's Department, prior to the issuance of any building permit for vertical construction. Private security services may be provided on a Specific Plan Area-wide basis, by Planning Area, by each developer, or any combination thereof.

Security video cameras shall be installed throughout commercial developments within PA2 and PA3 with a digitally recorded feed to the on-site security office that is accessible via the internet at the Carson Sheriff's Station. Both a community policing plan and a private security plan shall be developed in coordination with the Sheriff's Department.

Fire protection services in the City of Carson are provided by Los Angeles County Fire Department (LACoFD). The Specific Plan Area is located within Division I of the Central Region in the Battalion 7 service area. There are six primary fire stations that provide both fire and emergency medical service in the City of Carson, with four of the stations located within the City of Carson's boundaries. The nearest response unit to the Specific Plan Area is Fire Station No. 36, located at 127 West 223rd Street, approximately 1.5 miles south of the Specific Plan Area. Other response units in the area include Station No. 127 at 2049 East 223rd Street, Station No. 10 at 1860 East Del Amo Boulevard, and Station No. 116 at 755 Victoria Street. Station No. 127 is located approximately 2 miles southeast of the Specific Plan Area, while the latter two stations are located approximately 2.4 miles from the Specific Plan Area.

5.3.2 Drainage

Permanent drainage systems for the 157-Acre Site will be designed to protect the landfill cap. In general, surface drainage from rooftops, parking lots, and hardscape and landscape areas will be picked up by inlets and conveyed to the existing Torrance Lateral owned by the Los Angeles County Flood Control District. Storm drainpipes will be sealed to reduce the potential for leakage and to prevent the migration of landfill gas. Surface water above the landfill cap will be conveyed to the backbone storm drain system and discharged into the Torrance Lateral. The quality of the water discharged into the Torrance Lateral will be maintained by the use of on-site filtering systems as designated in the Hydrology Report & Standard Urban Stormwater Mitigation Plan (2009 SUSMP). Development projects within the 157-Acre Site will also comply with the MS4 permit requirements through implementation of the 2009 SUSMP.

The existing storm drainage backbone infrastructure will be utilized, while some inlets, area drains systems, and permanent water quality best management practices will be installed during precise grading activities. Storm drainage systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of these utility corridors that fall outside of public rights-of-way. The 157-Acre Site will be designed to avoid the placement of buildings over these utility corridors, where feasible.

Collectively, the LGCCS and GETS, along with a (partially constructed) Landfill Operation Center (LOC) are located on an approximately one-acre lot (the “utility lot”) between Buildings D and F in PA3(a) adjacent to the Torrance Lateral. Access rights (via an easement) shall be given to the CRA in order to access the LOC. The utility lot is currently owned by and will be retained by the CRA and operated by the CRA after approval of the 2021 Amendment. The GETS and LGCCS, including the flare stacks associated with the LGCCS, are fully constructed and operational. In addition, the slab for the LOC has been constructed. However, because there are more wells and piping to install, as well as the LOC building itself, the system itself is considered only partially constructed.¹⁵

A conceptual map of the drainage system and the utility lot is provided in **Figure 5.16, Storm Drainage Concept**.

¹⁵ In this 2021 Amendment, when the GETS, LGCCS, and/or LOC are mentioned, it is assumed that not all of the wells have been installed nor has the LOC building itself been completely built. When fully constructed, the LOC building would provide offices, system controls, and storage space.



SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 5.16 Storm Drainage Concept

5.3.3 Water and Sewer Systems

The local utility (Cal Water Service) will supply water to the Specific Plan Area (and currently serves Evolve South Bay). An existing 12-inch water main located in Main Street and a 16-inch water main located both on Del Amo Boulevard and Lenardo Drive will supply both domestic service (with individual meters) and fire protection to the development. Cal Water Service has indicated that no upgrades to off-site facilities are necessary to support the development within the 157-Acre Site.

Water for irrigation and proposed water features within the [157-Acre Site] will come from reclaimed water, if feasible. The balance, if any, will be drawn from the domestic water system. A fire line serving the landfill operations center (LOC) has already been installed.

Domestic water infrastructure will be installed at the same time as street improvements are made. Connections to buildings for potable and fire protection water will be made prior to certificate of occupancy. Reclaimed water infrastructure will be installed with street improvements, as shown in **Figure 5.17, *Domestic and Reclaimed Water Concept***, and connected to the West Basin reclaimed water line.

The sewer system servicing the Specific Plan Area is owned and maintained by the Los Angeles County Sanitation District. For the Specific Plan Area, an on-site system will be designed to pick up sanitary flows from points of connection at each building to the existing 42-inch trunk sewer along Main Street. It is anticipated that the on-site sewer will be constructed with airtight joints to prevent the migration of landfill gas. Sewer infrastructure will be installed in connection with the construction of street improvements. Connections to buildings will be made prior to certificate of occupancy. Conceptual maps of the water and sewer systems are provided in Figure 5.17 and **Figure 5.18, *Sanitary Sewer Concept***.

Water and sewer systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of utility corridors that fall outside of public rights-of-way. The 157-Acre Site will be designed to avoid the placement of buildings over utility corridors, where feasible.

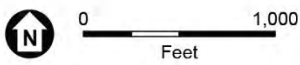


SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 5.17 Domestic and Reclaimed Water Concept



- Specific Plan Boundary (168 acres)
- Planning Areas 1, 2, & 3 (157 acres)
- Development District 3 Boundary (11 acres)
- Torrance Lateral Drainage Canal
- Proposed Sewer Line
- Existing Sewer Line



Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 5.18 Sanitary Sewer Concept

5.3.4 Electricity and Solid Waste

The developers/operators of any development project within any Planning Area will need to obtain electricity from the local utility's Compton Service Center, which provides electric service to the Carson area. The Specific Plan Area may contain on-site electric distribution substations. Their precise locations will be determined upon the submittal of future tract maps and/or future building permit applications. Refer to Section 6.11, *Energy Conservation*, of this 2021 Amendment for additional guidance related to methods of energy conservation. If feasible, new utility lines will be placed underground unless such placement conflicts with the Remedial Action Plan (RAP) or is otherwise approved by the Director of Public Works.

The developers/operators of each Planning Area shall coordinate with the City's waste hauler or the collection, disposal, and recycling of solid waste. A comprehensive recycling plan shall be included with each development plan submittals prior to the City's issuance of a building permit approval. The comprehensive recycling plan shall consist of a construction debris recycling program and a general recycling program for residential, light industrial, and commercial uses including the separation of organic waste. The recycling program shall specifically require the incorporation of permanent, clearly marked, durable, source-sorted recycling bins for all structures. The bins shall be continuously maintained to ensure proper operation and adequate access.

Recycling will also extend to construction activities. All construction debris may be recycled in a practical, accessible manner, to the extent feasible, during the construction phase of any Planning Area. Compaction facilities for non-recyclable materials shall be provided for every occupied commercial and light industrial building greater than 20,000 sf in size to reduce both the total volume of solid waste produced and the number of truck haul trips required for collection, to the extent feasible. Trash compaction facilities may be provided in centralized locations for multiple commercial buildings. Alternative trash collection methods may also be used for retail and non-retail uses if approved by the waste management provider and the Community Development Director. The trash collection system must be approved by the Community Development Director prior to issuance of the first building permit for a commercial or light industrial building greater than 20,000 sf in size.

5.3.5 Grading, Subsurface Remediation, and Cap

Rough-grading operations on the 157-Acre Site will be performed in conjunction with the capping of the landfill that is part of the RAP, as modified by the 2011 Explanation of Significant Differences (ESD), and any other requirements for same imposed by DTSC.

The remedial actions to be implemented at the 157-Acre Site per the approved RAP, as modified by the approved ESD, are a combination of the following:

- A. Construct a low-permeability cover system (cap) for the entire Cal Compact landfill site to contain the buried waste and the impacted soil on site. The cap shall be constructed after the application of pile driving and/or deep dynamic compaction (DDC) is completed, where necessary (see description below), to assist in settlement control and before the rough grading of the landfill site for development purposes. A portion of the cap was installed after the approval of the Carson Marketplace Specific Plan in 2009, but the cap was not completed in all areas of the Specific Plan Area.
- B. Install a groundwater extraction and treatment system (GETS) along the down-gradient side of the landfill site to intercept/capture groundwater contamination coming from the landfill site. The perimeter GETS is

intended to capture off-site migration of the groundwater contamination that exceeds the remediation goals. The GETS is fully installed and has been operational on the site since 2014.

- C. Install a landfill gas collection and control system (LGCCS) within the Cal Compact landfill site boundary and beneath proposed occupied buildings within the waste zone. The landfill LGCCS will be used to minimize potential off-site migration and remediate potential impacts to on-site indoor/outdoor air quality in compliance with the relevant regulations. The landfill LGCCS (burner, backup carbon filters, and flare) has been constructed, and landfill gas collection wells have been installed on a portion of the landfill site. Additional elements of the landfill LGCCS, including additional collection wells, remain to be installed. The LGCCS system was designed to collect landfill gas (LFG) from the waste zone and condensate and deliver them to a Landfill Operations Center (LOC), which includes facilities for both LFG and groundwater treatment (refer to Figure 5.16).
- D. Implement long-term monitoring of the groundwater and landfill gases.
- E. Provide for long-term maintenance of the cap.

The RAP assumed that remediation activities would be completed for the entire 157-Acre Site at the same time. A phased remediation and occupancy plan was approved by DTSC¹⁶ to allow vertical construction and occupancy on each Cell after it has been remediated, regardless of the stage of remediation on the other Cells. Phased occupancy is contingent on a cell-specific health risk assessment that would allow occupancy of the portions of the landfill site that have been remediated for the intended use/users.

The RAP and ESD specify the overall remediation and conceptual grading required for the 157-Acre Site. Actual grading plans may vary as required to be consistent with the actual site plan for each project development in conformance with grading guidelines contained in the County of Los Angeles Building Code, professionally accepted engineering practices, any site-specific recommendations of DTSC, and civil and geotechnical engineers licensed or registered by the State of California.

The LGCCS, foundation layer, and associated sub-drainage systems for the landfill cap, and the landfill membrane, all as required by the RAP and the ESD, will be installed and covered with material stockpiled on site, or with other suitable soil to construct the protective soil cover for the landfill cap. The grading plan for the foundation layer and soil cover will be informed by the site plan and development grading plan. When complete, the landfill cap will be at approximately rough development grade. Once the protective soil cover layer of the landfill cap is in place, the landfill site will be brought to design grades under a development grading plan to be approved by the County of Los Angeles.

No residential building permits for PA1 or PA2 shall be granted until DTSC has issued its consent or non-objection to the development of residential uses in such location based upon the RAP.

¹⁶ The development of the 157-Acre Site is subject to the terms and conditions set forth in a document entitled the *Management Approach to Phased Occupancy* (File No. 01215078.02), approved by DTSC in April 2018 (the MAPO) and the phased development letter, issued by DTSC to the Carson Reclamation Authority, dated October 17, 2017 (Phased Development Letter).

CHAPTER 6

Development Standards

This section contains the development standards for the Specific Plan Area. Development standards are the regulations, requirements, and by-laws by which development must abide, and are indicated by the use of the word “shall.” These standards are mandatory and typically concern topics such as permitted uses, density/intensity, building and property dimensions, and the quantity of parking and landscaping. Provisions within these standards may also use the word “should,” in which case the standard is encouraged but not mandatory.¹⁷

6.1 Permitted Uses

Permitted uses, uses requiring a Conditional Use Permit or an Administrative Permit, uses Permitted under Specific Conditions, and prohibited uses within the Specific Plan Area are provided in **Table 6.1, *Permitted Uses***. This matrix organizes potential uses within each Planning Area and DD3. Those uses not specifically listed in the table are subject to review based on the consistency with the purpose and intent of the land use categories. The following additional special provisions apply:

- A. An Administrative Permit shall be required for any proposed residential use located on PA2 and for transfers of residential units between Planning Areas where otherwise permitted by this 2021 Amendment.
- B. Additionally, Site Plan and Design Review (also referred to as a Design Overlay Review [DOR]) shall be required as set forth in Table 7.1 and Section 7.1.6, in Chapter 7.

Of special note is the fact that at-grade residential uses are only permitted within DD3, as PA1, PA2, and PA3 occupy the former Cal Compact landfill site. Only elevated residential uses, which separate first-floor units from the ground level using at least one level of parking, retail uses, or other nonresidential space, are permitted in PA1 and portions of PA2, as shown in **Figure 6.1, *Permitted Residential Areas***. Any additional residential uses within the 157-Acre Site will require DTSC approval. Restrictions on ground level residential uses are the result of DTSC regulations applicable to the Cal Compact landfill site.

¹⁷ PA2 has already been approved for development by the City (following the approval of the 2018 Supplemental Environmental Impact Report [SEIR]), and because the developer of such property (CAM Carson LLC) has vested rights to its project proposal, and because construction has already begun for PA2 in compliance with the 2018 SEIR, PA2’s compliance requirements for Project Design Features and mitigation measures are limited to those Project Design Features and mitigation measures that were specifically set forth in the 2018 SEIR, unless the project proposed by CAM Carson LLC project upon PA2 is substantially modified or changed from that which was allowed under the Development Agreement approved by the City in 2018 for such project, in a manner that would require compliance with the design standards set forth in this 2021 Amendment.



SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 6.1 Permitted Residential Areas

TABLE 6.1
PERMITTED USES

P = Automatically Permitted Use
A = Use Permitted with an Administrative Permit
PC = Use Permitted under Specific Conditions^a
C = Use Permitted on Approval of a Conditional Use Permit^b
— = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	CM
		DD3	PA1	PA2	PA3(a)	PA3(b)
Retail						
Food Sales and Service and Eating and Drinking Establishments	Bar/night club/lounge serving beverages for consumption on premises	C	C	C	—	—
	Restaurant (without alcohol)	A	A	P	—	P
	Restaurant (with alcohol)	A	A	P	—	PC
	Beer Garden	—	—	—	—	PC
	Restaurant (with drive-in or drive-through)	A	C	—	—	PC ^c
	Non-restaurant retail food services (including kiosks, food halls, refreshment stands, soda fountain)	A	A	P	—	P
	Food catering (only direct retail sales or retail distribution)	A	A	P	—	—
	Food store: supermarket, grocery, market	A	A	—	—	C
	Member-invited VIP lounge with alcohol service	—	—	P	—	—
	Café, retail bakery, pastry, candy, health food, and other similar foods/drinks (not supermarket or grocery)	A	A	P	—	P
	Fast casual/quick service restaurant with take-out food (not drive-in or drive-through)	A	A	P	—	P
Health	Medical or dental or optical office or clinic, public health center (with laboratory uses ancillary thereto) ^d	A	A	P	—	—
	Pharmacy	A	A	—	—	—
Office ^d	Business offices, including professional, financial, insurance, real estate, newspaper or publishing (no printing), travel/employment agency (or similar), security service, and similar services	A	A	P	pe	—
Public Assembly and Entertainment	Arcade, pool hall, night club	—	—	C	—	—
	Auditorium, meeting hall, event hall ^f	A	A	A	—	—
	Community center, lodge hall, private club	A	A	P	—	—
	Indoor golf range	A	A	—	—	—
	Indoor theater (motion picture or live stage)	—	A	P	—	—
	Outdoor theater (live stage, not a drive-in) ^g	C	C	—	—	P/A ^f
	Outdoor performances, concerts, and entertainment ^{g,h}	—	A	P	—	P/A ^f
Single- or multipurpose recreation facilities such as golf range, ice skating, and bowling ^h	A	A	—	—	—	

**TABLE 6.1
PERMITTED USES**

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 -- = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	CM
		DD3	PA1	PA2	PA3(a)	PA3(b)
Public and Quasi-Public Uses	Church, temple, or other place of religious worship ^{d,i}	A	A	A	—	—
	Bus/shuttle station, fire/police station or ancillary office	A	A	P	A ^j	—
	Post office, library, museum ^d	A	A	P	—	—
Retail Sales and Services	Animal/pet retail uses (no animal hospital; kennel is allowed as an incidental use)	A	A	—	—	P
	Auction house ^k	—	—	C	—	—
	Barber shop, beauty shop, salon, manicure	A	A	P	—	—
	Copying, address, graphing, mimeographing, photostatting, instant printing, photography, picture framing	A	A	P	—	—
	Health club/gym	—	A ^e	P	A ^e	—
	High-fashion/upscale previously owned clothing and accessories	—	—	P	—	—
	Hotel	—	—	A	—	—
	Locksmith, watch repair, small appliance repair, bicycle repair	A	A	P	—	—
	Non-restaurant retail kiosks	A	A	P	—	P
	Outlet retail	—	—	P	—	—
	Parcel delivery service	A	A	P	—	—
	Single-price overstock/discount stores	—	—	P	—	—
	Specialized stores for apparel, household supplies, business supplies, promotional retail, service retail	A	A	P	—	—
	Stand-alone or in-line retail stores	—	A	P	—	—
	Tailor, dressmaker, seamstress, shoe repair	A	A	P	—	—
	Upscale convenience store	—	A	P	—	—
Vehicle sales (ancillary service)	—	C	—	—	—	
Vehicle sales (no service) ^l	—	C	P	—	—	
Studios	Motion pictures/movie studios/television studios	—	C	—	C	—
Light Industrial Uses and Utilities						
Logistics Facilities	Distribution/parcel hub warehouses, high-cube warehouses, retail/e-commerce fulfillment centers, logistics centers, and associated ancillary auto and trailer parking	—	—	—	P	—
Manufacturing of Products and Materials	Manufacturing of products and materials of non-hazardous products/materials ^m	—	—	—	C	—

**TABLE 6.1
PERMITTED USES**

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— = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	CM
		DD3	PA1	PA2	PA3(a)	PA3(b)
Utilities and Public Service	Public utility or public service uses, including but not limited to a landfill operation center and groundwater extraction and treatment system	—	A	A	P	A
Residential/Mixed-Use						
Residential/Mixed-Use	Adult care facility	—	A	—	—	—
	At-grade apartments, townhomes, condominiums	P	—	—	—	—
	Elevated apartments, townhomes, condominiums ⁿ	P	P	A	—	—
	Live-work residential	A	A	A	—	—
Parking						
Parking	Parking lot, parking building/structure or shared parking facilities associated with an approved use	P	P	P	P	P
	Parking lot or structure – primary use	C	C	C	—	—
Public/Private Park, Community Amenities, and Associated Uses						
Public Park	Park, playground	P	P	P	—	—
Open Space, Community Amenities and Associated Uses	A variety of open space and community amenity uses such as gardens, dog park, nature park, plazas, children's play area, event lawn, pedestrian and bicycle pathways, performance pavilion, games terrace, and water features.	—	—	—	P	P
	Passive and active open space uses and walkways (including planted open spaces and planted buffer areas on the western and southern portions of the Carson Country Mart)	—	—	—	P	P
Accessory Uses^o						
Private Recreational Facilities	Swimming pool, tennis court, skating rink, gym/fitness center (if center is ancillary to residential uses)	P	P	—	—	—
Passenger Station	Bus station, rail station, taxi stand, ride-share pick-up/drop-off	P	P	P	A	A
Alcoholic Beverage Sales and Service	Alcoholic beverage sales and service in conjunction with a restaurant, kiosk, beer garden, department store, drugstore, supermarket	A	A	P	—	PC
	Alcoholic beverage sales and service in conjunction with take-out food, bar, indoor theater	C	C	C	—	PC
	Alcoholic beverage sales and service in conjunction with programmed events and outdoor festivals ^{e,f}	—	—	—	—	PC

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PERMITTED USES**

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 — = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	CM
		DD3	PA1	PA2	PA3(a)	PA3(b)
Communication and Utilities Stations ^p	Transmitter, receiver, or repeater station; control or measurement station; major wireless telecommunication facilities	C	C	C	C	—
	Minor telecommunication facilities	P	P	P	P	P
Temporary Uses^q						
Offices	Contractor office or real estate office	P	P	P	P	A
Outdoor Sales	Sidewalk, parking lot, and tent sales; Christmas tree sales; pumpkin sales; food trucks	A	A	A	A	A
Outdoor Market/Festivals	Farmer’s market, arts festival, other festival	—	—	P	A	P/A ^e
Programmed Events ^f	Scheduled events ancillary to retail uses	A	A	A	A	P/A ^e

Prohibited Uses

- Adult businesses
- Bail bonds
- Check cashing services, payday loan services and deferred deposit
- Convenience store (other than upscale convenience store in PA2)
- Firework stands
- Thrift store, pawn shop, salvation army type store, “army surplus” or “secondhand store” other than upscale pre-owned clothing and accessories in PA2.
- Explosives – fireworks, dynamite, ammunition, weapons involving use or testing with explosive materials.
- Storage, handling, or transport of hazardous substances or any CalARP-regulated materials. All development within the 157-Acre Site shall adhere to all applicable City ordinances related to hazardous substances in effect at the time that building permits are issued for such development.

NOTES:

- ^a Specific conditions required to permit alcohol sales and drive-through uses are discussed in Chapter 7.
- ^b The restaurant drive-through/pick-up and delivery feature would cater to upscale/gourmet/“fast casual”-type restaurant tenants as opposed to traditional fast-food-type establishments.
- ^c Where the referenced use is permitted or permitted with permit, (a) total gross leasable area within a Planning Area for any one such use shall not exceed 5 percent and (b) uses that do not generate sales tax shall not exceed 10 percent in the aggregate of the gross leasable area within a Planning Area. The Applicant shall provide the City with documentation to ensure these limits are adhered to prior to issuance of a business license for automatically permitted uses or prior to the approval of an administrative permit.
- ^d Use permitted under certain conditions as an ancillary use.
- ^e At Community Development Director discretion, and after appropriate consultation with the Los Angeles County Sheriff’s Department, an Administrative Permit may be required for events that are anticipated to attract large crowds or that could have security or public health or safety considerations. Smaller-scale events shall be allowed by right.
- ^f A calendar of programmed events shall be submitted annually for review and approval by the Community Development Director. Additional events may be added to the annual calendar and approved on an individual basis throughout the year.
- ^g Not to include stadium or arena.
- ^h See CMC 9138.22 (Church Uses within the Commercial-Regional Zone) and 9182.25 (Continuation of Churches, Temples or Other Places of Religious Worship Located within the Commercial-Regional Zone or Mixed-Use – Carson Street Zone).
- ⁱ Ord. 86-763U, Section 1 (Swap Meets, Flea Markets and Minimarts); Ord. 87-813, Section 1 (Uses Permitted in Commercial and Manufacturing Zones).
- ^j Limited to the potential transit center.
- ^k Where the referenced use is permitted, or permitted with permit, total gross leasable area within a Planning Area for such uses that do not generate sales tax shall not exceed 20 percent in the aggregate of the gross leasable area within a Planning Area.
- ^l See CMC 9133 (Conditional Use Criteria).
- ^m Manufactured products and materials shall not include the following: hydrocyanic acid, tar, coal tar, pyroxyline plastic, guncotton, rubber, bleaching powder, glue, chamois, lacquer, synthetic enamel, materials with dextrin, cloth, textiles, upholstery, felt, canvas, wallboard, fiberglass, glass, polyurethane, engines (with foundry), automobiles, trailers, boats, aircraft, heavy equipment, concrete block, brick, tile, poisons, explosives, ammunition,

**TABLE 6.1
PERMITTED USES**

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 A = Use Permitted with an Administrative Permit
 PC = Use Permitted under Specific Conditions^a
 C = Use Permitted on Approval of a Conditional Use Permit^b
 — = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	CM
		DD3	PA1	PA2	PA3(a)	PA3(b)

hazardous substances or materials, CalARP-regulated materials, or any other similar products/materials. Any project development will be required to comply with the requirements set forth in any future City ordinance related to hazardous substances as set forth herein.

ⁿ Residential uses in PA1 requiring a General Plan Amendment shall require a Conditional Use Permit. All other residential uses in PA1 shall be permitted.

^o Accessory use: a use of the land or of a building that is: (1) clearly incidental and subordinate to the principal use of the land or building; (2) located on the same lot with the principal use; (3) not a generator of additional auto trips, parking needs, or adverse environmental impacts; and (4) for uses other than eating establishments, bars, and indoor theaters, occupies equal to or less than 10 percent of the area of the principal use. Where more than one accessory use occurs on a development project site, the total aggregate of all accessory uses must be equal to or less than 10 percent.

^p Major wireless telecommunication facilities shall be permitted subject to a Conditional Use Permit and the requirements of CMC Section 9138.16 (Communications Facilities). Minor wireless telecommunication facilities, as defined in CMC Section 9138.16, are permitted by right and do not require a Conditional Use Permit.

^q For temporary uses, the Community Development Director has discretion whether to require design review.

6.2 General Development Standards

The Development Standards contained herein (Tables 6.2 and 6.3) shall control the development of allowed uses within the Specific Plan Area, including the residential, commercial, office, and light industrial uses, as well as publicly accessible but privately maintained open space and commercial/community-use and amenity areas. These regulations have been designed to provide for flexibility in site design while ensuring a consistent and coordinated built environment for the Specific Plan Area.

**TABLE 6.2
GENERAL DEVELOPMENT STANDARDS**

Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	Commercial Marketplace (CM)
	DD3 ^a	PA1	PA2	PA3(a)	PA3(b)
Density/Intensity					
At-grade multifamily	60 du/ac max.	n/a	n/a	n/a	n/a
Elevated multifamily	60 du/ac max.	60 du/ac max. ^b	60 du/ac max. (with AP)	n/a	n/a
Vertical mix of uses ^c	Commercial not to exceed 0.5 FAR and residential not to exceed 60 du/ac ^b		Commercial not to exceed 0.5 FAR and residential not to exceed 60 du/ac	n/a	n/a
Commercial uses (including hotel) ^d	0.5 FAR max.		0.5 FAR max.	n/a	0.50 FAR max.
Light Industrial ^e	n/a		n/a	0.50 FAR max.	n/a
Building Setbacks^f					
Perimeter Setbacks					
Interstate 405	110 feet min.	n/a	75 feet min.	n/a	n/a

**TABLE 6.2
GENERAL DEVELOPMENT STANDARDS**

Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	Commercial Marketplace (CM)
	DD3 ^a	PA1	PA2	PA3(a)	PA3(b)
Del Amo Boulevard	10 feet	20 feet	10 feet	n/a	n/a
Main Street	10 feet	20 feet	n/a	25 feet or 25 percent of the lot depth, whichever is less	n/a
Northern Border (north of DD3)	20 feet	n/a	n/a	n/a	n/a
Storm Channel	n/a		70 feet min. from property line for commercial buildings with base building height up to 52 feet; 250 feet min. from property line for commercial buildings with base building height over 52 feet	70 feet min. from property line for buildings along the western boundary with base building height up to 60 feet; 55.5 feet min. from property line for buildings along the southern boundary with base building height up to 60 feet; 250 feet min. from property line for all buildings with base building height over 60 feet that are adjacent to residential uses	70 feet min. from property line for commercial buildings with base building height up to 30 feet; 250 feet min. from property line for commercial buildings with base building height over 60 feet that are adjacent to residential uses
Internal Setbacks^f					
Building to Stamps Drive within Del Amo Entry Area	n/a	20 feet min. from the back of curb for buildings with base building height up to 28 feet; 30 feet min. from the back of curb for buildings with base building height greater than 28 feet	20 feet min. from the back of curb for buildings with base building height up to 28 feet; 30 feet min. from the back of curb for buildings with base building height greater than 28 feet	n/a	n/a
Commercial building to Lenardo Drive/ Stamps Drive other than Del Amo Entry Area	Lenardo Drive: 10 feet min. from the property line Stamps Drive: 10 feet min. from the property line, or if private street, 10 feet min. from the back of curb		Lenardo Drive: 10 feet min. from the property line	n/a	Lenardo Drive: 25 feet min. from property line
Light Industrial building to Lenardo Drive	n/a		n/a	25 feet min. from property line	n/a
Residential building to Lenardo Drive/ Stamps Drive other than Del Amo Entry Area	15 feet min. from the property line		Lenardo Drive: 15 feet min. from the property line	n/a	n/a

**TABLE 6.2
GENERAL DEVELOPMENT STANDARDS**

Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	Commercial Marketplace (CM)
	DD3 ^a	PA1	PA2	PA3(a)	PA3(b)
Commercial building to building (if detached)	20 feet min. from building to building		20 feet min. from building to building	n/a	10 feet min. from building to building or per 2019 California Building Code
Light Industrial building to building (if detached)	n/a		n/a	20 feet min. from building to building	n/a
Residential building to commercial building or parking structure (if detached)	25 feet min. from building to building		25 feet min. from building to building	n/a	n/a
Encroachments^g					
Encroachments	See Municipal Code Section 9126.29/ Section 9136.29		See Municipal Code Section 9126.29/ Section 9136.29	See Municipal Code Section 9146.29	See Municipal Code Section 9126.29/ Section 9136.29
Sidewalks/Walkways/Parkways^h					
Internal sidewalk widths	4 feet min.		4 feet min.	4 feet min.	5 feet min.
Adjacent to:					
Lenardo Drive	8-foot parkway min.		8-foot parkway min.	8-foot parkway min.	8-foot parkway min.
Del Amo Entry Area	10-foot parkway min.		10-foot parkway min.	n/a	n/a
Stamps Drive	5 feet min.		5 feet min.	n/a	n/a
Multipurpose path	8 feet min. of bike path, 4 feet minimum of pedestrian path (may be attached)		n/a	n/a	8 feet min. of bike path, 4 feet min. of pedestrian path
Open Spaceⁱ					
Private residential open space ⁱ	Development 25 du/ac or more in density: Studios and 1BR: 60 sf average, 50 sf min. per unit; 2BR: 75 sf average, 65 sf min. per unit; 3+BR: 100 sf average, 80 sf min. per unit; all with a min. dimension of 5 feet in any direction Development less than 25 du/ac in density: 100 sf min. per unit, with a min. of 5 feet in any direction		PA1 standards applicable to residential development with approval of Administrative Permit	n/a	n/a

**TABLE 6.2
GENERAL DEVELOPMENT STANDARDS**

Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	Commercial Marketplace (CM)
	DD3 ^a	PA1	PA2	PA3(a)	PA3(b)
Residential common open space ^k	300 sf min. per unit, with a min. dimension of 15 feet in any direction	Studio and 1BR: 150 sf min. per unit; 2BR: 200 sf min. per unit; 3+BR: 250 sf min. per unit, all with a min. dimension of 15 feet in any direction	PA1 standards applicable to residential development with approval of Administrative Permit	n/a	n/a
Private storage space	Development 25 du/ac or more in density: 100 cubic feet of private storage space Development less than 25 du/ac in density: 200 cubic feet of private storage space ^l		PA1 standards applicable to residential development with approval of an administrative permit ^l	Outdoor storage is permitted only in areas within truck courts and abutting a right-of-way area, but not in a required parking area. Outdoor storage areas shall be screened from view from any adjoining public street or walkway, and from surrounding residential areas. ^m	n/a ^m
Parking					
Auto parking ^{n,o,p}	Residential: Studio (0 BR, not more than 450 sf): 1 space/unit; 1 BR, and 0 BR units larger than 450 sf: 1.5 spaces/unit; 2BR or more: 2 spaces/unit Guest Parking: 1 space/4 units Commercial: 4 spaces/1,000 sf of gross leasable area, except: Theater = 1 space/4 seats Hotel = 1 space/room	Residential: Same as PA1 and DD3 with approval of Administrative Permit; Commercial: 4 spaces/1,000 sf of gross leasable area, except: Theater = 1 space/4 seats Hotel = 1 space/room	Light Industrial: 1 space per 1,000 sf (less than 40,000 sf) 1 space per 4,000 sf (more than 40,000 sf) Ancillary Office: 1 space per 300 sf ^e Off-Site Parking shall not be counted toward required parking spaces	Restaurant: 4 spaces per 1,000 sf Retail: 4 spaces per 1,000 sf Park: 2 spaces per acre	
Truck trailer parking ^p	n/a	n/a	n/a	Subject to Parking study to be completed by the Applicant ^q	n/a
Preferential auto and bicycle parking	Per City Code Section 9165.3	Per City Code Section 9165.3	Per City Code Section 9165.3	Per City Code Section 9165.3	Per City Code Section 9165.3

**TABLE 6.2
GENERAL DEVELOPMENT STANDARDS**

Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	Commercial Marketplace (CM)
	DD3 ^a	PA1	PA2	PA3(a)	PA3(b)

NOTES:

du/ac = dwelling unit per acre; sf = square feet; BR = bedroom

- ^a DD3 has been developed with a 300-unit apartment complex project known as Evolve South Bay.
- ^b On PA1 only, a General Plan Amendment shall be required to increase the maximum permitted residential density to 80 du/ac.
- ^c For developments with residential and commercial horizontal mixed use, maximum commercial FAR shall not be reduced by residential density, and maximum residential density is not reduced by commercial FAR.
- ^d Hotel use would only be applicable to PA2.
- ^e For all light industrial uses in PA 3(a), a Specific Plan Amendment shall be required for a FAR below 0.25 for any PA3(a) parcel or for the entire PA 3(a) area. A Specific Plan Amendment shall be required for a FAR or above 0.50 for the entire PA 3(a) area. ^f The Community Development Director is authorized to issue an Administrative Permit to approve a decrease in setback requirements not exceeding 10 percent of the setback requirement.
- ^g Outdoor dining, benches, outdoor displays, or any other ancillary uses as approved by the Community Development Director may encroach into the sidewalk area a maximum of 8 feet from the building frontage.
- ^h Refer to Sections 5.1.2 and 5.1.4, providing flexibility to reduce or eliminate sidewalks, walkways, and/or parkway widths, subject to Community Development Director approval.
- ⁱ For residential uses, at least 40 percent of common and private open space must be useable for recreation, which is defined as open space that serves a specific function with an average gradient of not more than 5 percent and excludes sidewalks within the public right-of-way. Usable open space excludes space located within roadway setback areas. The recreational areas shall be located within reasonable proximity of the dwelling units. Usable open space may include but is not limited to: balconies, terraces, roof gardens, children's playgrounds, pools, clubhouses, BBQ pits, fire pits, seating areas, and landscape areas within or immediately surrounding these open space areas. Walkways and their associated landscaping that serve no purpose other than connecting these spaces shall not be considered usable open space.
- ^j Each bedroom category must address both its minimum size and average size private open space requirements. Any unit that does not meet the minimum requirement will not have any of its private open space counted towards the overall average. No more than 10 percent of 1 BR, 2BR, or 3BR units may provide less than the minimum size requirement. If any bedroom category has a shortfall in average private open space, that shortfall must be replaced by additional usable open space above the required amount at a one-to-one ratio.
- ^k Open space includes accessible walkways, landscaping areas, and non-private courtyards. Common areas such as clubhouses, pools, and spas can satisfy up to 50 percent of the common open space requirement.
- ^l Refer to Section 6.12 of this 2021 Amendment for additional guidance on the provision of private storage space.
- ^m Refer to Section 6.8 of this 2021 Amendment for additional guidance on storage space.
- ⁿ Shared parking will be allowed per the Community Development Director's approval and subsequent to a parking study if deemed necessary by the Community Development Director.
- ^o DD3 has been developed with only residential units (no commercial); therefore, the guest parking requirement is 0.5 spaces/unit.
- ^p The Community Development Director is authorized to issue an Administrative Permit to approve a decrease in parking requirements of not more than 10 percent, subject to approval by the Community Development Director of a parking demand study.
- ^q Applicant is required to provide a parking study to confirm truck trailer parking is sufficient to support the proposed development. Such study will be reviewed and approved by the Community Development Director. Refer to District at South Bay Planning Area 3 Parking Demand Study, August 20, 2021.

TABLE 6.3
BUILDING HEIGHT DEVELOPMENT STANDARDS

Use	Area	Base Building	With Secondary Features ^a		With Major Features ^a	
		Max. Height	Max. Height	Max. Width of Feature (% of elevation length)	Max. Height	Max. Width of Feature (% of elevation length)
Residential						
Multifamily ^b	n/a	75 feet	75 feet	n/a	75 feet	n/a
Commercial						
Retail	n/a	30 feet	42 feet	30%	52 feet	15%
Theater	n/a	60 feet	70 feet		80 feet	20%
Hotel	n/a	75 feet	79 feet		85 feet	15%
Commercial – Elevated Podium ^{c,d}	n/a	85 feet	85 feet	n/a	85 feet	n/a
Light Industrial						
E-Commerce/Fulfillment Center	>250,000 SF	55 feet	65 feet	n/a	65 feet	n/a
E-Commerce/Fulfillment Center	<250,000 SF	50 feet	56 feet	n/a	56 feet	n/a
Distribution Center/Parcel Hub	n/a	55 feet	65 feet	n/a	65 feet	n/a
Mixed-Use						
Vertical Mix of Uses: Two-Story Office/Retail over At-Grade Commercial	10,000–30,000 SF	35 feet	40 feet	30%	45 feet	30%
Other Vertical Mix of Uses ^{b,c}	n/a	75–85 feet	75–85 feet	n/a	75–85 feet	n/a
Parking						
Parking Structure ^e	n/a	45 feet	50 feet	n/a	55 feet	n/a
Accessory Structures						
Accessory Storage	maximum height to be determined according to standard for principal use					

NOTES:

- ^a Major and secondary features are building elements that are added to building faces to provide architectural interest, without adding to interior floor area. Major features are more prominent than secondary features, and are often used to focus visual attention with a vertical element that rises above the base building. Major features may sometimes incorporate secondary features, which are physically connected to them. Where such secondary features are an integral part of the major feature, the overall assemblage can be considered collectively as the major feature, with the height limitation applying to the highest-most point of the assemblage.
- ^b The maximum height of any living space in residential structures cannot exceed 74 feet 11.9 inches, so as not to be classified as a high-rise structure as defined by Los Angeles County Fire Department regulations.
- ^c The maximum height for Commercial – Elevated Podium in PA2 and vertically mixed-use buildings is 85 feet when located within 1,000 feet of the Specific Plan Area's easterly border (loosely defined as the I-405 freeway) as measured along the southern edge of Del Amo Boulevard. For buildings along the northern edge of Del Amo Boulevard or beyond the 1,000-foot area described above, the maximum height is 75 feet.
- ^d Commercial – Elevated Podium uses are planned for PA2.
- ^e Maximum parking structure height applies to the height of the primary structure only; elevator shafts are excluded. Maximum parking structure height does not apply to on-grade parking under Commercial – Elevated Podium retail.

6.3 Common Spaces and Pedestrian Circulation

The design standards and guidelines for any common space including active and passive open spaces, programmed areas, and/or pedestrian circulation and/or community-serving commercial uses are provided below. The common spaces and pedestrian circulation system are meant to offer employees, residents and visitors of the Specific Plan Area the opportunity for recreational amenities in proximity to the residential, commercial, and light industrial uses within PA1, PA2, and PA3. The exact locations and design for these common spaces will be determined as part of site plan and design review approval process.

6.3.1 General Requirements for Common Spaces and Pedestrian Circulation

- A. Common space shall be located near building entrances and areas of high pedestrian traffic to promote their use and highest functionality.
- B. Design for common space should include landscaping with trees, shrubs, and groundcovers. If the space(s) is/are located along permeable walkways or paths, include ample pots and planter boxes that accommodate trees, shrubs, and groundcovers to provide adequate shade and visual interest.
- C. Design for common spaces should focus on utilizing permeable hardscaping to reduce water runoff (where appropriate), tree planting, and utilization of light-colored hardscaping to minimize absorbed heat and the resulting urban heat island effect.
- D. Pedestrian circulation shall be located primarily along internal roadways and building frontages to provide safe pedestrian crossing and access throughout the 157-Acre Site.
- E. Pedestrian circulation should be enhanced with attractive and durable landscape/hardscape treatments to provide a pedestrian-friendly environment.
- F. Bike racks shall be provided at convenient locations throughout the 157-Acre Site.

6.3.2 Specific Requirements for Commercial Common Space and Pedestrian Circulation

- A. Commercial common space may consist of pedestrian-accessible spaces, including outdoor seating areas, open space, water features, and landscape areas.
- B. Commercial common space shall be provided with a minimum of 33 percent shade coverage, which can be provided through shade trees, trellises, gazebos, awnings, or other similar improvements. A minimum of 25 percent of the common space area shall be softscaped with trees and understory plantings, subject to DTSC requirements.
- C. In order to enhance the pedestrian environment, commercial common space areas shall contain a minimum of three engaging public functions, such as outdoor seating, artistic features, decorative stone/brick pavement, water features, shade tree canopy, or other similar improvements.
- D. Commercial common spaces are not intended to serve as space for outdoor sidewalk sales.
- E. Uses proposed in the Carson Country Mart are not required to provide common space immediately next to their buildings and may instead coordinate commercial common spaces with other uses to provide larger publicly accessible spaces that are centrally located and serve multiple buildings. Commercial common spaces are encouraged to be contiguous and connected via landscaped pedestrian walkways. In addition, commercial common spaces shall be buffered from parking and drive aisle areas by bollards, planters, or similar design elements.

- F. Development applications that incorporate commercial common space shall be accompanied by design plans for the areas, specifying location and extent of landscaping, irrigation systems, structures, and circulation (vehicular, pedestrian, and bicycle).

6.4 Landscaping

6.4.1 General Provisions

- A. All areas not utilized for parking, buildings, plazas common spaces, or access/circulation should be generously landscaped with trees, drought-tolerant shrubs, and groundcovers.
- B. Plantings should be used to enhance ground level and vertical pedestrian circulation areas (i.e., areas with stairs, escalators, and elevators) up to elevated podiums.
- C. Landscape treatments (such as tree, shrub, and perennial plantings) should be used to screen the visual impacts of parking areas as well as service, trash, and utility areas.
- D. Due to the subsurface constraints of the site (based on the fact that it constitutes a former landfill), large trees shall generally not be permitted to be planted in the soil in the landfill portion of the Specific Plan Area, unless there is certainty that the proposed tree and its location are not determined to pose a threat to the landfill cap by DTSC.
- E. For plantings installed at finish grade within the landfill portion of the Specific Plan Area, landscaping shall conform to the DTSC requirements with respect to irrigation and allowable plantings to protect the landfill cap. The landscape palette shall consist primarily of trees/palms (trees shall be containerized or planted on engineered piles when located above the landfill cap), small to medium shrubs, graminoids (grasses, rushes, and sedges), and other plants with fibrous and/or shallow root systems, bulbs, culms, or rhizomes. Tree selection must consider horizontal rooting space and available rooting depth. Trees in pots and raised planters may be used where planting at grade is not feasible. Plantings outside of the landfill perimeter or within the original haul roads do not need to adhere to these restrictions.
- F. Site grading shall convey excess water off site. For containerized trees below grade, a subsurface drainage conveyance system will be necessary to convey drainage off site.
- G. Any plant listed as invasive by Cal-IPC is prohibited due to their ability to escape and naturalize off site. For example, pampas grass (*Cortaderia sellowiana*) and Giant Reed (*Arundo donax*) are prohibited. Refer to the approved plant palette located in Appendix A.
- H. The approved plant palette includes plants that are native or adapted to the local climate, are not invasive, and can survive with limited amounts of water in accordance with the Plant Palette provided in Appendix A.
- I. Irrigation of planting areas shall be kept to a minimum to conserve water and to avoid damaging the landfill cap. Therefore, drip irrigation and a low-water-use native plant palette shall be used to the maximum extent feasible.
- J. Recycled water shall be used for irrigation, assuming recycled water is available.
- K. Landscaping shall not obscure visual surveillance of common open space, parking areas, or building entries.
- L. Per the California Model Water Efficient Landscape Ordinance (MWELo), turf shall not be installed unless used primarily for active or passive recreation. Additionally, turf may not be installed in areas directly above landfill.
- M. Turf may be installed in PA3 with the approval of DTSC.

6.4.2 Specific Landscape Requirements and Standards

Landscaping within the Specific Plan Area shall conform to the following design standards and requirements:

- A. Landscape treatments, such as tree, shrub, and perennial plantings, shall be used to enhance intersection nodes, public rights-of-way, building fronts, pedestrian corridors, and common spaces.
- B. Layered landscaping and a mix of native drought-tolerant plants and large containerized trees for shade should be incorporated in the landscape design of at-grade commercial uses. The plant palette should emphasize massing and form rather than individual or small groupings of shrubs and trees, and shall be made in accordance with the Plant Palette provided in Appendix A.
 - Plantings shall be irrigated with water-efficient permanent automatic irrigation systems and shall conform with the Model Water-Efficient Landscape Ordinance (MWELo).
 - Plants should be grouped according to their water needs and irrigated separately from other groupings with dissimilar water needs.
- C. Tree placement should provide maximum large-tree canopy for shading of parking areas, sidewalks, and outdoor common spaces; however, care should be taken to ensure that trees are of a scale suitable to the surrounding development and that potted plants are used in landfill areas to protect the landfill cap.

This 2021 Amendment allows for various landscape themes with unique qualities and/or goals to address the diversity of edge conditions and planned uses. These themes are conceptual in nature and, therefore, are not precise and will need to be clarified further during plan submittal. The following is a description of the landscape themes for various areas within the 157-Acre Site and a brief discussion of their design intent. For the conceptual delineation of these themed areas, see **Figure 6.2, *Concept Landscape Themes***. Conceptual landscape themes for the streetscape, including entry monuments, materials, grading, and plantings, shall be prepared to ensure a cohesive development.



SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 6.2 Concept Landscape Themes

Carson Country Mart Landscape Theme

The Carson Country Mart proposed on PA3(b) shall include planted spaces and planted buffers (**Figure 6.3, *Conceptual Landscape for Carson Country Mart***). This area shall have a variety of small to large plants at grade, in containerized in pots, raised planters, bermed planting areas, and on trellises. Containers shall include a mixture of pots and plants of differing heights, including ornamental trees and shrubs. The landscaping should be pedestrian-friendly, provide shade, and provide visual interest. A minimum of 25 percent of the passive and active open spaces and programmed areas within the Carson Country Mart must be softscaped with trees and other understory plants.



SOURCE: OJB, OU 2021

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.3 Conceptual Landscape for Carson Country Mart

Vehicular Entries Landscape Theme

Vehicular entries shall have landscaping that clearly distinguishes them from their surroundings. For example, the entrance at Main Street and Lenardo Drive will feature the Enhanced Parkway as described below. To attract attention and create a focal point, vehicle entries shall have planting beds, including ornamental trees, that offer variety and visual interest, and complement the streetscape landscaping. In addition, landscaping at vehicular entries shall be designed to ensure that landscaping does not obstruct vehicular lines of sight.

Figure 6.4, Vehicular Entries Landscape Concept Theme: Main Street at Lenardo Drive (Enhanced Parkway), and **Figure 6.5, Vehicular Entries Landscape Concept Theme: Lenardo Drive at Avalon Boulevard**, illustrate conceptual designs for vehicular entry landscaping. Similar designs may be used at other Specific Plan Area entries shown in Figure 6.2.



NOTE: A transit center could potentially be provided on the Enhanced Parkway (refer to Figure 5.1). Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.4 Vehicular Entries Landscape Concept Theme: Main Street at Lenardo Drive (Enhanced Parkway)



SOURCE: OJB 2021

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.5 Vehicular Entries Landscape Concept Theme: Lenardo Drive at Avalon Boulevard

Enhanced Parkway Landscape Theme

In addition to the open space and community amenity areas provided in PA3(b), PA3(a) would include a 0.62-acre Enhanced Parkway located along Lenardo Drive and the Torrance Lateral, just east of Main Street, as shown in Figure 6.4. The Enhanced Parkway would constitute an approximately 20- to 40-foot-wide linear park and include shade trees, low-water-use native plantings, a meandering pedestrian pathway, and a sidewalk along Lenardo Drive, from Main Street to the western entrance of Building A in PA3(a). A transit center could potentially be located on the Enhanced Parkway.

Del Amo Boulevard and Main Street Landscape Themes

Del Amo Boulevard and Main Street shall utilize landscaping in the parkways and medians to buffer the proposed residential and/or commercial uses in PA1 from the street and surrounding areas. Landscaping shall include planting of trees and drought-tolerant understory plants to provide maximum shading near roadways and sidewalks. Streetside landscaping shall not include turf. Streetside landscaping should complement the landscape themes of adjacent properties. A comprehensive visual branding for the area will be developed to complement the landscape themes of adjacent properties while maintaining a unique character. Tree grates

shall be placed within the sidewalk in the public right-of-way at the discretion of the Community Development Director and the City Engineer.

Freeway Edge Landscape Theme

The freeway edge landscape theme consists of the top bank and slope that parallels the western edge of the I-405 Freeway. This landscape theme also encompasses the Embankment Lot which will be retained by CRA to provide a location for the freeway signage along the I-405 Freeway. Landscaping within the freeway edge landscape theme shall be designed to work in conjunction with signage, building façades, and view fence designs, and should include a wide variety of drought-tolerant understory plantings, such as grasses and trees (Figure 6.6, *Conceptual Landscape for Freeway Edge*).

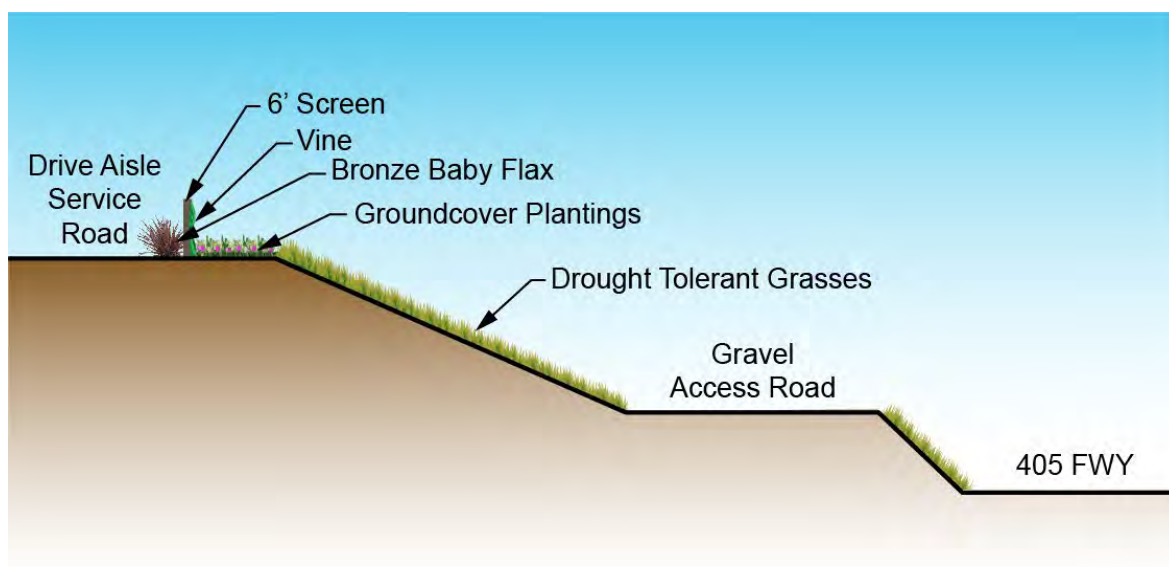


Figure 6.6 Conceptual Landscape for Freeway Edge

Lenardo Drive and Stamps Drive Streetscape Landscape Theme

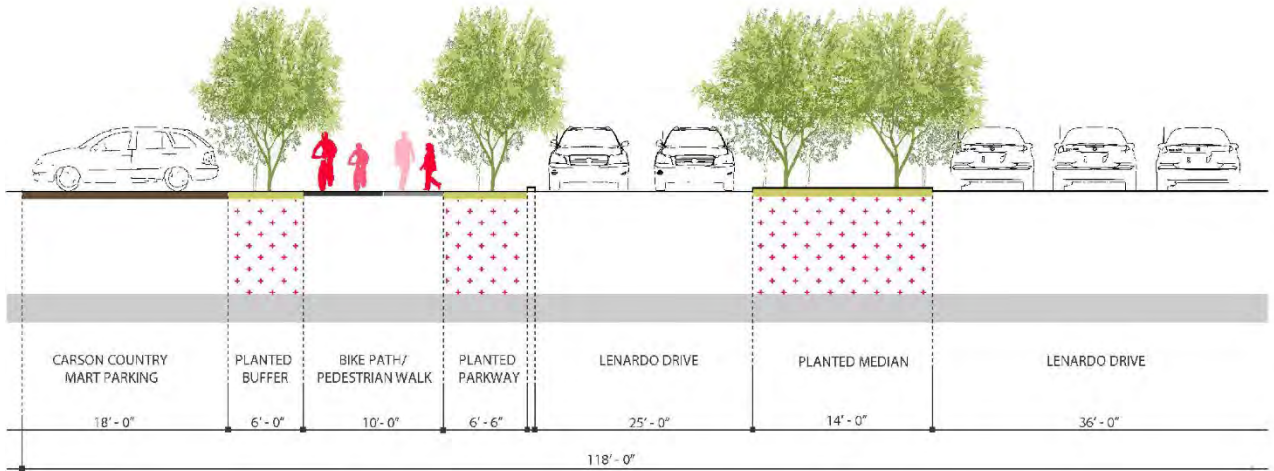
The internal streetscape consists of Lenardo Drive and Stamps Drive (see Figure 5.1). Although portions of these streets are located on top of the original haul roads where planting is not restricted, portions of the streets that are not within the original haul roads will be subject to DTSC requirements for landfill properties, including containerized trees and non-woody root system shrubs and ground cover. These internal streets will have landscaped medians and parkways (see Figure 6.7, *Internal Streetscape Landscape Theme Concept: Lenardo Drive South of PA1 and PA2*, and Figure 6.8, *Internal Streetscape Landscape Theme Concept: Lenardo Drive along PA3(b)*). There shall be continuous shrub and ground-cover plantings in the medians and parkways with vertical planting at an average of every 50 feet along the edges. In addition, in order to protect view corridors and signage visibility, trees may be planted outside the right-of-way, provided that the number of trees is greater than or equal to the number of trees that would otherwise be required in the right-of-way. Trees may also be clustered, so long as the number of trees planted is greater than or equal to the number of trees that would otherwise be required, and the landscaping complements the rest of the development. Clustered trees may be placed at entry driveways, on-site drive aisles, and pedestrian plaza entries that face Lenardo Drive. Landscape plans for the median and parkway on public roads must be approved by the City Engineer.



SOURCE: OJB 2021

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.7 Internal Streetscape Landscape Theme Concept: Lenardo Drive South of PA1 and PA2



SOURCE: OJB 2021

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.8 Internal Streetscape Landscape Theme Concept: Lenardo Drive along PA3(b)

Private Drive Streetscape

The private streetscape along the Private Drive within PA3(a) (see Figure 5.1) is subject to the same DTSC requirements for landfill properties for portions of the street that are not within the original haul roads. However, planting is not restricted by DTSC-requirements along portions of the Private Drive that are located on top of the original landfill haul roads (which are non-contaminated).

6.4.3 Parking Lots

The parking lots in the Specific Plan Area shall achieve a minimum of 5 percent planting coverage. These parking lots include parking fields and parking drive aisles, all of which shall require landscaping adjacent to parking lots. A decrease by more than 10 percent of the required landscape coverage in parking lot areas will require approval of an Administrative Permit by the Community Development Director. The planting shall consist of tall vertical elements such as canopy trees, large palms, and low-lying shrubs, groundcovers, and grasses provided that they are approved by DTSC. The shrubs and groundcovers should not exceed 3 feet in height at maturity to keep lines of sight clear for vehicles. Planting beds shall be provided at the ends of every parking row, and should be provided within the interior of long parking rows. Parking lot entryways and primary intersection nodes should be treated with special landscape elements, such as special paving, graphic signage, specialty lighting, ornamental trees, or flowering plants to create a sense of place.

Parking Structure Edge

Parking structure facades (note this excludes Commercial – Elevated Podium, which is addressed below) should be designed with enhanced aesthetic treatments to soften the visual appearance of the structures. Enhanced aesthetic treatments may include but are not limited to: landscaping, signage, or special treatment of building materials (such as the use of color or patterns) as approved by the City. If parking structures are adjacent and visible to residences, the edge of the structure shall achieve 50 percent coverage of visible concrete surfaces with trees, palms, and/or vines for all land uses except commercial over podium.

Parking at Grade under Podium (Commercial – Elevated Podium)

Parking on-grade located under a raised podium (i.e., Commercial – Elevated Podium uses in PA2) shall be an open garage with up to 3-foot-high enhanced treatment of landscaping plant material screen or other screen material (other material up to 50% open) to prevent visible automobile light and glare from spilling onto Lenardo Drive. Openings in the landscape plant material and screen material are permitted to allow pedestrians to conveniently access the garage. Building elevations upon parking structures/areas facing adjacent open parking lots and freeway side service drives/fire lane, may remain open without screening. A fence may be provided at the top of the freeway embankment to screen the view of perimeter parking stalls and to screen the view of open parking under the podium from the top of the embankment.

6.4.4 Channel-Adjacent Slope

There is, and will continue to be, a slope bank along the southern and western edges of the Specific Plan Area immediately adjacent to the access road that serves the Torrance Lateral. Landscaping for this area shall stabilize existing slopes with minimum maintenance and water requirements and shall soften views of the development from the west and south of the Specific Plan Area (**Figure 6.9, *Conceptual Landscape for Channel-Adjacent Slope***). Landscaping for this area shall include drought-tolerant shrubs and groundcovers.



SOURCE: RGA, OJB, OU, MBI, and ESA 2021

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.9 Conceptual Landscape for Channel-Adjacent Slope

6.5 Walls, Fences, and Barriers

An objective of this 2021 Amendment is to ensure the visual compatibility of on-site uses with the existing surrounding residential areas. Rather than a traditional, complete separation of residential from commercial and light industrial uses, walls and barriers will be incorporated within the Specific Plan Area as needed to provide privacy or noise control.

The 2021 Amendment includes various types of walls, fences, and barriers, each with its own purpose and function. Wing walls and screening walls are primarily intended to screen the Specific Plan Area from surrounding developments and to prevent noise pollution that may impact surrounding residential areas. As such, these walls should be designed to be opaque and consist of keystone, slump or split-faced block, or solid panel at heights of 6 to 16 feet. Heights of walls or fences may be increased or decreased by a maximum of 1 foot with an Administrative Permit approved by the Community Development Director. Perimeter walls can also be used to screen trash enclosures, utilities, and similar functional uses.

Screening walls should be used to buffer residential uses from roadways as well as commercial uses. As the name implies, however, screening walls do not completely shield residential uses from the remainder of the Specific Plan Area. The 2021 Amendment is intended to function as an integrated, mixed-use development, and visual connectivity is an important component; therefore, screening walls should consist of a permeable combination of keystone, slump or split-faced block, and architectural open-wire fence or wrought iron with landscaping to provide a secure but attractive barrier. Screening walls may also consist entirely of landscaping. Chain-link fencing is only permitted when required by the LA County Flood Control District. Other materials may also be used with approval of the Community Development Director, so long as the design is consistent with the design theme and intent outlined in this 2021 Amendment. Barbed wire fencing is prohibited.

6.5.1 General Provisions

The conceptual locations of walls and fencing, as they relate to the perimeter of the Specific Plan Area, are shown on **Figure 6.10, *Conceptual Wall Locations***. As described in Chapter 7, wall and fence plans must be submitted to and approved by the Community Development Director prior to the issuance of any building permit. The following guidelines/requirements are established to guide the location and treatment of walls and fences.

- A. A combination of solid and transparent barriers should be used to separate the residential components of the 2021 Amendment from Del Amo Boulevard and Main Street. Fencing shall be designed with variations using accent elements in combination with pilasters, landscaping, and setbacks to reduce the monotony of fencing design.
- B. A maximum 6-foot-high wall or fence may be incorporated for ground-floor screening of residential outdoor space. Other barrier alternatives such as a landscape screen may be used if noise is not a major consideration.
- C. Solid walls shall be screened with ornamental trees and plant material at a minimum of 3 feet in height in areas visible from residential uses or common spaces and streets.
- D. Drought-tolerant planting should be applied to spaces between a wall or fence and the adjacent sidewalk.
- E. Any wall greater than 3 feet tall shall be screened with tall shrub planting, trees, or vines.
- F. Landscape treatments shall be applied to spaces between a wall or fence and the adjacent sidewalk.
- G. Commercial loading areas shall be screened and located appropriately, where it is feasible, to minimize visual and noise impacts. Wing walls and/or other architectural features may be used for this purpose.
- H. The application of materials, colors, textures, and alignment in the design of walls shall be used to relieve visual monotony within at-grade development areas.
- I. Light industrial loading areas shall be located appropriately and separated from non-compatible uses by walls to minimize visual and noise impacts. Light industrial loading areas shall incorporate walls as shown in Figure 6.10.



SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 6.10 Conceptual Wall Locations

6.6 Signage

Because of their high visibility, signs are prominent elements of the physical environment of the Specific Plan Area. The signage program proposed by this 2021 Amendment shall welcome visitors and residents and help users navigate the Specific Plan Area. The sign development standards set forth below are intended to maximize the identification of the Specific Plan Area as a distinct location in a manner that enhances the overall image of the City of Carson.

The number, size, type, and location of all signs proposed for the 157-Acre Site will be governed by a comprehensive sign program for each proposed development within each Planning Area that will provide internal consistency in design style and direction for placement and size of signs, as well as a Master Sign Program for the overall 157-Acre Site (as discussed below). All such comprehensive sign programs will include a way-finding sign program and designs for all Project Name ID signage, which shall be consistent with and/or incorporated into a Master Sign Program adopted for the entire 157-Acre Site (as detailed below).

The comprehensive sign programs for each development within the 157-Acre Site shall also include provisions that ensure that lighting and illuminance from their respective signs shall not significantly intrude upon or impact adjacent residential uses. Each comprehensive sign program must be submitted and approved as part of the initial Site Plan and Design Review approval for any proposed project within the 157-Acre Site (pursuant to Section 7.1.6). Alternatively, if a comprehensive sign program (or components thereof) are submitted subsequently, it shall be reviewed administratively by the Director for consistency with this Specific Plan (along with the appropriate CEQA clearance documentation).¹⁸

The Master Sign Program shall include the design for the Freeway Pylon Signs and the Entry Monuments and Entry Signage. The first project developer within the 157-Acre Site that seeks issuance of building permits for its project shall be responsible to draft the Master Sign Program for the entire 157-Acre Site, prior to issuance of building permits for its proposed project development from the City. If necessary, however, the Master Sign Program may be prepared by the City with assistance from a consultant (with the reasonable costs of the development of same charged back to the developers of any Planning Areas to the extent applicable). Regardless, the final Master Sign Program shall be subject to review, comment, and approval from the City.

The Master Sign Program may be adopted in phases with the approval of the City. If the Master Sign Program is adopted subsequent to the adoption of a comprehensive sign program for any development or Planning Area, it shall be consistent with any previously approved comprehensive sign program for such development or Planning Area (except as otherwise agreed to by any applicable developer and/or the City). Otherwise, any comprehensive sign program shall be consistent with the Master Sign Program.

All project sign lighting will be limited as follows:

- A. Sign Lighting luminance will not exceed 500 candelas/m² luminance at night from 45 minutes after sunset until 45 minutes prior to sunrise, and 10,000 candelas/m² during daytime hours from 45 minutes after sunrise until 45 minutes prior to sunset. Sign luminance shall transition smoothly from daytime luminance to nighttime luminance and vice versa.
- B. Sign Lighting where sign luminance has the potential to exceed 500 candelas/m² will include an electronic control mechanism to reduce sign luminance to 500 candelas/m² at any time when ambient sunlight is less than 100 foot-candles (fc).

¹⁸ Signage proposed for the embankment lot (freeway signage) shall be subject to Planning Commission review and approval.

- C. Sign Lighting with external illumination will seek to incorporate design elements to limit the direct view of the light source surface at all exterior light fixtures to ensure that the light source cannot be seen from adjacent residential-zoned properties.
- D. If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign at night, then the sign luminance shall be reduced to less than 300 cd/m² at night.
- E. If any portion of the illuminated sign surface is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance shall be limited so that the light trespass illuminance is less than 0.74 foot-candles at said residential property line.
- F. Sign Lighting illuminance, including freeway pylon sign lighting along the I-405 freeway embankment lot, will not exceed a maximum nighttime brightness of 500 candelas/m².
- G. Sign Lighting glare, with respect to the California Vehicle Code, will not exceed the maximum measured brightness of the light source within 10 degrees from the driver's normal field of view and shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less; the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's field of view and the light source.

Additional general sign standards are provided in **Table 6.4**, while conceptual maps of sign location options are shown in **Figure 6.11, *Conceptual Sign Locations: Option A***; **Figure 6.12, *Conceptual Sign Locations: Option B***; and **Figure 6.13, *Conceptual Sign Locations: Option C***, final sign designs, including designs for any digital signage, may vary and will be provided as part of a comprehensive sign program that shall be reviewed and approved by the Community Development Director.

**TABLE 6.4
SIGN STANDARDS**

Sign Type ^a	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance ^{b,i,j}	
		Height	Width		Digital	Static
Freeway Icon Pylon: (Options A and B) ^{c,d,e} Double Faced LED, Digital Display and Changeable Message	1	88 feet	65 feet	The supporting pylon width will be 10 to 25 feet. The 20-foot-high and 60-foot-long LED digital display board with Changeable Message Display and Color Changing Illumination will be attached to sign panels or a sign frame that will be a maximum of 25 feet high and 62 feet wide. The top of the reader board will be located no higher than 88 feet above measured I-405 Freeway elevation. Height is measured from the elevation of I-405 Freeway immediately adjacent to the sign location. Off-site advertising would be permitted subject to obtaining necessary approvals.	500 cd/m ²	—
Freeway Icon Pylon (Options A and B) ^{c,d,e} Static or Double-Faced LED, Digital Display and Changeable Message	1	88 feet	48 feet	The base width will be 10 feet to 25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. The sign face will be 14 feet by 48 feet LED digital or static billboard display attached to the pylon. Height is measured from the elevation of the I-405 Freeway immediately adjacent to the sign location. Off-site advertising would be permitted subject to obtaining necessary approvals.	500 cd/m ²	500 cd/m ²
Option A (Additional 2 signs, for a total of 4 signs)						
Freeway Icon Pylon ^{c,d,e} Static	2	88 feet	25 feet	The base width will be 10–25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. Up to 6 double-sided tenant signs. Tenant signs may be 6 feet by 20 feet each. PA3 Center ID may be placed on pylon. Height is measured from the elevation of I-405 Freeway immediately adjacent to the sign location.	—	500 cd/m ²
Option B (Additional 1 sign, for a total of 3 signs)						
Freeway Icon Pylon ^{c,d,e} Static or Double-Faced LED, Digital Display and Changeable Message Allowed	1	88 feet	48 feet	The base width will be 10 feet to 25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. The sign face will be 14 feet by 48 feet LED digital or static billboard display attached to the pylon. Height is measured from the elevation of the I-405 Freeway immediately adjacent to the sign location.	500 cd/m ²	500 cd/m ²
Option C (Total of 4 signs)						

TABLE 6.4
SIGN STANDARDS

Sign Type ^a	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance ^{b,i,j}	
		Height	Width		Digital	Static
Freeway Icon Pylon ^{c,d,e} Double-Faced LED, Digital Display and Changeable Message	2	88 feet (above grade)	70 feet	<p>The supporting pylon width would be 10 to 25 feet. The size of the digital display would comply with applicable State law (currently 20 feet high and 60 feet long). The 20-foot-high x 60-foot-long LED digital display board with changeable message display and color changing illumination may be surrounded by an architectural frame no more than 10 feet to the outer dimensions of the 20-foot x 60-foot LED display face.</p> <p>Off-site advertising would be permitted subject to obtaining necessary approvals. Signage would rotate messages at maximum allowed by the Outdoor Advertising Act.</p> <p>The digital display pylon structure may contain up to six double-sided tenant signs, each 6 feet x 20 feet.</p>	500 cd/m ²	—
Freeway Icon Pylon ^{c,d,e} Double Faced LED, Static, Digital Display and Changeable Message	2	88 feet (above grade)	70 feet	<p>The supporting pylon width would be 10 to 25 feet. The size of the static digital display would comply with applicable State law (currently 20 feet high and 60 feet long). The 20-foot-high x 60-foot-long LED static digital display board with changeable message display and color changing illumination may be surrounded by an architectural frame no more than 10 feet to the outer dimensions of the 20-foot x 60-foot LED display face.</p> <p>Off-site advertising would be permitted subject to obtaining necessary approvals. Signage would rotate messages at maximum allowed by the Outdoor Advertising Act. The speed of rotation of static digital displays is slowed to comply with State law.</p> <p>The static digital display pylon structure may contain up to six double-sided tenant signs, each 6 feet x 20 feet.</p>	—	500 cd/m ²
Project Name ID	4 – PA2	15 feet	45 feet	The design, size, and location of the sign shall be determined by the Developer/Applicant(s) in the comprehensive sign program at a later date. ^{b,k}	—	500 cd/m ²
Project Name ID	3 – PA1 and PA3	15 feet	45 feet	The design, size, and location of the sign shall be determined by the Developer/Applicant(s) in the comprehensive sign program at a later date.	—	500 cd/m ²
Entry Monument	Up to 3 permitted — 1 at Lenardo Drive & Main St, 1 at Del Amo Blvd & Stamps Drive, and 1 at Lenardo Drive & Avalon Blvd	38 feet	15 feet	The entry monuments are to provide identity signage for the Specific Plan as a whole and for the developments on each Planning Area. The design, size, and location of the signs shall be determined by the City in one or more Comprehensive Sign Programs submitted by an Applicant at a later date.	—	500 cd/m ²
North Del Amo Entry Element	2 – DD3	8 feet	12 feet	If the signage serves residential development, the sign dimensions shall be no greater than 6 feet high by 8 feet wide. Height is measured from the finished pad.	—	500 cd/m ²

**TABLE 6.4
SIGN STANDARDS**

Sign Type ^a	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance ^{b,i,j}	
		Height	Width		Digital	Static
Parking Garage Signage and Commercial – Elevated Podium Wall Signage	Multiple – PA2	30 feet	300 feet	The multiple letter and graphic signs for tenant names, and static billboard display shall be allowed on parking garage and commercial – elevated podium wall area facing Freeway, Lenardo Drive, and site parking fields with 60 percent maximum wall coverage.	—	500 cd/m ²
Wall-Mounted Project ID Exterior ^{f,g}	2 – PA2	12 feet	330 feet	Individual illuminated sign letters located on building walls.	—	500 cd/m ²
	2 – PA2	8 feet	230 feet			
	7 – PA3(a)	5 feet	8 feet			
	Multiple – PA3(b)	TBD	TBD			
Plaza Project ID Exterior (Entry SW and NW corners)	2 – PA2	10 feet	12 or 24 feet	Individual illuminated sign letters. 2 to 4 letters each location at grade level exterior plaza.	—	500 cd/m ²
Wall Billboard Exterior	4 – PA2	20 feet	60 feet	Static billboards with external front illumination. Billboards allowed to extend above top of building wall. Billboards allowed to convert to digital LED display board in the future. No off-site advertising permitted.	500 cd/m ²	500 cd/m ²
Wall Billboard Exterior	2 – PA2	14 feet	48 feet	Static billboards with external front illumination. Billboards allowed to extend above top of building wall. No off-site advertising permitted.	—	500 cd/m ²
Roof Billboard Interior	8 – PA2	10 feet	34 feet	Static billboards with external front illumination. Billboards located on roof above top of building wall. No off-site advertising permitted.	—	500 cd/m ²
Wall Billboard Interior	1 – PA2	14 feet	48 feet	Static billboard with external front illumination. Billboard allowed to convert to digital LED display board in the future. No off-site advertising permitted.	500 cd/m ²	500 cd/m ²
Integrated Identity Architectural Wall Graphic ^h	6 – PA2	(2) 27 feet	330 feet	Painted Specific Plan ID Name integrated into architectural wall vertical fin design	—	—
		(1) 24 feet	265 feet			
		(1) 24 feet	235 feet			
		(1) 24 feet	220 feet			
		(1) 24 feet	105 feet			

**TABLE 6.4
SIGN STANDARDS**

Sign Type ^a	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance ^{b,i,j}	
		Height	Width		Digital	Static
NOTES:						
cd/m ² = candelas per square meter						
A Comprehensive Sign Program was approved for PA2 on April 3, 2018, by City of Carson City Council Resolution No. 18-042 in association with certification of the 2018 SEIR.						
The number, area, type and location of wall mounted business ID signs for Planning Areas 1 and 3 shall be determined through the approval of a comprehensive sign program and/or, if applicable, a Master Sign Program. As described in Chapter 7 of this 2021 Amendment, an increase in sign area and/or number of signs of not more than 10 percent and other than pylon signs, a relocation of sign location or an increase in sign height of not more than 10 percent is allowed with an Administrative Permit.						
Except where noted for Freeway Icon Pylons set forth above, no off-site advertising shall be permitted.						
^a All free-standing signs may be double-sided. All digital LED signs may have color changing illumination.						
^b Prior to approval of any Development Plan or comprehensive sign program, a view analysis shall be conducted by sign owners and/or the CRA/City to determine the exact location of the freestanding freeway-oriented signs (i.e., pylon signs) to ensure maximum visibility and maximum usability of all these signs. The view analysis shall be submitted as part of an application package for City review and approval. Every effort shall be made to preserve the visibility of the freeway-oriented wall mounted signs for PA2.						
^c The Community Development Director (or a designee) shall also have the authority to select Option A, Option B, or Option C for the Freeway Icon Pylon Signs.						
^d Signage adjacent to a freeway will comply with applicable Caltrans standards and requirements, including the Outdoor Advertising Act.						
^e CRA is the owner of the Embankment Lot where all Billboard Signage shall be placed and thus, the CRA shall retain all rights to development of any signage upon the Embankment Lot, unless otherwise granted to developers of the Site pursuant to a Development Agreement approved by the City.						
^f Wall-mounted project ID exterior signs may project above top of building wall.						
^g Only one wall-mounted project ID exterior sign will be permitted for buildings in PA3(a) building, except where a building is shared by two tenants.						
^h Integrated Identity Graphics/Murals are not considered signage; they are considered as architectural features, which are excluded from permitted signage area.						
ⁱ If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign at night, then the sign luminance shall be reduced to less than 300 cd/m ² at night.						
^j If any portion of the illuminated sign surface is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance shall be limited so that the light trespass illuminance is less than 0.74 foot-candles at said residential property line.						
^k The design, size, and location of the sign shall be guided by approved 2018 Comprehensive Sign Program for PA2.						



SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 6.11 Conceptual Sign Locations: Option A



SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 6.12 Conceptual Sign Locations: Option B



SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 6.13 Conceptual Sign Locations: Option C

6.7 Lighting

The lighting standards set forth herein are intended to establish a design framework to guide all future lighting improvements and meet specific lighting standards for each particular development application and type of use anticipated by the proposed development within each Planning Area. The standards herein define the scale, brightness, direction, and shielding for all lighting installations with respect to any project developed within the 157-Acre Site and are intended to restrict light intensity, minimize off-site impacts, prescribe light control methods, and limit light pole heights. Design of lighting is intended to provide comfortable spaces for people to walk around the 157-Acre Site and ensure the safety of residents, visitors, shoppers, and employees. A Lighting Palette Guideline, consisting of various lighting styles, is included in Appendix B, The District at South Bay Lighting Palette.

The lighting standards and the resulting lighting improvements and requirements contained herein are based on evaluation of the proposed lighting impact of the proposed developments and signage within the 157-Acre Site on the surrounding community (which are subject to further confirmation through a comprehensive sign program approved for each Planning Area prior to implementation). The lighting standards contained herein are based upon criteria and standard practices established by the Illuminating Engineering Society of North America (IESNA) for measurement and design of light sources, illuminated surfaces, and lighting systems.

All lighting proposed by any development within the 157-Acre Site must comply with the light requirements included in the California Green Building Standards (CALGreen) Code for light trespass illuminance and glare, which requires Building Lighting (defined as all exterior and interior lighting associated with the structure) to be less than 0.74 foot-candles (fc) if visible from a residential property, and limits glare from Building Lighting to less than 30:1 contrast ratio., if visible from a residential property.

Generally, all light sources must be shielded to prevent direct view of high brightness light sources to adjacent off-site properties. The lighting standards contained herein provide for specific control of the direction of light so as to limit glare and any off-site view of glare. These controls are intended to limit the light distribution angle so that light is primarily directed down to the ground or up to a vertical surface. Special event lighting and construction lighting are exempt from these angular criteria if the light is focused to restrict any direct illumination upon adjacent residential properties.

To provide for safe illumination for vehicles and pedestrians traveling within the 157-Acre Site, pole-mounted lights will be required for roads and sidewalks. These pole-mounted lights should be placed in landscape/parkway strips instead of directly in the sidewalk pavement, when possible. To prevent direct view of these pole-mounted light sources located off-site and to reduce the overall brightness of the 157-Acre Site, the standards establish maximum heights for street and pedestrian lighting fixtures, maximum horizontal illuminance (foot-candles) at the ground level, and average to minimum uniformity ratios for light at the ground level. The lighting standards contained herein define special lighting criteria for parking areas to prevent direct view of lighting fixtures. The recommended criteria are summarized below as a table of measurable numerical criteria based on the various options for the allowed project development within the 157-Acre Site.

Lighting conditions, standards, and light level requirements are presented for the following: pedestrian sidewalks and walkways, perimeter and interior roadways, commercial exterior, office exterior, light industrial exterior, residential exterior, at-grade parking, parking structures/parking under raised podiums,

Carson Country Mart/Publicly Accessible Private Open Space, and landscape illumination. Design performance standards are established for each of the above-mentioned components by the following issues and their listed measurable criteria:

- **Light level requirements:** Task illuminance (foot-candles)
- **Light control methods:** Glare/light distribution (luminaire photometrics)
- **Visibility:** Pole height limits (section diagram)
- **Design style or character:** Luminaire and pole characteristics, pattern of light, and color of light

Two sets of lighting plans are to be drawn, stamped, and signed by a licensed lighting consultant and submitted and approved by the Community Development Director prior to the issuance of any building permits, which shall be in accordance with the standards and requirements set forth herein.

6.7.1 Light Level Requirements

The residential, commercial/retail, light industrial, and publicly accessible private open space uses of the 157-Acre Site will include activities at night, which will require illumination for vehicular and pedestrian access, advertising, and on-site tasks or functions such as deliveries and truck loading, subject to the Mitigation Measures and Project Design Features set forth in the 2022 SEIR MMRP. Each of these activities has a defined light level standard (illuminance, measured in foot-candles) as well as unique color, brightness, pattern, and architectural features. Low-pressure and high-pressure sodium lamps will not be considered for design purposes within these standards. To provide for more aesthetically pleasing environmental conditions, the use of low-pressure and high-pressure sodium lamps is not permitted due to their low correlated color temperature, particularly less than 2,100 Kelvin.

Table 6.5, *Light Intensity Standards*, summarizes the light intensity levels recommended by the IESNA for safe operation of vehicles and pedestrian security as applied to the proposed development within the 157-Acre Site. Future lighting improvements should meet or exceed these minimum standards to provide adequate light for public access and safety. These standards are the recommended average maintained horizontal illuminance values for each specified use within the 157-Acre Site. As used below, “entrances” refers to entrance areas where lighting is required for entrance identification and “egress lighting” applies to areas where lighting is required for safe path of travel.

Pedestrian Sidewalks and Walkways

The lighting for pedestrian sidewalks and bikeways shall be to a level that increases pathway visibility and safety of pedestrians and bicyclists. Pedestrian-scale lighting should be provided along interior streets, as deemed appropriate by the Community Development Director.

TABLE 6.5
LIGHT INTENSITY STANDARDS

Specific Use/Area	Location of Foot-Candles	Foot-Candles (fc) Average	Uniform Ratio (min to max fc)
Sidewalks			
Residential	Pavement or in landscape	0.6	—
Commercial	Pavement	1.0	—
Perimeter and Interior Roadways			
On-site circulation roads	Pavement	1.0	5:1
Entrance roads	Pavement	2.0	5:1
Commercial Exterior			
Entrances	Doorway	5.0	—
Facade floodlighting	Building	3.0 to 15	—
Elevated podium building façade lighting	Building	3.0 to 15	—
Office Exterior			
Entrances	Doorway	3.0	—
Facade lighting	Building	3.0	—
Light Industrial Exterior			
Entrances	Doorway	0.5	—
Residential Roadways			
Roadway	Pavement	0.6	5:1
At-Grade Parking			
Parking	Parking Surface	1.0	15:1
Parking Structures/Parking Under Raised Podiums			
Parking	Parking Surface	5.0	10:1
Carson Country Mart/Publicly Accessible Private Open Space			
Restaurants, performance pavilion, dog park, beer garden, etc.		0.7	30:1
Landscape			
Tree up-lighting	Foliage	1.0	—

NOTE: Light Intensity Standards are minimum standards except where range is shown. Pursuant to CALGreen, Building Lighting at the property line is required to be less than 0.74 fc at adjacent residential property lines. Development must comply with CALGreen regulations for light trespass illuminance and glare, which includes limits to glare from Building Lighting to less than 30:1 contrast ratio. If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign at night, then the sign luminance shall be reduced to less than 300 cd/m² at night. If any portion of the illuminated sign surface is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance shall be limited so that the light trespass illuminance is less than 0.74 foot-candles at said residential property line.

Perimeter and Interior Roadways

The lighting for perimeter and interior roadways shall provide adequate illumination for safe and efficient vehicular travel and conform to the illumination standards of the American National Standards Institute (ANSI), IESNA. Roadway lighting fixtures shall comply with Backlight Uplight and Glare (BUG) requirements of CALGreen and shall either be equipped with glare shields or be of a full cutoff type reflector system.

Commercial Exterior

The lighting for the exterior of commercial/retail/restaurant buildings and spaces shall be safe and attractive to customers. This can be achieved mainly with entrance accent lighting and targeted façade floodlighting. “Entrances” and “Façade lighting,” as listed in Table 6.5, refer to entrances of dense retail developments with heavy nighttime vehicular and pedestrian traffic.

Office Exterior

The lighting for the exterior of ancillary office spaces shall be to a level that provides security and egress. If the office use is part of a mixed-use building, then the commercial criteria can override the values shown in Table 6.5. “Entrances,” as shown in Table 6.5, refers to entrances that are unoccupied at nighttime, requiring lighting for entrance identification. Egress lighting shall be provided at a level that provides security and safe egress.

Light Industrial Exterior

The lighting for the exterior of light industrial buildings and outdoor spaces within PA3(a) shall be to a level that provides sufficient security and egress. Light industrial uses will be operational 24 hours per day, 7 days per week. To ensure that this activity does not negatively affect residential uses across the Torrance Lateral, light spillage from the light industrial facilities within PA3(a), including lighting at loading docks, must comply with the Carson Municipal Code Section 9162.53, which requires that lighting be shielded and directed away from nearby residential properties and streets, as well as the CALGreen BUG and light trespass lighting standards, which limit glare are light trespass. Light fixtures that would be implemented within PA3(a) in the light industrial areas are shown in Appendix B.

The Building Lighting within PA3(a) must comply with the requirements of CALGreen, which stipulate the height and shielding of the lighting sources to limit glare visible from any adjacent residential use property.

Residential Exterior

The lighting for the exterior of residential buildings and outdoor spaces shall be to a level that provides security and safe egress. If part of a mixed-use building, then the commercial exterior criteria, as shown in Table 6.5, can be applied to residential uses instead.

At-Grade Parking

The lighting for at-grade parking lots shall be to a level that provides safe movement of vehicles and pedestrians, and the security and safety of customers and employees, as approved by the Los Angeles County Sheriff’s Department. Lighting fixtures for parking lots shall be equipped with spill control and/or with full cutoff capability at light poles at property perimeter with no cut-off at parking field interior poles. Lighting fixture standard height shall not be in excess of what is necessary to meet with recommended minimum illuminance levels identified in Table 6.5.

Parking Structures/Parking under Raised Podiums

The lighting for parking structures and parking under raised podiums shall be provided at a level that enhances pedestrian safety and visibility; however, lighting of off-street parking areas shall be directed away from nearby residential properties and streets to avoid creation of light trespass nuisances or impacts.

Carson Country Mart/Publicly Accessible Private Open Space

Lighting within the Carson Country Mart area shall comply with the Carson Municipal Code Section 9162.53, which requires that lighting be directed away from nearby residential properties and streets as well as shielded to limit light spillover, as well as the CALGreen Code, which requires that Building Lighting visible to nearby residential properties to be less than 0.74 foot-candles at the property line of such properties, and requires glare from Building Lighting to be less than a 30:1 contrast ratio at the property line of such residential properties.¹⁹ In addition, all project signage within the Carson Country Mart shall comply with the mitigation measures set forth in the 2022 SEIR Mitigation Monitoring and Reporting Program (MMRP). Actual lighting and signage plans within PA3(b) have not yet been proposed and a technical lighting study will be required by the project Applicant prior to issuance of any building permits to ensure that proposed lighting within the Carson Country Mart complies with both the CALGreen requirements and the lighting/illumination requirements contained herein. Actual compliance with applicable CALGreen light and glare thresholds and applicable mitigation measures/PDFs for PA3(b) must be confirmed by the City as part of its review and approval of a comprehensive sign program for the Carson Country Mart. Lighting within the Carson Country Mart will include light fixtures such as those included in Appendix B.

Landscape Illumination

In vertical landscape (i.e., palm and decorative trees with foliage), up-lighting illumination is encouraged.

6.7.2 Light Control Methods

- A. Glare/Light Distribution: Offensive or unattractive lighting results from excessive contrast, or glare. Glare conditions usually result from highly visible lamps (light bulbs) within landscape, streetlights, parking, security, or entertainment lighting. Proper design and selection of light fixtures, mounting heights, and placement will control the visibility and perceived brightness of light sources from outside or within the Specific Plan Area and, therefore, limit the perception of glare. The lighting standards establish criteria to control the light output, mounting height, and placement of fixtures to reduce glare.
- B. All Parking and Roadway light poles from 12 to 40 feet high shall be in accordance with Section 5.106.8 of the CALGreen Code, which limits light fixture brightness adjacent to the property line of the Specific Plan Area.
- C. Pole Height Limits: Light pole height limits shall be as shown in **Figures 6.14, Conceptual Site Lighting Exhibit Key Map, through 6.21, Section G – Carson Country Mart Lighting**, which are required to prevent light trespass from the Specific Plan Area onto adjacent properties. These height restrictions will not eliminate complete visibility of the pole itself. Height restrictions in combination with the shielding and glare control restrictions will decrease visibility of the high brightness lamps within the pole fixtures and will prevent stray light from extending over the property line of the Specific Plan Area. Lighting shall





¹⁹ This condition is only applicable where such lighting is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance (including Building Lighting).

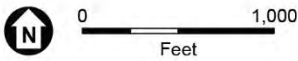
be constructed, shielded, and directed so that adjacent residences are not impacted by light or glare coming from the Specific Plan Area.

6.7.3 Site Lighting Exhibits

Lighting design exhibits as shown on Figures 6.14 through 6.21 demonstrate conceptual lighting design for each area with intended pole locations and heights, and luminaire head orientations. Location of streetlights is subject to the approval of the City Engineer and the Community Development Director and may be placed in either the landscape/parkways or the medians.



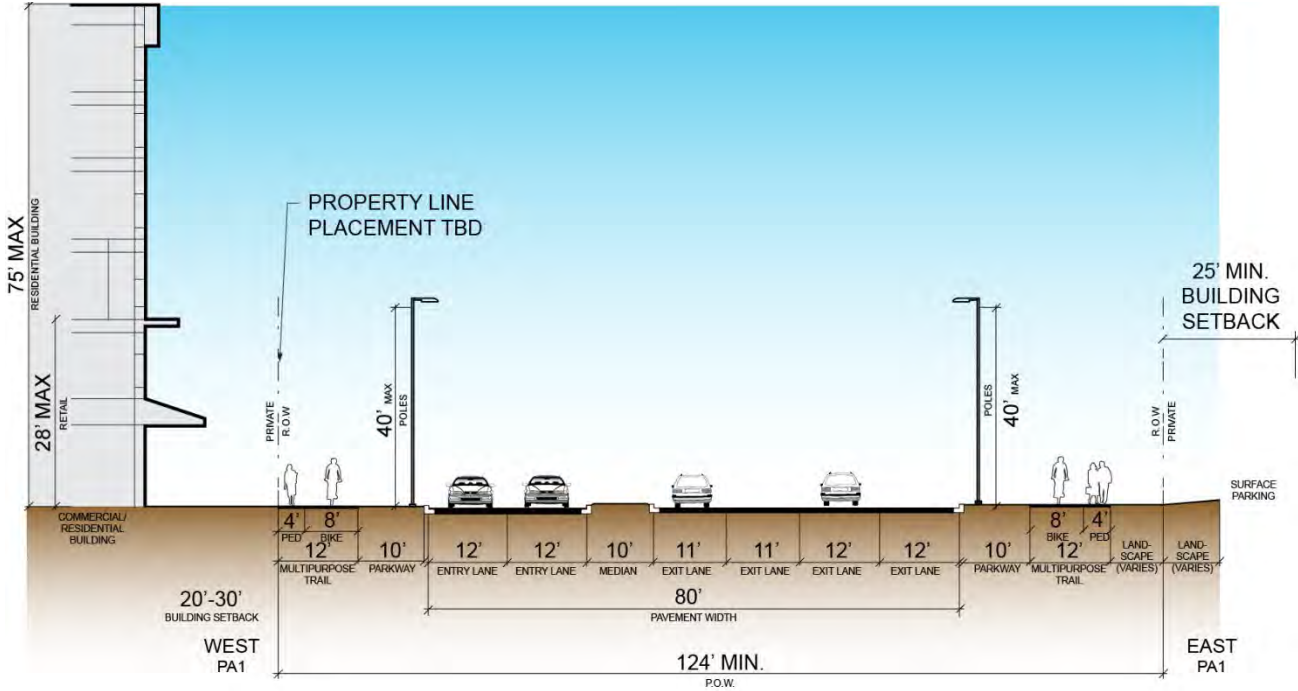
-  Specific Plan Boundary (168 acres)
-  Planning Areas 1, 2, & 3 (157 acres)
-  Development District 3 Boundary (11 acres)
-  Torrance Lateral Drainage Canal
- A. Del Amo Entrance
- B. Del Amo Boulevard
- C. Typical Lenardo Drive
- D. Typical Private Drive
- E. Freeway Edge (I-405 Freeway/Commercial Interface)
- F. Typical Residential/Industrial Loading Dock Interface
- G. Typical Residential/Carson Country Mart Interface



Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

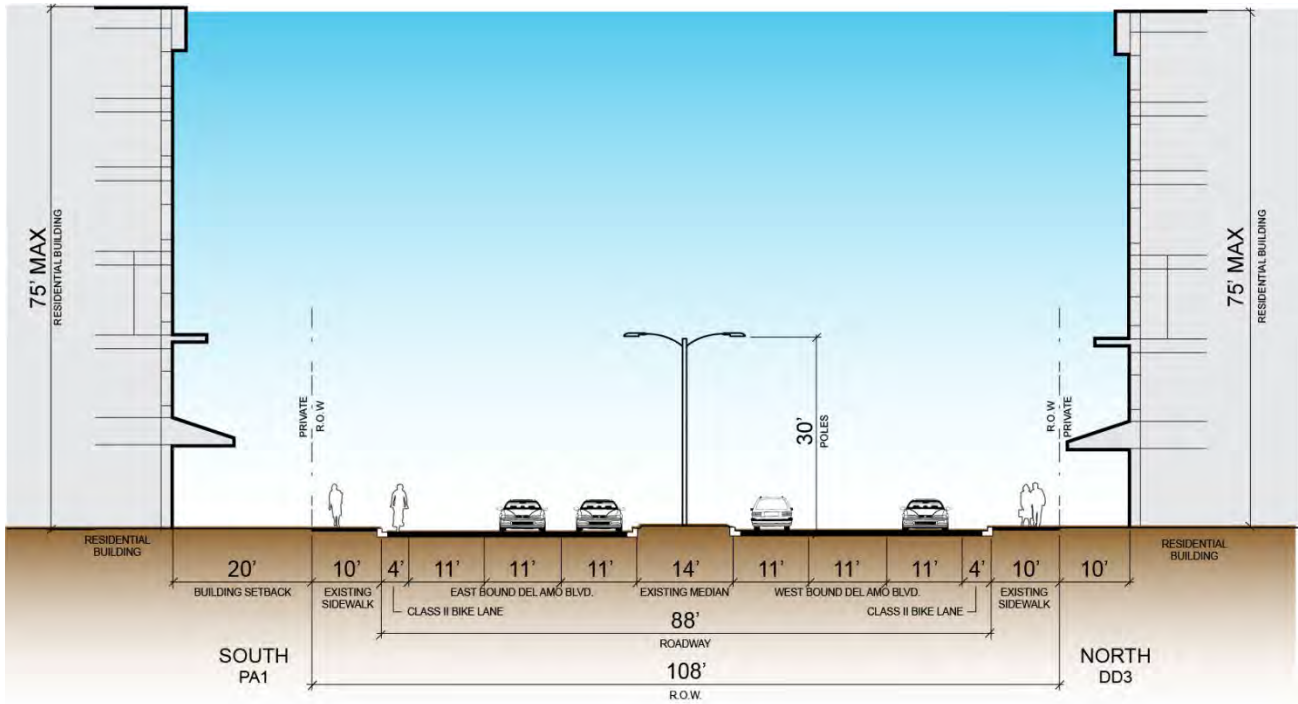
SOURCE: RGA, OJB, OU, MBI, and ESA 2021

Figure 6.14 Conceptual Site Lighting Exhibit Key Map



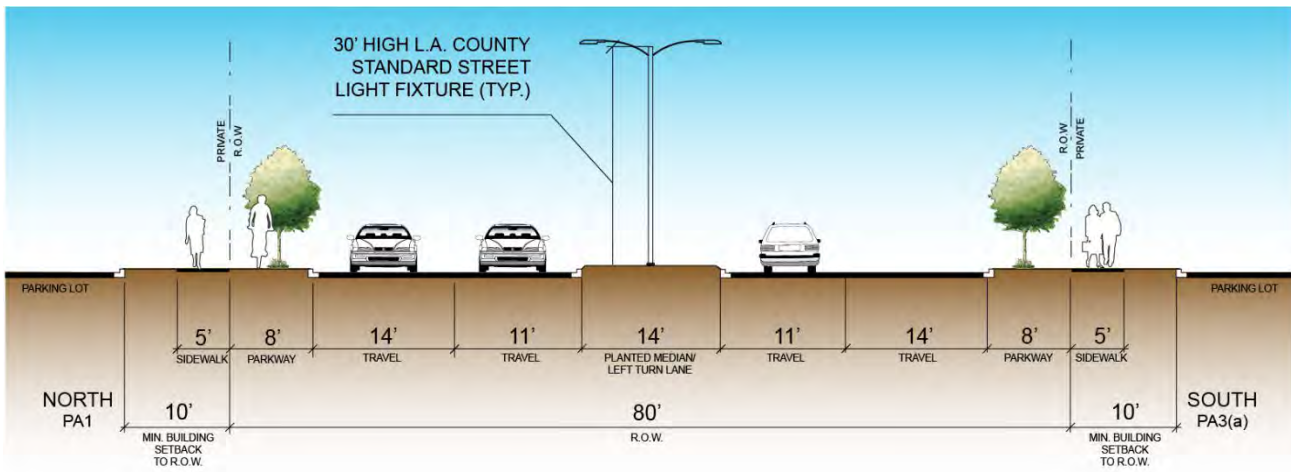
SOURCE: RE | Solutions LLC 2017

Figure 6.15 Section A – Del Amo Entrance along Stamps Drive Lighting



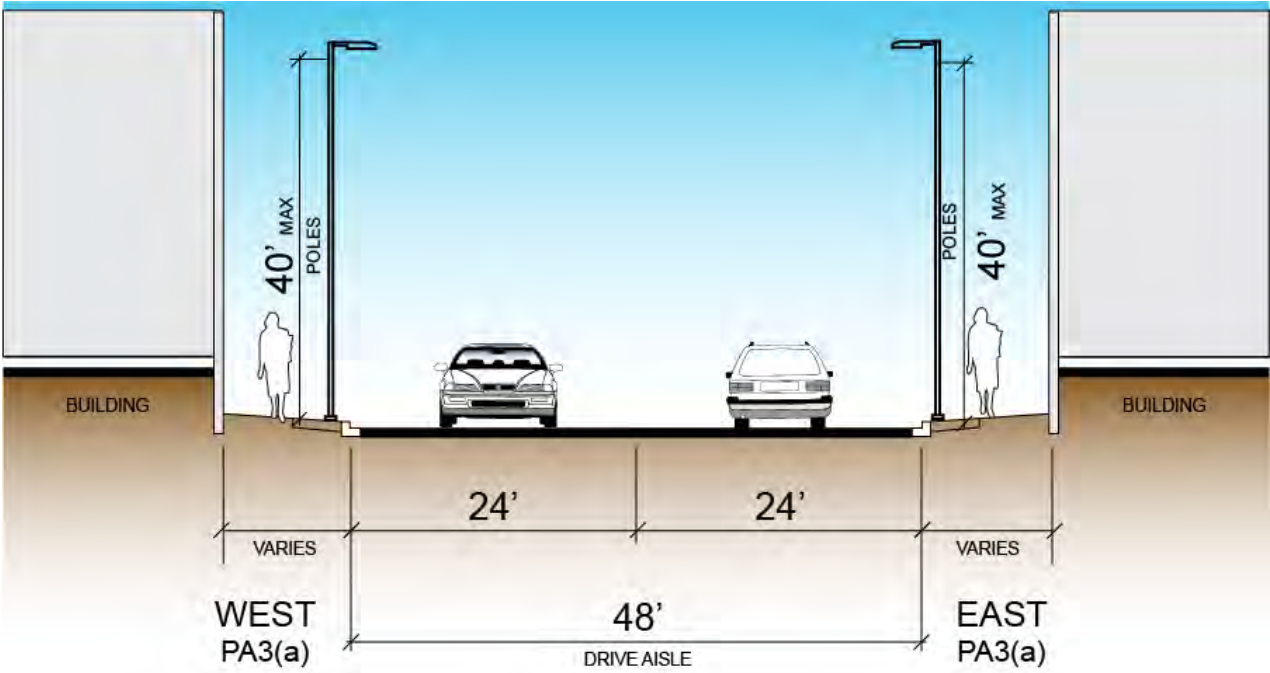
SOURCE: RE | Solutions LLC 2017

Figure 6.16 Section B – Del Amo Boulevard Lighting



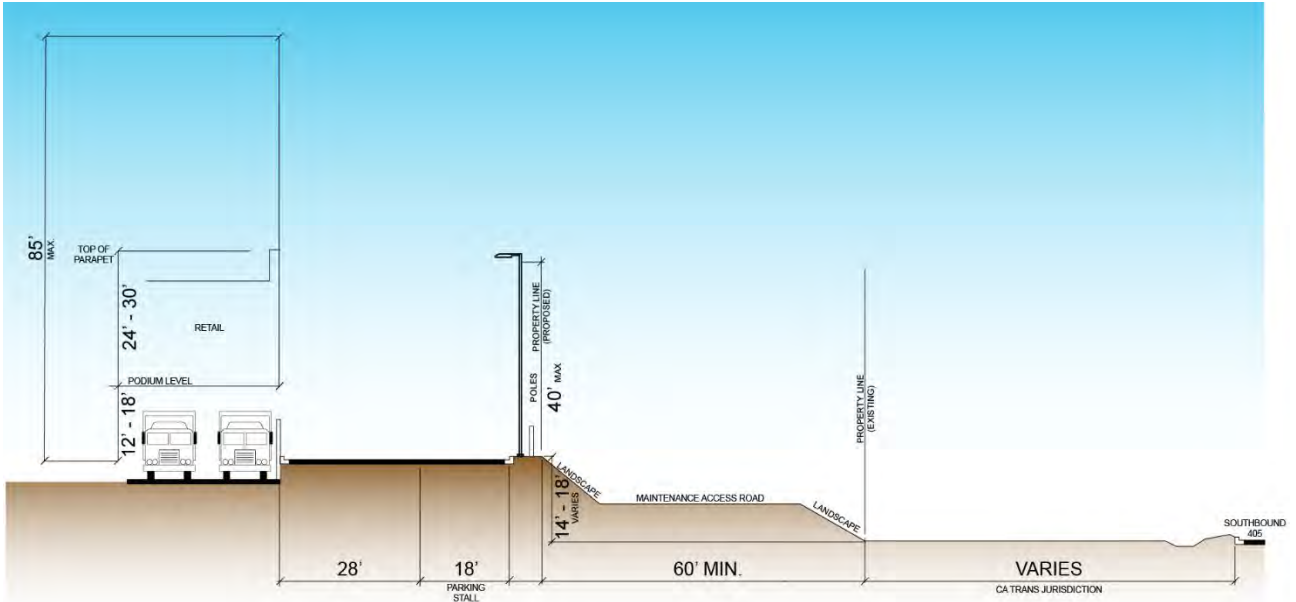
SOURCE: RE | Solutions LLC 2017

Figure 6.17 Section C – Typical Lenardo Drive Lighting



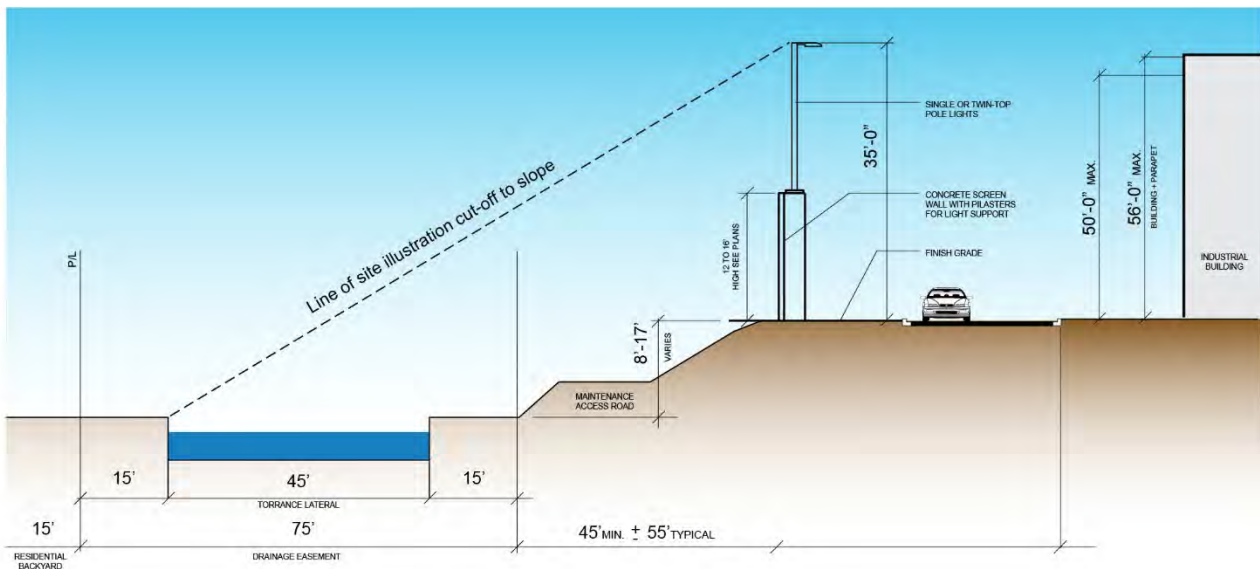
SOURCE: RE | Solutions LLC 2017

Figure 6.18 Section D – Private Drive Lighting



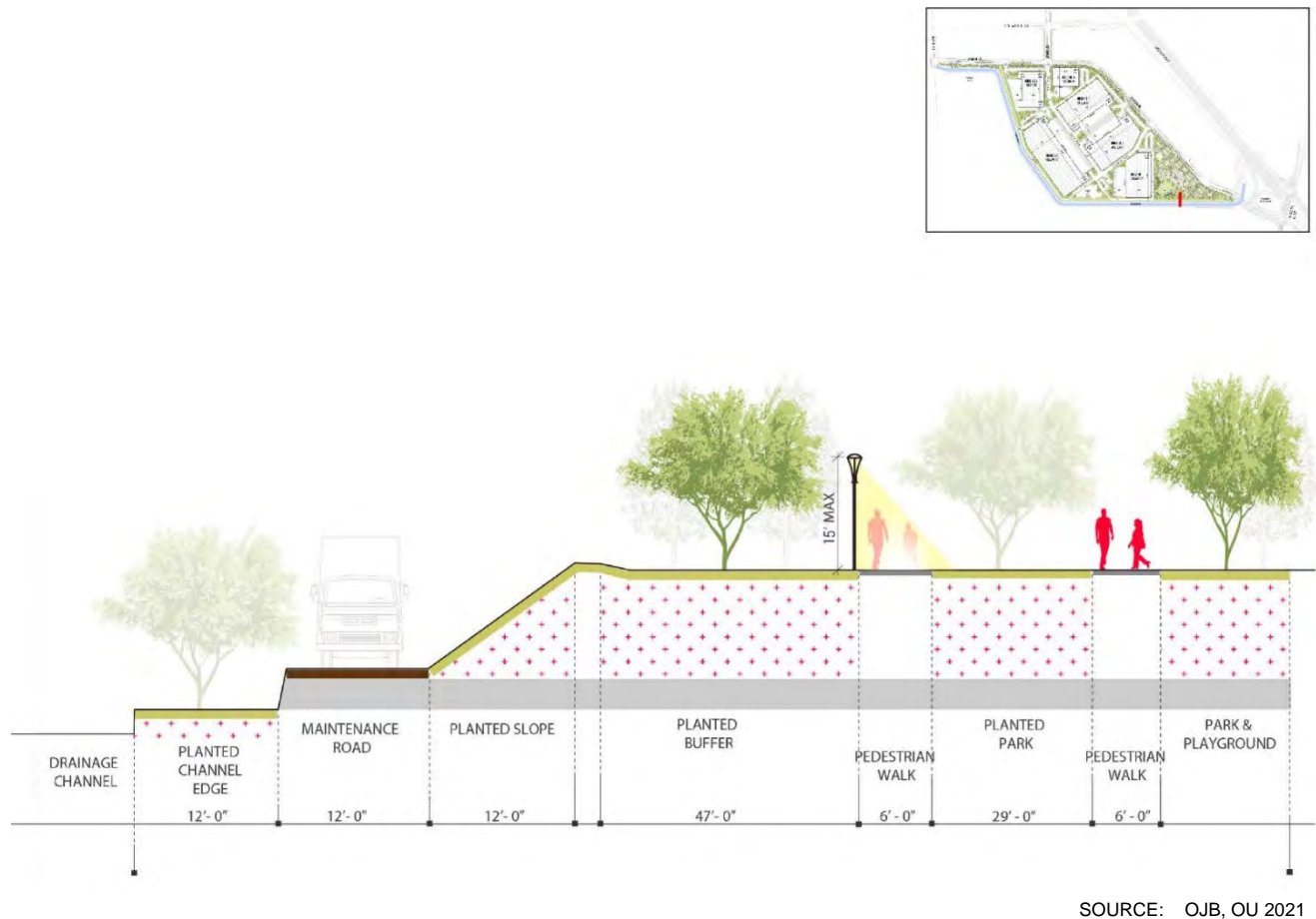
SOURCE: RE | Solutions LLC 2017

Figure 6.19 Section E – Freeway Edge (I-405/Specific Plan Area Interface) Lighting



SOURCE: RE | Solutions LLC 2017

Figure 6.20 Section F – Light Industrial Buildings A and F Loading Dock Lighting



SOURCE: OJB, OU 2021

Figure 6.21 Section G – Carson Country Mart Lighting

6.8 Drive-through, Service, Trash, and Utility Areas

- A. Stacking lanes for any drive-through food service windows shall accommodate a minimum of eight vehicles.
- B. Stacking lanes for drive-through restaurants shall be visually screened and shall be situated so as to not block any other drive aisle or parking spaces. Stacking lanes may be screened with a combination of ornamental fences, vegetation, and/or decorative walls.
- C. Drive-through restaurants should be adjacent to the sidewalk and/or open space and should have pedestrian access from the sidewalk for convenience. to create a sense of place. However, restaurants should be primarily adjacent to and/or screened by planting areas to conform with the park-like environment.
- D. Service, maintenance, storage, and trash areas shall be located in discreet places to the extent feasible while still allowing convenient access for each tenant, and screened with landscaping from adjacent public rights-of-way, public plazas, pedestrian corridors, and building façades.
- E. Except as set forth in Section 6.8.C and D, all trash and garbage bins shall be stored in an enclosure and designed to architecturally integrate within the overall design theme of the development. Except as set forth in Section 6.8.C, all exterior trash enclosures shall include a solid roof or canopy.

- F. Trash enclosures located in obscured areas such as behind buildings or adjacent to loading areas shall also be screened from view, but the design of the enclosure shall consist of solid fencing only—landscaping and decorative treatments are not required in these areas. At the discretion of the Community Development Director, screening or gates may not be required for trash areas not visible from public streets or pedestrian areas.
- G. Trash enclosures shall be constructed of substantial building materials used in the design of the building(s). Gates shall be constructed of durable building materials that screen a minimum of 80 percent of the view of the trash enclosure. Wood or chain-link gates are not permitted.
- H. Trash enclosures shall be located on a 4-inch concrete pad screened by a 6-foot-high decorative wall clad with stucco, brick, or with a material that is compatible with the architectural design of the adjacent building. Enclosures shall incorporate an opaque decorative gate, a screened pedestrian access door, and exterior enclosures should have a decorative solid roof or canopy to provide visual screening.
- I. Trash enclosure design shall be approved by the Community Development Director prior to issuance of any building permit(s).
- J. When nonresidential buildings are to be constructed adjacent to existing residential uses, loading and delivery shall be planned to occur on the side of the building, away from residences when feasible. Loading and delivery areas shall not be located in a required setback area, with odors to be mitigated by walls and/or setback areas where feasible.
- K. Service areas, enclosures, and loading docks shall be designed so that they are not directly visible from a public street or shall be appropriately screened. Screening shall be achieved through a combination of building design, walls, landscaping, and/or siting of outdoor storage areas. Screening shall match the design of the building and the overall landscape design theme of the development.
- L. Truck loading docks for each building adjacent to the Torrance Lateral shall be screened from surrounding residents through the use of landscaping and/or sound walls.
- M. Truck maneuvering/circulation areas adjacent to residential properties shall be designated to prohibit trucks from parking and idling in these locations, except in approved loading spaces or docks.
- N. Outdoor storage enclosures in light industrial areas shall be screened from public view.

6.9 Access and Deliveries

- A. All development within the 157-Acre Site shall be accessible via public roads, private roads or access easements.
- B. Short-term parking for delivery of mail, small shipments and other pick-ups/deliveries shall be provided so as not to impede overall circulation.
- C. Site circulation and access shall allow for and facilitate emergency access to the site and all buildings within the 157-Acre Site.

6.10 Artistic Features

Artwork is an instrumental feature of this 2021 Amendment that is intended to create a connection between the public and the Specific Plan Area. Artistic features make spaces more interesting, help to distinguish one place from another by creating landmarks that are easily recognizable, and create a unique shopping, working, and living environments. Artistic features also make public spaces more welcoming. Unless otherwise provided by a Development Agreement entered into by the City with any applicant/developer for any Planning Area or by ordinance approved by the City for any Planning Area or portion thereof, the following

artistic feature requirements and guidelines shall apply to all construction within the Specific Plan Area, as further described below:

6.10.1 Artistic Feature Requirements

- A. Artistic features within the Specific Plan Area shall be provided for the following:
 - 1. New development having total project costs of \$300,000 or more, as determined by the City's valuation of building permits issued for the development;
 - 2. Expansion of existing buildings or remodeling of existing buildings when any such work has a building permit valuation of \$300,000 or more.
- B. The artistic features provided within each Planning Area shall have a value equal to 0.5 percent of the total building costs (as determined by the City's reasonable estimations for building permit valuations), excluding any purchase price for the land, site development (i.e., all site development below the foundation layer/foundation slab; all costs of the foundation slab, BPS improvements, and additional costs required for development above the subsurface layer of the site shall be included in the measurement of the building costs; all other site development shall be excluded from the calculation), off-site requirements, and remediation costs. The value of the artwork shall include the art piece itself and the cost of installation.
- C. Artistic features shall be installed concurrently with the construction of each building that triggers the artistic features requirement; or the value of the required artistic features for each building can be consolidated, or banked, and applied to the provision of larger installations that serve multiple buildings.
- D. The artistic features requirements shall not apply to reconstruction of structures that have been damaged by fire, flood, wind, earthquake, or other calamity.

6.10.2 General Provisions

- A. Artwork siting and its visibility are important design considerations. The artistic features shall be easily visible to the general public and be located in areas specifically designated on the approved building plans. Appropriate locations may include entryways, entry signage, publicly accessible private open space, parks, plazas, pathways, and building exteriors.
- B. Installation of the artistic features shall be planned and implemented allow for unobstructed public viewing from as many angles as possible.
- C. The artistic features shall be constructed of permanent materials with a high level of durability and weather resistance and requiring a low level of maintenance.
- D. The continued maintenance of the artistic features in the Specific Plan Area shall be the responsibility of the applicable Planning Area developer (and its successors/assigns). Stolen or vandalized art must be replaced or repaired as close as possible to its original form.
- E. The artistic features must be designed by artists with experience and knowledge of monumental-scale artwork.
- F. All forms of original visual art are encouraged, including but not limited to:
 - 1. Painting of all media, such as portable and permanently affixed works such as murals;
 - 2. Sculptures, which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, architectural, etc. in any material or combination of materials;

3. Other visual media including but not limited to: prints, drawings, stained glass, artistic lighting, mosaics, photography, clay, wood, metals, paving, plant materials, plastics, or other durable and weather-resistant materials.
- G. A wide range of style, materials, and types of artworks is encouraged to assure a balanced and interesting collection.
 - H. Artwork shall be constructed in a size proportional to the scale of the development.
 - I. Artwork shall be an integral part of the landscaping and/or architecture of building development within any Planning Area.
 - J. Exterior artistic features should be adequately lit to be clearly visible from sidewalks during evening hours. Interior artworks should be adequately lit during all hours of public access.
 - K. Artworks shall be a permanent part of any development within any Planning Area and must remain in place for the life of the development. If any development within the Specific Plan Area is rebuilt or remodeled, the required art shall be re-created according to this Section of the Specific Plan.

When property within the Specific Plan Area is transferred to new owners, they shall be informed of their responsibility to maintain the artwork and surrounding landscaping and lighting and of their inability to remove any existing artwork without written City approval.

6.11 Noise

Noise sources in the proximity of the Specific Plan Area include roadway noise from the San Diego Freeway (I-405 Freeway) and local roadways such as Main Street, which are located east and west of the Specific Plan Area, respectively. Del Amo Boulevard is also a predominant noise source. Traffic on the Harbor Freeway (I-110 Freeway) and Avalon Boulevard also contribute to noise levels at within the Specific Plan Area, although to a lesser degree due to the effect of distance, intervening buildings and topography. Other community noise sources include noise from commercial uses, industrial uses, and residential uses. Refer to the Project Characteristics detailed in the 2021 Draft SEIR. Refer also to 2022 SEIR Mitigation Monitoring and Reporting Program (MMRP) for all Mitigation Measures (MMs) and Project Design Features (PDFs) required under the 2022 SEIR, which shall apply to all development within PA1, PA2, and PA3.

6.11.1 General Provisions

- A. Where residential uses on or off-site are potentially exposed to interior or exterior noise levels greater than those permitted herein or otherwise by CMC Article V, Chapter 5, certification from a licensed acoustical engineer shall be obtained prior to issuance of a building permit to document attenuation to the applicable maximum levels. The exterior standards shall be measured at the closer of the property line of any applicable project within the Specific Plan Area or of the nearest noise sensitive use such as a patio, yard, or landscaped open space.
- B. Any loudspeakers associated with the drive-through lanes shall be operated in compliance with the City's Noise Ordinance.
- C. No drive-through service shall be permitted within 300 feet of a residential area unless a sound study determines that the noise impacts to the residential areas have been mitigated to an acceptable level as reasonably determined by the Community Development Director.
- D. No noise generating compressors, or other such equipment shall be placed on or near the property line adjoining any residential district or any property used for residential use.

- E. Commercial uses shall be designed and operated, and hours of operation limited, where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic, trash collection, routine deliveries.
- F. Prior to issuance of building permits for any residential development, the project Applicant shall submit a detailed acoustical study demonstrating that all structures will meet applicable City interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.
 - 1. The study shall be prepared by a City-approved acoustical expert, to the satisfaction of the Community Development Director.
 - 2. The study shall document projected ultimate noise exposure for residential space and shall demonstrate that design plans have incorporated adequate sound attenuation measures to achieve the applicable noise standards.
- G. Noise mitigation and proper design may include but shall not be limited to building orientation, sound walls, double- or extra-strength windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed in order to achieve the required level, means shall be provided for ventilation/cooling to provide a habitable environment.²⁰
- H. All light industrial loading dock areas will include concrete block walls and gated access for security and noise attenuation purposes. Such security walls will be between approximate 12 to 16 feet tall to buffer noise-sensitive uses from industrial loading dock areas.
- I. Any emergency generators for Buildings A and D within PA3(a) shall be located at the eastern side of their respective buildings.
- J. The Carson Country Mart shall include vegetation and 4- to 5-foot-high vegetated berms along the western and southern boundaries to provide a natural noise barrier to shield residents to the south of the Specific Plan Area.
- K. Hours of operation for all uses within PA3(b) will be limited to 6 a.m. to 11 p.m.
- L. Construction activity within PA2 and PA3 shall be exempt from the noise limitations imposed under the County of Los Angeles Noise Ordinance, as incorporated into the Carson Municipal Code. Specifically, noise limits set forth in Los Angeles County Code Section 12.08.440 (as amended by Carson Municipal Code Section 5502) and the corresponding penalties in Carson Municipal Code Section 5503 shall not apply within PA2 or PA3. Construction noise levels may be permitted within PA2 and PA3 up to the projected noise levels evaluated in the 2022 SEIR without need for a construction noise variance as required by County Municipal Code Section 12.08.580 (as further amended by Carson Municipal Code Section 5502).

6.12 Energy Conservation

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Energy Code Title 24, Part 6), referred to as the Title 24 standards, and the CALGreen Code (California Code of Regulations Title 24, Part 11) have codified many ways to reduce energy usage and preserve outdoor and indoor environmental quality. These regulations address lighting, building construction, and heating/cooling systems. Compliance with the California Building Energy Efficiency Standards and the CALGreen Code would result in a reduction of energy usage for any given building or complex. Additional steps can be taken to further reduce the energy usage and reduce operating costs of a building or complex. Development within

²⁰ The Specific Plan Area would be subject to the implementation of mitigation measures set forth in the 2022 SEIR Mitigation Monitoring and Reporting Program (MMRP).

the Specific Plan Area will meet or exceed the requirements of Title 24 and CALGreen through measures that may include but are not limited to the following:

- A. Use of light-colored roofing materials to reflect heat and reduce cooling requirements in residential and retail buildings. Energy Star–labeled roofing materials are encouraged.
- B. Installation of Energy Star–labeled appliances (e.g., water heaters) to the greatest feasible extent. Solar, electric (efficiency rating of at least 0.92), or lower-nitrogen-oxide (as defined by the Air Quality Management District) gas-fired water heaters are strongly encouraged.
- C. Installation of cool pavement is encouraged to the extent feasible and practicable.²¹
- D. Participation in programs offered by or sponsored by local utilities.
- E. Require food waste and recycling at special events. Before approving permits, require special events to prepare solid waste management plans to include food waste collection and recycling.^{22,23}
- F. In both residential and nonresidential development, new construction shall facilitate the installation and use of EV chargers as set forth in the 2022 SEIR MMRP which shall apply to all development within PA1, PA2, and PA3.
- G. Promote bicycling as a mode of transportation within the Specific Plan Area. Provide pedestrian, bicycle, and transit amenities in new developments. Comply with the Nonresidential Mandatory Measures of the CALGreen Code.²⁴
- H. Promote Tier 1, Tier 2, Green Building Ratings such as LEED, Build It Green/Green Point Rating System, or Energy Star–certified buildings.
- I. Encourage and support on-site installation and use of renewable and alternative energy generation systems for residential, commercial, and light industrial uses, including solar power (i.e., photovoltaic and thermal). Energy storage, microgrids, geothermal, biomass, and fuel cells.^{25,26} All light industrial buildings shall implement a combination of sky lights and solar photovoltaic (PV) infrastructure such that a minimum of 25 percent of the rooftops will include solar PV arrays at buildout (applicable to uses in PA3(a)) as set forth in the 2022 SEIR MMRP which details all Mitigation Measures (MMs) and Project Design Features (PDFs) required under the 2022 SEIR that apply to all development within PA1, PA2, and PA3.
- J. Promote water conservation through methods such as implementation of low-flow toilets, low-flow showerheads, low-flow fixtures and other water-saving appliances.
- K. Reclaimed water shall be used for non-potable water needs, if feasible.
- L. Encourage tree planting that maximizes shading to reduce the urban heat island effect.^{27,28}

²¹ Only applicable to PA1 and PA3.

²² South Bay Cities Council of Governments, *Climate Action Plan, City of Carson*, 2017, <https://ci.carson.ca.us/content/files/pdfs/planning/CAP.pdf>.

²³ Only applicable to PA1 and PA3.

²⁴ Only applicable to PA1 and PA3; PA2 applicability is limited to the Title 24 efficiency standards effective at the time that construction began.

²⁵ South Bay Cities Council of Governments, *Climate Action Plan, City of Carson*, 2017, <https://ci.carson.ca.us/content/files/pdfs/planning/CAP.pdf>.

²⁶ Only applicable to PA1 and PA3.

²⁷ South Bay Cities Council of Governments, *Climate Action Plan, City of Carson*, 2017, <https://ci.carson.ca.us/content/files/pdfs/planning/CAP.pdf>.

²⁸ Only applicable to PA1 and PA3.

- M. Encourage ridesharing and carpooling by requiring each light industrial tenant to have a designated coordinator to oversee a carpool match or other ride-share program for the facility.

6.13 Residential Unit Requirements

6.13.1 Private Storage Space

- A. Private Storage Space. Residential units within the PA1 (and potentially PA2, with the approval of an Administrative Permit) developed at densities of 25 units per acre or less shall have at least 200 cubic feet of enclosed, weather-proofed, and lockable storage space for the sole use of the unit owner. Units within the Specific Plan Area developed at densities over 25 units per acre shall have at least 100 cubic feet of private storage space as described below:
1. Such space may be provided within individual storage lockers, cabinets, or closets, and may be split among two locations. Moreover, it is the intention of this standard to require space over and above what is normally associated with the day-to-day functioning of the unit, such as guest, linen, or clothes closets or food pantries that are customarily within the unit. Thus, while providing such private storage space within the limits of the unit is not precluded, it shall be over and above that which would otherwise be provided within the unit.
 2. If such space is located within a common area within the Specific Plan Area, the residential association shall be responsible for the care and maintenance of the exterior surface of the space in order to ensure that the surface is maintained in a manner compatible with the architectural treatment of the development project. Regardless of the location, the precise architectural treatment of such space shall be approved by the Planning Division to ensure that such areas are safe, convenient, and unobtrusive to the functional and aesthetic qualities of the development project.

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CHAPTER 7

Implementation

7.1 Review and Approval Process

Approvals for any development within The District at South Bay Specific Plan Area shall be subject to the review authority and review processes set forth in this section. Unless subject to site plan and design review as indicated in Section 7.1.6, *Site Plan and Design Review*, uses that are “automatically permitted uses” or marked as “P” in Table 6.1, *Permitted Uses*, of this 2021 Amendment, shall not require any discretionary approval under this 2021 Amendment. Uses that are “permitted under specific conditions” or marked as “PC” are permitted if they meet all criteria outlined in Table 6.1, as verified and approved by the Community Development Director, and do not require discretionary approval. Carson Municipal Code (CMC) Article IX, Chapter 1, shall apply to matters not covered in this 2021 Amendment. If there is any conflict between the provisions of this 2021 Amendment and CMC Article IX, Chapter 1, the provisions of this 2021 Amendment shall control. Unless otherwise set forth below, to be valid, any appeal must be filed with the City Clerk in accordance with the provisions of CMC Section 9173.4, attached as Appendix C, within 15 days of the decision upon which the appeal is made, and failure to timely file an appeal is a failure to exhaust administrative remedies. Except as set forth in this Chapter 7, all appeals shall be governed by the provisions of CMC Section 9173.4. All decisions shall automatically become final unless a valid appeal is timely received. Notice of public hearings shall be provided, and hearings held in accordance with the provisions of the CMC. All items appealed shall be heard at the next available Planning Commission meeting or City Council meeting, as applicable.

7.1.1 Subdivisions

Unless specifically provided for in this 2021 Amendment, the regulations set forth in CMC Article IX, Chapter 2 (Subdivision Regulations), shall apply to all Divisions of Land hereafter made of property within the Specific Plan Area. Any (a) lot merger or (b) minor lot line adjustment between two or more existing adjacent parcels, where the land taken from one parcel is added to an adjacent parcel, and where a greater number of parcels than originally existed is not thereby created, shall not be deemed to be a Division of Land pursuant to the Subdivision Regulations and shall instead be approved, consistent with the California Subdivision Map Act, Government Code Section 66400 et seq. (Subdivision Map Act), and a certificate of compliance may be issued upon the approval of such lot merger or lot line adjustment by the Community Development Director.

7.1.2 Residential Condominiums

The regulations set forth in CMC Article IX, Chapter 3 (Standards and Criteria for Residential Condominiums), shall not apply to residential condominiums within this 2021 Amendment.

7.1.3 Review Authority

This 2021 Amendment shall be administered by the City Council, the Planning Commission, and the Community Development Director (each a “Review Authority”). The authority of each Review Authority with respect to each discretionary action described in this Section 7.1 shall be as set forth in **Table 7.1, *Decision and Appeal Authority of Each Review Authority***.

**TABLE 7.1
DECISION AND APPEAL AUTHORITY OF EACH REVIEW AUTHORITY**

Type of Permit ^a	Decision and Appeal Authority		
	Community Development Director	Planning Commission	City Council
Specific Plan Amendment	Recommend	Recommend	Decision
Specific Plan Adjustment	Decision	Appeal	—
Administrative Permit	Decision	Appeal ^c	—
Site Plan and Design Review ^b	Recommend	Decision	Appeal
Conditional Use Permit	Recommend	Decision	Appeal
Uses Permitted with Specific Conditions	Decision	Appeal ^c	—

NOTES:

^a When a site plan and design review, conditional use permit, administrative permit, or permit with specific conditions application is processed in conjunction with a Specific Plan Amendment, then notwithstanding this Table 7.1, the determination of the Review Authority and the process for consideration and approval may, at the discretion of the Community Development Director, be determined pursuant to Section 7.1.10, *Concurrent Entitlement Consideration with Specific Plan Amendment*.

^b If the proposed new construction or modification has an estimated valuation of \$250,000 or less, site plan and design review may be approved administratively by the Community Development Director (no public hearing), with right of appeal to the Planning Commission and then the City Council.

^c The appeal may only be initiated by the applicable applicant.

7.1.4 Specific Plan Amendments

Amendments to this Specific Plan shall be processed in accordance with the applicable provisions of State law provided in California Government Code Section 65450 et seq. The procedure in CMC Section 9172.11 shall be followed for hearing, notice and decision of an amendment to the Specific Plan by the Planning Commission and City Council. Each request for amendment shall specify the sections or portions of the Specific Plan that are affected by the amendment. Consideration of a Specific Plan amendment may be initiated by the Planning Commission or the City Council or upon the written request of any person, consistent with CMC Section 9172.11.

The following changes to PA3(a) vehicle and truck parking require a Specific Plan Amendment, pursuant to this Section:

- a) An increase in the total number of vehicular and/or van parking spaces attributable to the warehouse/logistics based light industrial uses proposed throughout all of PA3(a) (i.e., increase in total van/vehicle parking spaces for Buildings A-F) by more than 10 percent. This limitation shall not apply to an increase in parking stalls for any office or other non-warehouse/logistics uses proposed at PA3(a);
- b) An increase in the total number of vehicular and/or van parking spaces attributable to the warehouse/logistics based light industrial uses by more than 10 percent within any individual PA3(a) building or parcel. This limitation shall not apply to an increase in parking stalls for any office or other non-warehouse/logistics uses proposed in any single PA3(a) building or parcel;

- c) An increase in the total number of truck parking stalls by more than 20% for the light industrial uses proposed throughout all of PA3(a) (i.e., total number of truck stalls for Buildings A-F).
- d) An increase in the total number of truck parking stalls by more than 20% for any individual light industrial building or parcel located within PA3(a).

As part of an application for a Specific Plan Amendment to change the amount of parking as described above, the Applicant must include a site plan showing how the changes relate to the entire PA3(a) master planned area.

A Specific Plan Amendment shall be required for FAR below 0.25 for any parcel within PA3(a) or for the entire PA3(a) area.

A Specific Plan Amendment shall be required for FAR above 0.50 for the entire PA3(a) area.

7.1.5 Specific Plan Adjustments

Notwithstanding the foregoing, the Community Development Director shall be entitled to issue an “Adjustment” to any terms, provisions, regulations, standards, or conditions contained in this Specific Plan, following a written finding confirming that the proposed Adjustment satisfies each of the following requirements, in addition to any other required Specific Plan findings that may be required (such findings to be issued by the Director unless determined by the Director that such review shall require Planning Commission or City Council review and approval):

- (a) That there are special circumstances applicable to the proposed project upon the 157-Acre Site that make the strict application of the terms, regulations, and provisions of this 2021 Amendment impractical;
- (b) That in granting the Adjustment, the Director has imposed project requirements and/or decided that the proposed Adjustment substantially complies with all applicable Specific Plan regulations, terms, and conditions;
- (c) That in granting the Adjustment, the Director has considered and found no detrimental effects of the Adjustment on surrounding properties and public rights-of-way; and
- (d) That the Adjustment incorporates mitigation measures, monitoring of measures when necessary, or alternatives identified in the environmental review that would mitigate the negative environmental effects of the project, to the extent physically feasible.

7.1.6 Administrative Permits

A. Authority

An Administrative Permit is required (i) to approve those uses specifically identified as requiring an Administrative Permit in Table 6.1, *Permitted Uses*, of this 2021 Amendment and to verify compliance with the regulations, standards, and requirements of this 2021 Amendment, or (ii) where a minor change, deviation or modification is requested to the regulations, standards, and requirements herein. The Community Development Director shall review the application for Administrative Permit with particular attention to the location, design configuration, and operational characteristics of the proposed development and other land uses that would be developed under this 2021 Amendment. The action on an

Administrative Permit by the Director is ministerial; therefore, and Administrative Permit is not subject to CEQA and does not require public notice or a hearing.

B. Minor Deviations

The Community Development Director is authorized by Administrative Permit to approve a minor change, deviation or modification to the provisions under this 2021 Amendment to allow the following:

1. A decrease in setback requirements not exceeding 10 percent.
2. Height of walls or fences to be increased by a maximum of 1 foot.
3. Expansion or reduction of the net acreage covered by a given Planning Area within the Specific Plan Area by a maximum of 10 percent (and accompanying expansion or reduction of the net acreage covered by a given Land Use Category).
4. A decrease of not more than 10 percent in landscape coverage in parking lot areas.
5. An increase in sign area and/or number of signs of not more than 10 percent and/or a relocation of sign location or an increase in sign height of not more than 10 percent.
6. A decrease in parking requirements of not more than 10 percent, subject to approval by the Community Development Director following receipt of a parking demand study.
7. A change in exterior color from the approved color for the exterior of any improvement.
8. Other minor changes, deviations or modifications of a similar nature to those listed above, which are deemed minor by the Community Development Director, including (i) minor changes, deviations or modifications to landscape materials, signage, wall materials, wall alignment, entry design and streetscape design, and (ii) minor modifications to the development standards, design standards and guidelines set forth in Chapters 6 and 7 of this 2021 Amendment, provided such changes, deviations or modifications pursuant to either clause (i) or (ii) above do not exceed 10 percent of the applicable standard, and are consistent with the intent of the design guidelines and 2021 Amendment.

C. Procedure

1. Decisions by Community Development Director on Administrative Permits

Except as set forth in Section 7.1.5.C.2 (below), all Administrative Permit applications shall be decided by the Community Development Director and, notwithstanding any provision of the CMC to the contrary, without a public hearing. In reviewing any application for an Administrative Permit, the Director shall initially perform a CEQA check to determine whether environmental review under CEQA is necessary, and if so, shall refer the application to the Planning Commission for discretionary review. Any Applicant may appeal the determination of the Director to the Planning Commission.

2. Referral to Planning Commission

The Community Development Director may refer any Administrative Permit application for a public hearing before the Planning Commission that the Community Development Director determines is inconsistent with the regulations, standards, and requirements hereunder or could pose environmental impacts not previously studied in the 2022 SEIR.

7.1.7 Site Plan and Design Review

A. Applicability

Site plan and design review is required for (i) all projects within the Specific Plan Area for which a building permit is required (including all exterior alterations or exterior installations for an existing building); (ii) the erection, replacement, or alteration of signage not in conformance with an approved

comprehensive sign program and/or Master Sign Program; (iii) landscaping associated with any project development / construction and alterations thereto.

B. Process

For all matters for which site plan and design review is required, a development plan, as defined in CMC Section 9191.184, shall be submitted to the Carson Planning Division. If site plan and design review and an administrative permit are required for any development or use, the administrative permit shall automatically issue without further action of the City upon approval by the City of the site plan and design review. Notwithstanding the foregoing, it is recognized that the conceptual site plan shown in Figure 4.1 in this 2021 Amendment, the internal streetscape and vehicular and multi-modal circulation concepts (Figures 5.1 through 5.15), the infrastructure concept plans (Figures 5.16 through 5.18), the landscape theme areas (Figures 6.2 through 6.9), conceptual wall locations (Figure 6.10), conceptual sign locations (Figures 6.11 through 6.13) and site lighting (Figures 6.14 through 6.21) diagrams are conceptual only, and other solutions, locations, and/or concepts may be proposed and reviewed during the site plan and design review process without requiring a Specific Plan amendment.

C. Authority

The Community Development Director shall review each application for site plan and design review and make a recommendation to the Planning Commission for action on the development plan/modification. If the development plan/modification complies with all applicable requirements and standards of this section and other laws and regulations, and the Planning Commission finds that the criteria of Section 7.1.6.D are adequately met, or can be met if specified conditions are observed, the development plan shall be approved, subject to such specified conditions. If the Planning Commission finds that the proposal cannot meet and cannot be modified to meet the requirements of this section and the above criteria, the development plan shall be disapproved. In all cases, findings shall be made concerning the grounds for approval or disapproval. Notice of the decision by the Planning Commission shall be given as provided in CMC Section 9173.32. Any change, modification to, or deviation from a development plan approved in accordance with the site plan and design review procedures set forth in this Section 7.1.6, *Site Plan and Design Review*, shall be processed pursuant to an administrative permit application pursuant to Section 7.1.5.

D. Required Findings

In acting to approve or conditionally approve an application for site plan and design review, the Planning Commission shall make the following findings:

1. That the development plan is in conformity with the applicable permitted uses and development standards set forth in Tables 6.1, *Permitted Uses*, and 6.2, *General Development Standards*, of this 2021 Amendment, and is in substantial conformity with the applicable common space; landscape; walls and fences; signage; lighting; service, trash, and utility areas; artistic features; noise; energy conservation; and residential unit provisions set forth in Chapter 6, *Development Standards*, of this 2021 Amendment;
2. That the development plan is in substantial conformity with all applicable 2021 Amendment development standards set forth in Chapter 6, *Development Standards*, of this 2021 Amendment and the intent of this 2021 Amendment;
3. That the development plan is compatible with the General Plan and this 2021 Amendment; and
4. That the proposed use and development will be compatible with the intended character of the Specific Plan Area.

7.1.8 Conditional Use Permits

Applications for the uses set forth in Table 6.1, *Permitted Uses*, p. 6-3 of this 2021 Amendment, that require approval of a conditional use permit shall be processed in accordance with the provisions of CMC Section 9172.21, except that, in addition to the findings required under Section 9172.21, the following additional findings shall be made:

- A. That the development is compatible with the General Plan and this 2021 Amendment and substantially complies with the development standards and guidelines set forth under Chapter 6, *Development Standards* of this 2021 Amendment;
- B. That the site is adequate in size, shape, topography, location, utilities, and other factors to accommodate the proposed use and development;
- C. That the proposed use and development substantially complies with the intent and applicable goals and policies of this 2021 Amendment; and
- D. That the proposed use and development will be compatible with the intended character of the Specific Plan Area.

7.1.9 Uses Permitted with Specific Conditions

Alcohol sales and drive-through uses are permitted with specific conditions as defined below following approval of an application for same from the Community Development Director. Such uses, so long as they are in compliance (and continue to comply) with these specific conditions shall be permitted within PA3(b) as identified in Table 6.2, *General Development Standards*. The action on an application for an alcohol sale or drive-through restaurant use shall be made by the Community Development Director and shall be ministerial; therefore, the approval is not subject to CEQA and does not require public notice or a hearing (except as specifically provided below).

A. Procedure

1. Decisions by Community Development Director on Uses Permitted with Specific Conditions

Except as set forth in Section 7.1.8.A.2 (below), all applications for Uses Permitted with Specific Conditions shall be reviewed by the Community Development Director to determine compliance and consistency with the conditions set forth below, along with all other regulations, standards and requirements provided herein, and shall be decided by the Community Development Director. The Applicant shall be entitled to appeal the determination of the Director to the Planning Commission.

2. Referral to Planning Commission

The Community Development Director may refer any application for a Use Permitted with Specific Conditions for a public hearing before the Planning Commission that the Community Development Director determines is inconsistent with the conditions set forth below (for Alcohol Sales and Drive-Through Restaurants) or could have impacts on surrounding land uses or to public health, safety, and welfare.

B. Revocation, Modification, and Suspension

Any permit granted pursuant to this Section 7.1 may be revoked, modified or its use suspended, by the same decision-making authority and procedure which approved the permit under this title. Prior to taking any action the applicant shall be given notice by U.S. mail at least ten (10) business days prior to the date of the proposed revocation, modification or suspension and have an opportunity to be heard by the issuing

body prior to any such revocation, modification or suspension. However, a modification, suspension or revocation may only be issued on one or more of the following grounds:

1. The application request was fraudulently submitted.
2. The entitlement for which an approval was granted does not comply with the terms and conditions of the entitlement.
3. That one or more of the terms or conditions upon such permit or approval was granted have been violated.
4. The project subject to the permit or approval, or any portion thereof, is or has been used or maintained in violation of any statute, ordinance, law, or regulation.
5. The use for which the permit or approval was granted has been so exercised as to be detrimental to the public health, safety, or general welfare or as to constitute a nuisance

Alcohol Sales Permitted with Specific Conditions

1. The Sheriff's Department shall have the right to review the business owner's compliance with the terms and conditions set forth by this 2021 Amendment at any time. If any security and/or public safety concerns develop, the tenant shall work cooperatively with the Sheriff's Department to resolve these issues in a mutually accepted manner in accordance with the law.
2. Adequate security measures shall be provided as specified by the Sheriff's Department, including but not limited to, retaining trained staff and security personnel and providing security devices such as surveillance or burglar alarm systems.
3. It shall be unlawful for any person who is intoxicated or under the influence of any drug, chemical, or substance to enter, be at, or remain upon the licensed premises as set forth in Business and Professions Code Section 25602.
4. The tenants shall ensure that noise mitigation measures be taken to the fullest extent possible to prevent noise from adversely impacting the surrounding area.
5. The person(s) holding the business license for the premises shall be responsible for reimbursing the City of Carson for costs associated with the provisions of extraordinary Sheriff's Department services required to ensure the safety of the community and/or patrons resulting from incidents related to the establishment.
6. Alcohol sales shall not occur after 10 p.m. No "after hours" operations shall be permitted.
7. Minors are expressly forbidden from possessing, consuming, serving, or selling alcoholic beverages.
8. The establishment shall comply with all relevant laws relating to the sale and on-site consumption of alcoholic beverages and shall operate only under a license issued by the California Department of Alcoholic Beverage Control (ABC). Such license shall be provided to the Community Development Director for review and confirmation prior to approval of the use.
9. Adherence to all California ABC regulations prohibiting the sale of alcohol to person under the age of 21 years shall be strictly enforced.
10. The owner of the establishment shall maintain all required permits and/or licenses for the sale of alcoholic beverages in good standing.
11. It shall be the responsibility of the applicant / licensee to provide all staff with the training necessary to gain the knowledge and skills that will enable them to comply with their responsibilities under law.

Drive-Throughs Permitted with Specific Conditions

1. The tenant/operator of the drive-through must be an upscale/gourmet/fast-casual restaurant operator that has locations in other areas that are solely restaurant uses (without a drive-through) and shall not consist of traditional fast-food drive-throughs such as McDonalds, Taco Bell, or Carl's Jr. The applicable operator/tenant shall be subject to approval by the Community Development Director based on the conditions and requirements contained herein.
2. The tenant shall install security cameras to monitor the drive-through aisle, cash register area(s), and entrances/exits, as a deterrent to criminal should problems ever occur.
3. The Sheriff's Department shall have the right to review the business owner's compliance with the terms and conditions set forth by this Specific Plan at any time. If any security and/or public safety concerns develop, the tenant shall work cooperatively with the Sheriff's Department to resolve these issues in a mutually accepted manner in accordance with all applicable laws.
4. No drive-through service shall be permitted within 300 feet of a residential area unless a sound study determines that the noise impacts to the residential areas have been mitigated to an acceptable level as reasonably determined by the Director of Community Development.
5. The drive-through service window shall only provide service to customers in vehicles.
6. Drive-through cueing space shall be provided for a minimum of eight vehicles.
7. Alcoholic beverages shall be strictly prohibited from being transferred or taken outside the premises.
8. The loudspeaker associated with the drive-through lane shall be operated in compliance with the City of Carson Noise Ordinance.
9. No noise-generating compressors or other such equipment shall be placed on or near the property line adjoining any residential district or any property used for residential use.
10. Tenants shall collect on-site and off-site litter including food wrappers, containers, and packaging from restaurant products generated by customers within a radius of 150 feet of the restaurant at all times.
10. In the event that the auto queue area of any drive-through restaurant exceeds the allotted capacity, the Applicant shall provide, and have available at all times, an on-site parking lot attendant to prevent automobiles from blocking through traffic.
11. Drive-through restaurants may only operate between the hours of 7 a.m. and 11 p.m. Monday through Sunday.

7.1.10 Other Considerations

1. Prior to the issuance of any building permit, a report on the internal circulation system for the proposed improvements/development shall be submitted by the Applicant to and approved by the Traffic Engineer. The internal roadways, drive aisles, on-site intersection spacing, access openings, sidewalks, and pedestrian and bike paths shall be constructed pursuant to the approved report.
2. A public safety plan that addresses on-site security for each PA within the Specific Plan Area shall be submitted for approval by the City with consultation with the Los Angeles County Sheriff's Department prior to the issuance of any building permit for vertical construction.
3. No residential building permits for PA1 or PA2 shall be granted until DTSC has issued its consent or non-objection to the development of residential uses in such location based upon the RAP.
4. Prior to issuance of any grading or building permit, a construction truck traffic routing plan shall be submitted to and approved by the Traffic Engineer. The truck traffic routing plan shall emphasize routes that would avoid residential areas.

5. The Applicant shall submit two sets of lighting plans drawn, stamped, and signed by a licensed lighting consultant. Such plans are to be approved by the Community Development Director prior to the issuance of any building permit.
6. The Applicant shall submit two sets of landscaping and irrigation plans, drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Community Development Director prior to the issuance of any building permit.
7. Wall and fence plans must be submitted to and approved by the Community Development Director prior to the issuance of any building permit.
8. Applications for a comprehensive sign program shall comply with the procedures established by Section 6.6, Signage.
9. Prior to issuance of building permits for residential units, unless determined by the Community Development Director, the Applicant shall submit a detailed acoustical study demonstrating that all project structures will meet applicable city interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.
10. Notwithstanding the provisions of CMC Section 9173.1, if the City has taken a final action to deny an application, the same application or substantially the same application shall not be submitted within a 6-month period without the consent of the Community Development Director.

7.1.11 Concurrent Entitlement Consideration with Specific Plan Amendment

Notwithstanding any other provision of Table 7.1, *Decision and Appeal Authority of Each Review Authority*, when a site plan and design review, comprehensive sign program, conditional use permit, administrative permit, or permits issued with specific conditions application is processed in conjunction with any Specific Plan Amendment, then the matter may be considered concurrently with consideration of the Specific Plan Amendment. If the Community Development Director so elects, the Planning Commission shall not be a decision Review Authority but instead shall make a recommendation to the City Council as to all related items concurrently with its recommendation on the Specific Plan Amendment, and the City Council shall be the decision Review Authority.

7.2 Infrastructure and Remediation Financing

The 157-Acre Site comprises a former landfill, which requires remediation and infrastructure development as a condition to any vertical project development. Such remediation and infrastructure may be financed through a combination of public and private funds (from each developer/Applicant, the terms of which shall be subject to negotiation between the Carson Reclamation Authority [as the owner and responsible party for the landfill conditions]). Financing mechanisms could include but are not limited to community facilities districts, developer-constructed facilities in lieu of fee payment, and state and federal funding that may become available.

7.3 Phasing

Construction work upon the 157-Acre Site is anticipated to begin in 2022 and will be completed in phases, with the intent for final buildout of the full 157-Acre Site in 2026. The District at South Bay will be

developed in phases in coordination with implementation of the approved RAP approved by and subject to the oversight of DTSC. The principal phases of construction include implementation of the RAP, on-site and off-site infrastructure construction, and vertical construction of each PA (which themselves may be phased).

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Appendix A
**The District at South Bay
Plant Palette**

TABLE A.1
PLANT PALETTE

AL = Adapted to region L = Low supplemental water needs			LM = Low to moderate supplemental water needs M = Moderate supplemental water needs			VL = Very low water needs		
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California						
Trees								
<i>Acacia decurrens</i>	Green Wattle	AL						
<i>Acacia farnesiana</i>	Sweet Acacia	L						
<i>Acacia pendula</i>	Weeping Myall	L						
<i>Acacia retinodes</i>	Water Wattle	L						
<i>Acacia smallii</i>	NCN	L						
<i>Aesculus californica</i>	California Buckeye	AL						
<i>Agonis flexuosa</i>	Peppermint Tree	M						
<i>Angophora costata</i>	Gum Myrtle	L						
<i>Arbutus x 'Marina'</i>	Marina Strawberry Tree	L						
<i>Arbutus unedo</i>	Strawberry Tree	L						
<i>Cassia Spectabilis</i>	Crown of Gold Tree	M						
<i>Ceanothus arboreus</i>	Feltleaf Ceanothus	L						
<i>Ceanothus 'Ray Hartman'</i>	NCN	AL						
<i>Ceanothus thrysiflorus</i>	Blue Blossom	AL						
<i>Ceratonia siliqua</i>	Carob Tree	AL						
<i>Cercidium spp & cvs</i>	Palo Verde	L						
<i>Cercis occidentalis</i>	Western Redbud	L						
<i>Chilopsis linearis</i>	Desert Willow	L						
<i>Chitalpa tashkentensis</i>	Chitalpa	L						
<i>Cupressus arizonica</i>	Arizona Cypress	L						
<i>Cupressus glabra</i>	Smooth Arizona Cypress	L						
<i>Cupressus macrocarpa</i>	Monterey Cypress	L						
<i>Cupressus sempervirens</i>	Italian Cypress	L						
<i>Dracaena draco</i>	Dragon Tree	L						
<i>Feijoa sellowiana</i>	Pineapple Guava	L						
<i>Geijera parviflora</i>	Australian Willow	L						
<i>Juglans californica</i>	S. California Black Walnut	AL						
<i>Juniperus chinensis 'Torulosa'</i>	Hollywood Juniper	L						
<i>Juniperus virginiana</i>	Eastern Redcedar	LM						
<i>Laurus nobilis</i>	Sweet Bay	L						
<i>Leptospermum laevigatum</i>	Australian Tea Tree	AL						
<i>Leptospermum scoparium</i>	New Zealand Tea Tree	LM						
<i>Lophostemon conferta & cvs</i>	Brisbane Box	M						
<i>Lyonothamnus floribundus & var.</i>	Catalina Ironwood	AL						
<i>Melaleuca armillaris</i>	Drooping Melaleuca	L						
<i>Melaleuca linariifolia</i>	Flaxleaf Paperbark	L						
<i>Melaleuca quinquenervia</i>	Cajeput Tree	L						
<i>Melia azedarach & cv</i>	Chinaberry	AL						
<i>Pinus canariensis</i>	Canary Island Pine	L						

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PLANT PALETTE

AL = Adapted to region L = Low supplemental water needs	LM = Low to moderate supplemental water needs M = Moderate supplemental water needs	VL = Very low water needs
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
<i>Pinus eldarica</i>	Afghan Pine	L
<i>Pinus halepensis</i>	Aleppo Pine	AL
<i>Pinus pinea</i>	Italian Stone Pine	L
<i>Pinus radiata</i>	Monterey Pine	AL
<i>Pinus torreyana</i>	Torrey Pine	AL
<i>Pittosporum phillyraeoides</i>	Willow Pittosporum	L
<i>Platanus racemosa</i>	Western Sycamore	M
<i>Prunus caroliniana</i>	Carolina Laurel Cherry	L
<i>Punica granatum</i> & cvs	Pomegranate	L
<i>Quercus agrifolia</i>	Coast Live Oak	AL
<i>Quercus douglasii</i>	Blue Oak	AL
<i>Quercus engelmannii</i>	Mesa Oak	AL
<i>Quercus ilex</i>	Holly Oak	L
<i>Quercus lobata</i>	Valley Oak	L
<i>Quercus suber</i>	Cork Oak	L
<i>Robinia ambigua</i> & cvs	Locust	L
<i>Sambucus caerulea</i>	Blue Elderberry	AL
<i>Vitex angus-castus</i>	Chaste Tree	L
<i>Yucca gloriosa</i>	Spanish Dagger	L
Palms		
<i>Brahea armata</i>	Blue Hesper Palm	L
<i>Brahea edulis</i>	Guadalupe Palm	L
<i>Butia capitata</i>	Pindo Palm	L
<i>Phoenix sylvestris</i>	Silver Date Palm	M
<i>Phoenix dactylifera</i>	Date Palm	L
<i>Trachycarpus fortunei</i>	Windmill Palm	L
Shrubs and Vines		
<i>Acacia cultriformis</i>	Knife Acacia	AL
<i>Acacia cognata</i> 'Cousin Itt'	River Wattle	M
<i>Acacia farnesiana</i>	Sweet Acacia	L
<i>Acacia redolens</i>	Prostrate Acacia	VL
<i>Acacia retinodes</i>	Water Wattle	L
<i>Aesculus californica</i>	California Buckeye	AL
<i>Arbutus unedo</i> 'Compacta'	Dwarf Strawberry Tree	L
<i>Arctostaphylos densiflora</i> & cvs	Sonoma Manzanita	L
<i>Arctostaphylos edmundsii</i>	Little Sur Manzanita	L
<i>Arctostaphylos hookeri</i>	Monterey Manzanita	L
<i>Artemisia arborescens</i>	Shrubby Wormwood	AL
<i>Artemisia californica</i> & cvs	California Sagebrush	AL
<i>Artemisia</i> 'Powis Castle'	NCN	AL

TABLE A.1
PLANT PALETTE

AL = Adapted to region L = Low supplemental water needs			LM = Low to moderate supplemental water needs M = Moderate supplemental water needs			VL = Very low water needs		
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California						
<i>Bambusa oldhamii</i>	Giant Timber Bamboo	M						
<i>Bougainvillea species & cvs</i>	Bougainvillea	LM						
<i>Caesalpinia species</i>	Bird-of-paradise Bush	L						
<i>Carpenteria californica</i>	Bush Anemone	L						
<i>Cassia artemisioides</i>	Feathery Cassia	L						
<i>Cassia nemophila</i>	Desert Cassia	L						
<i>Cassia odorata</i>	Spreading Cassia	L						
<i>Cassia phyllodinea</i>	Silvery Cassia	L						
<i>Ceanothus arboreus</i>	Feltleaf Ceanothus	L						
<i>Ceanothus 'Concha'</i>	NCN	L						
<i>Ceanothus 'Dark Star'</i>	NCN	AL						
<i>Ceanothus 'Frosty Blue'</i>	NCN	AL						
<i>Ceanothus gloriosus & cvs</i>	Point Reyes Ceanothus	AL						
<i>Ceanothus griseus & cvs</i>	Carmel Ceanothus	AL						
<i>Ceanothus impressus</i>	Santa Barbara Ceanothus	L						
<i>Ceanothus 'Joyce Coulter'</i>	NCN	AL						
<i>Ceanothus 'Julia Phelps'</i>	NCN	AL						
<i>Ceanothus maritimus & cvs</i>	Maritime Ceanothus	AL						
<i>Ceanothus 'Ray Hartman'</i>	NCN	AL						
<i>Ceanothus thyrsiflorus & cvs</i>	Blue Blossom Ceanothus	AL						
<i>Ceanothus 'Yankee Point'</i>	Yankee Point Ceanothus	M						
<i>Cercis occidentalis</i>	Western Redbud	L						
<i>Chilopsis linearis</i>	Desert Willow	L						
<i>Cotoneaster horizontalis</i>	Rock Cotoneaster	L						
<i>Dendromecon species</i>	Bush Poppy	AL						
<i>Dodonaea viscosa</i>	Hopseed Bush	LM						
<i>Elaeagnus pungens</i>	Silverberry	L						
<i>Encelia californica</i>	California Encelia	AL						
<i>Eucalyptus lehmannii</i>	Bushy Yate	AL						
<i>Feijoa sellowiana</i>	Pineapple Guava	L						
<i>Fremontodendron species & cvs</i>	California Flannel Bush	AL						
<i>Garrya elliptica</i>	Coast Silktassel	AL						
<i>Grevillea species & cvs</i>	Grevillea	L						
<i>Hakea suaveolens</i>	Sweet-scented Hakea	L						
<i>Hardenbergia violacea</i>	False Sarsaparilla	L						
<i>Jasminum species</i>	Jasmine	LM						
<i>Juniperus chinensis & cvs</i>	NCN	L						
<i>Juniperus sabina & cvs</i>	Savin Juniper	L						
<i>Juniperus scopulorum & cvs</i>	Rocky Mountain Juniper	L						
<i>Keckiella species</i>	Native Penstemon	AL						

TABLE A.1
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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California	
<i>Lantana camara</i>	Yellow Sage		LM
<i>Lavandula species & cvs</i>	Lavender		L
<i>Lavatera species</i>	Mallow		AL
<i>Leonotis leonurus</i>	Lion's Tail		L
<i>Leptospermum laevigatum</i>	Australian Tea Tree		AL
<i>Leptospermum scoparium</i>	New Zealand Tea Tree		LM
<i>Leucadendron salignum 'Blush'</i>	Blush Leucadendron		L
<i>Leucophyllum species & cvs</i>	Cenizo		L
<i>Lupinus albifrons</i>	Silver Lupine		L
<i>Lupinus arboreus</i>	Coastal Bush Lupine		AL
<i>Macfadyena unguis-cati</i>	Cat's Claw		L
<i>Mahonia aquifolium</i>	Oregon Grape		M
<i>Mahonia 'Golden Abundance'</i>	NCN		L
<i>Mahonia nevinii</i>	Nevin Mahonia		L
<i>Mahonia pinnata & cvs</i>	California Grape		L
<i>Malosma laurina</i>	Laurel Sumac		AL
<i>Melaleuca armillaris</i>	Drooping Melaleuca		L
<i>Melaleuca nesophila</i>	Pink Melaleuca		AL
<i>Myrica cerifera</i>	Wax Myrtle		M
<i>Myoporum laetum & cvs</i>	NCN		L
<i>Myrica californica</i>	Pacific Wax Myrtle		LM
<i>Myrtus communis & cvs</i>	True Myrtle		L
<i>Parthenocissus ticuspidata</i>	Boston Ivy		M
<i>Philodendron xanadu</i>	Philodendron		M
<i>Phormium tenax 'Bronze'</i>	Bronze New Zealand Flax		L
<i>Plecostachys serpyllifolia</i>	NCN		L
<i>Plumbago auriculata</i>	Cape Plumbago		L
<i>Polygonum aubertii</i>	Silver Lace Vine		L
<i>Prunus caroliniana cvs</i>	Carolina Laurel Cherry		L
<i>Punica granatum & cvs</i>	Pomegranate		L
<i>Rhus integrifolia</i>	Lemonade Berry		AL
<i>Rosa banksiae</i>	Lady Banks' Rose		LM
<i>Rosa floribunda 'Iceburg'</i>	Iceburg Climbing Rose		M
<i>Rosmarinus officinalis & cvs</i>	Rosemary		L
<i>Salvia apiana</i>	White Sage		AL
<i>Salvia clevelandii & cvs</i>	Cleveland Sage		AL
<i>Salvia leucantha</i>	Mexican Bush Sage		L
<i>Salvia leucophylla</i>	Purple Sage		AL
<i>Salvia mellifera & cvs</i>	Black Sage		AL
<i>Santolina species</i>	Lavender Cotton		L

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California	
<i>Stephanotis floribunda</i>	Madagascar Jasmine		M
<i>Trachelospermum jasminoides</i>	Star Jasmine		M
<i>Tecomaria capensis</i>	Cape Honeysuckle		LM
<i>Teucrium chamaedrys</i>	NCN		LM
<i>Teucrium fruticans</i>	Bush Germander		L
<i>Vitex agnus-castus</i>	Chaste Tree		L
<i>Westringia</i> spp.	Coast Rosemary		L
<i>Wisteria floribunda</i>	Japanese Wisteria		M
Ground Covers			
<i>Acacia redolens</i> & cvs	NCN		L
<i>Achillea millefolium</i>	Common Yarrow		L
<i>Arctostaphylos</i> 'Emerald Carpet'	NCN		L
<i>Arctostaphylos</i> 'Pacific Mist'	NCN		L
<i>Arctotheca calendula</i>	Cape Weed		LM
<i>Artemisia californica</i> & cvs	Prostrate California Sagebrush		AL
<i>Aspidistra elatior</i>	Cast Iron Plant		M
<i>Baccharis</i> 'Centennial'	NCN		L
<i>Bougainvillea</i> cultivars ^a	Bougainvillea		L
<i>Bouteloua gracilis</i> 'Blonde Ambition'	Blonde Ambition Blue Grama Grass		L
<i>Carex divulsa</i>	Grey sedge		L
<i>Carex pansa</i>	Dune Sedge		M
<i>Ceanothus gloriosus</i> & cvs	Point Reyes Ceanothus		L
<i>Ceanothus</i> g. var. <i>horizontalis</i>	Carmel Creeper		L
<i>Ceanothus</i> g. var. h. 'Yankee Point'	NCN		L
<i>Ceanothus</i> 'Joyce Coulter'	NCN		L
<i>Coprosma kirkii</i>	NCN		L
<i>Coprosma</i> 'Verde Vista'	NCN		L
<i>Cotoneaster horizontalis</i>	Rock Cotoneaster		L
<i>Crassula multicava</i>	NCN		L
<i>Dymondia margaretae</i>	NCN		L
<i>Festuca ovina glauca</i>	Blue Fescue		L
<i>Hardenbergia violacea</i> & cvs	False Sarsaparilla		L
<i>Iva hayesiana</i>	Hayes Iva		AL
<i>Juncus patens</i>	California Grey Rush		L
<i>Juniperus chinensis</i> & cvs	NCN		L
<i>Juniperus conferta</i>	Shore Juniper		L
<i>Juniperus horizontalis</i> & cvs	Creeping Juniper		L
<i>Juniperus sabina</i> & cvs	Tamarix Juniper		L
<i>Lantana montevidensis</i> & cvs	Trailing Lantana		L

^a Do not recommend bougainvillea groundcover; climbing bougainvillea allowed.

TABLE A.1
PLANT PALETTE

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
AL = Adapted to region L = Low supplemental water needs LM = Low to moderate supplemental water needs M = Moderate supplemental water needs VL = Very low water needs		
<i>Liriope muscari</i> 'Love Potion no. 13'	Emerald Goddess® Lilyturf	M
<i>Lomandra longifolia</i> & cvs	Lomandra	L
<i>Lonicera japonica</i> 'Halliana'	Hall's Japanese Honeysuckle	LM
<i>Mahonia aquifolium</i> 'Compacta'	Compact Oregon Grape	LM
<i>Mahonia repens</i>	Creeping Mahonia	L
<i>Myoporum hybrids</i>	NCN	L
<i>Myoporum parvifolium</i> & cvs	Prostrate Myoporum	L
<i>Philodendron</i> 'Moonlight'	Moonlight Philodendron	M
<i>Rosmarinus officinalis</i> & cvs	Prostrate Rosemary	L
<i>Sansevieria zeylanica</i>	Zeylanica Snake Plant	L
<i>Sedum species</i>	Stonecrop	L
<i>Senecio mandraliscae</i>	NCN	L
<i>Teucrium cossonii</i>	NCN	LM
<i>Verbena species</i> & cvs	Verbena	L
<i>Westringia fruticosa</i> 'NFL25'	Mundi Coast Rosemary	L
Perennials		
<i>Achillea species</i> & cvs	Yarrow	L
<i>Armeria maritima</i>	Sea Pink	M
<i>Artemisia pycnocephala</i> & cvs	Sandhill Sage	LM
<i>Asteriscus species</i>	NCN	L
<i>Brachycome multifida</i>	Cut-leaf Daisy	LM
<i>Centranthus ruber</i>	Red Valerian	AL
<i>Cheiranthus</i> 'Bowles Mauve'	Shrubby Wallflower	LM
<i>Chondropetalum tectorum</i>	Cape Rush	L
<i>Coreopsis species</i> & cvs	Coreopsis	L
<i>Dianella</i> 'Clarity Blue'	Clarity Blue Dianella	L
<i>Dietes species</i> & cvs	Fortnight Lily	L
<i>Diplacus species</i> & hybrids	Monkey Flower	AL
<i>Elymus condensatus</i> 'Canyon Prince'	Giant Wild Rye	L
<i>Epilobium species</i> & cvs	California Fuchsia	L
<i>Erigeron glaucus</i> & cvs	Beach Aster	L
<i>Erigeron karvinskianus</i>	Mexican Daisy	LM
<i>Eriogonum fasciculatum</i> & cvs	California Buckwheat	L
<i>Eschscholzia californica</i>	California Poppy	AL
<i>Euphorbia milii</i>	Crown of Thorns	L
<i>Euphorbia rigida</i>	NCN	L
<i>Euryops pectinatus</i> & cv	Euryops	L
<i>Gaura lindheimeri</i>	Gaura	LM
<i>Helianthemum nummularium</i> & cvs	Sunrose	LM
<i>Helictotrichon sempervirens</i>	Blue Oat Grass	L

TABLE A.1
PLANT PALETTE

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
<i>Heuchera species & cvs</i>	Coral Bells	M
<i>Iris douglasiana & cvs</i>	Pacific Coast Iris	LM
<i>Kniphofia uvaria & cvs</i>	Red-hot Poker	L
<i>Limonium perezii</i>	Sea Lavender	AL
<i>Oenothera species</i>	Mexican Evening Primrose	L
<i>Pedilanthus macrocarpus</i>	Slipper Plant	VL
<i>Pennisetum setaceum & cv</i>	Fountain Grass	L
<i>Penstemon species & cvs</i>	Western Natives	L
<i>Perovskia atriplicifolia</i>	Russian Sage	L
<i>Phormium tenax & cvs</i>	New Zealand Flax	L
<i>Rosmarinus spp</i>	Rosemary	L
<i>Salvia species & cvs</i>	Sage	AL
<i>Senecio cineraria</i>	Dusty Miller	L
<i>Senecio cylindricus</i>	Narrow-Leaf Chalk Sticks	L
<i>Senecio Serpens</i>	Blue Chalk Sticks	L
<i>Sisyrinchium bellum</i>	Blue-Eyed Grass	AL
<i>Solidago californica</i>	California Goldenrod	M
<i>Stachys byzantina</i>	Lamb's Ear	LM
<i>Tagetes lemmonii</i>	Mountain Marigold	L
<i>Thymus species & cvs</i>	Thyme	LM
<i>Verbena species & cvs</i>	Verbena	L
Agave, Cacti, Succulents, and Yucca		
<i>Aeonium species & cvs</i>	NCN	L
<i>Aeonium 'Cabernet'</i>	Giant Velvet Rose	L
<i>Aeonium canariense</i>	Giant Velvet Rose	L
<i>Aeonium 'Sunburst'</i>	Copper Pinwheel	L
<i>Agave americana</i>	Century Plant	L
<i>Agave attenuate & cvs</i>	Foxtail Agave	L
<i>Agave 'Blue Flame'</i>	Blue Flame Agave	L
<i>Agave shawii</i>	Shaw's Century Plant	L
<i>Agave victoriae-reginae</i>	NCN	L
<i>Agave vilmoriniana</i>	Octopus Agave	L
<i>Aloe arborescens</i>	Tree Aloe	AL
<i>Aloe bainesii</i>	NCN	AL
<i>Aloe candelabrum</i>	Candelabra Aloe	L
<i>Aloe ciliaris</i>	NCN	L
<i>Aloe ferox</i>	NCN	L
<i>Aloe marlothii</i>	NCN	L
<i>Aloe nobilis</i>	NCN	L
<i>Aloe plicatilis</i>	NCN	L

TABLE A.1
PLANT PALETTE

AL = Adapted to region L = Low supplemental water needs		LM = Low to moderate supplemental water needs M = Moderate supplemental water needs		VL = Very low water needs
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California		
<i>Aloe striata</i>	Coral Aloe	L		
<i>Aloe vera</i>	Medicinal Aloe	L		
<i>Cereus peruvianus</i>	Peruvian Apple	L		
<i>Cotyledon species</i>	NCN	L		
<i>Dasyliirion species</i>	Desert Spoon	L		
<i>Dracaena draco</i>	Dragon Tree	L		
<i>Dudleya species</i>	Live-Forever	AL		
<i>Echeveria species</i>	Echeveria	L		
<i>Echeveria nodulosa</i>	Painted Echeveria	L		
<i>Echeveria 'Perle von Nurnberg'</i>	Perle von Nurnberg Echeveria	L		
<i>Echeveria subrigida 'Fire and Ice'</i>	Fire and Ice Echeveria	L		
<i>Euphorbia ingens</i>	Candelabra Tree	L		
<i>Euphorbia tirucalli</i>	Milkbush	L		
<i>Hesperaloe parviflora</i>	Red Yucca	L		
<i>Kalanchoe species</i>	NCN	L		
<i>Nolina species</i>	Bear Grass	L		
<i>Opuntia species</i>	Prickly Pear, Cholla	L		
<i>Portulacaria afra</i>	Elephant's Food	L		
<i>Sedum acre</i>	Gold Moss Stonecrop	L		
<i>Sedum reflexum 'Angelina'</i>	Angelina Stonecrop	L		
<i>Sedum reflexum 'Blue Spruce'</i>	Blue Spruce Stonecrop	L		
<i>Yucca aloifolia</i>	Spanish Bayonet	L		
<i>Yucca gloriosa</i>	Spanish Dagger	L		

SOURCE: Excerpted from Landscape Plants for Western Regions by Bob Perry.

Appendix B
**The District at South Bay
Lighting Palette**

The District at South Bay Lighting Palette

The proposed palette of lighting fixtures, presented on the following pages, demonstrates examples of systems that would be in compliance with the development standards of the 2021 Amendment and provides examples of the architectural scale and quality of these materials. These fixture selections should meet the performance criteria of the guidelines while providing an attractive complement to the buildings and landscaping. For each building type and roadway component within the proposed development, examples of fixture types that would be applicable to locations within the Specific Plan Area are illustrated below. These fixtures represent examples of lighting products that will satisfy the guidelines criteria and legal requirements for task illuminance, light trespass, and glare.



SOURCES: RGA, OJB, OU, MBI, and ESA 2021

Figure B.1 Lighting Section Key

The following example is applicable to:

- Section A – Del Amo Entrance
- Section B – Del Amo Boulevard
- Section G – Typical Residential/Carson Country Mart Interface



The following example is applicable to:

- Section D – Typical Private Drive
- Section E – 405 Freeway Edge/Commercial Interface
- Section F – Typical Residential/Industrial Loading Dock Interface



The following example is applicable to:

- Section C – Typical Lenardo Drive



SOURCE: 77 928 : Pole-top luminaire - Single and twin | BEGA (bega-us.com)

BEGA Pole-Top Luminaire Model #7928

Appendix C
Carson Municipal Code
Section 9173.4

9173.4 Appeals.

- A. Appellate Authority. Any decision made by the Director pursuant to this chapter may be appealed to the Commission. Any decision made by the Commission pursuant to this chapter may be appealed to the Council.
- B. Filing of Appeal.
1. An appeal may be filed by any person, including any member of the City Council or the City Manager. In the event of an appeal by any member of the City Council or the City Manager, CMC [Carson Municipal Code] 9173.9 shall not apply and there shall be no fee required from any member of the City Council or the City Manager to perfect an appeal.
 2. An appeal shall be filed in writing within fifteen (15) days of the date of the Commission action, or in the case of an action by the Director, within fifteen (15) days of the date of the notice of decision.
 3. The form and content of an appeal shall include:
 - a. The street address, if there is one, otherwise the legal description and location of the premises included in the action.
 - b. The administrative file number (case number) identifying the matter which is being appealed.
 - c. The specific matter being appealed.
 - d. A statement of the grounds for appeal or how there is error in the decision of the matter being appealed; provided, however, that in the event of an appeal by any member of the City Council or the City Manager, subsections (a), (b), and (c) of this Section shall not apply and the statement of grounds need only provide, in substance and effect, a request that a specific decision, administrative case number, or resolution number, as the case may be, be reviewed by the Planning Commission or City Council, as the case may be. No other grounds for appeal need be stated to perfect such appeal and such statement need only be filed with the City Clerk.
 4. Unless otherwise provided, all appeals shall be filed with the City Clerk.
 5. If the appeal is found to be deficient, the City Clerk shall deliver or mail to the appellant, by certified mail, a notice specifying the particulars in which the appeal is deficient. If such deficiency has not been corrected by the appellant within seven (7) days after such mailing of such a notice of deficiency by filing with the City Clerk a sufficient amendment to the appeal, the appeal shall be deemed to be withdrawn and the appeal fee shall be returned to the appellant.
- C. Consideration and Decision.
1. Upon acceptance of the filing of an appeal, the City Clerk shall set the matter for public hearing before the appellate body, in the same manner as required for a Commission hearing of such matter. The City Clerk shall notify the Director who shall transmit to the appellate body a summary of the factual data and the record of action taken on the case.
 2. Except as otherwise provided in this Chapter, in acting on an appeal the appellate body may:
 - a. Affirm the decision; or
 - b. Modify the decision; or
 - c. Refer the matter back to the body from which the appeal originated, with instructions; or
 - d. Reverse the decision.
 3. Unless referred back to the body from which the appeal originated, the appellate decision shall be supported by written findings.

- D. Failure to Act. The appellate body shall, within sixty (60) days of the filing of an appeal, act to either affirm, reverse, modify, continue or refer matter back.
- E. Following the denial of any permit application by the Director, the Planning Commission, or the City Council, as the case may be, or upon the revocation of any permit, use permit, or conditional use permit by the Director, the Planning Commission, or the City Council, as the case may be, no application for a permit, use permit, or conditional use permit for the same or substantially the same use or conditional use on the same or substantially the same real property shall be filed within one (1) year from the date denial or revocation of the permit, use permit, or conditional use permit became final within the meaning of this Chapter. (Ord. 78-458, § 1; Ord. 83-668, § 1; Ord. 84-701, § 1; Ord. 17-1634, §§ 1–3).

Appendix D

The District Parking Demand Study

Memorandum

Date: August 20, 2021
To: Terri Avila, ESA
From: Drew Heckathorn and Jolene Hayes, Fehr & Peers
Subject: **District at South Bay Planning Area 3 Parking Demand Study**

LB20-0018

This technical memorandum summarizes the results of a parking demand analysis conducted by Fehr & Peers for Planning Area 3 (PA3) of the proposed District at South Bay project. The project is located along the I-405 corridor near the Avalon Boulevard interchange in the City of Carson. To assess the adequacy of the proposed parking supply to accommodate parking demand for the proposed land uses in PA3, parking demand estimates were developed utilizing the Urban Land Institute (ULI) *Shared Parking* methodology¹ and minimum parking requirements from other nearby jurisdictions.

Project Description

PA3 of the proposed District at South Bay project plans to include the following uses:

- 1,567,090 square feet of e-commerce/fulfillment center/distribution center/parcel hub light industrial use (including 75,000 square feet of ancillary office space)
- 10,000 square feet of commercial/retail space
- 2,200 square feet of sit-down restaurant/café space
- 12,600 square feet of drive-thru restaurant space
- 9,000 square feet of walk-up food & beverage kiosk space
- 6.29 acres of park/open space

PA3 plans to provide 1,037 total parking spaces to serve the on-site uses described above. **Table 1** shows the number of parking spaces intended to serve each use and the parking ratio used to determine this parking allocation. Of the 1,037 total parking spaces, 809 are designated for the

¹ *Shared Parking, Third Edition*, Urban Land Institute, Washington D.C., 2020



light industrial uses on PA3(a) and the remaining 228 are designated for the retail, restaurant and park uses on PA3(b).

Table 1: Proposed Parking Space Allocation in Planning Area 3

Land Use	Parking Ratio	Size	Parking Spaces
Light Industrial	1 space per 300 SF [1] of ancillary office space	75,000 SF	252 [3]
	1 space per 1,000 SF (<40,000 SF)	240,000 SF [2]	240
	1 space per 4,000 SF (>40,000 SF)	1,252,090 SF	317 [3]
Restaurant/Retail	4 spaces per 1,000 SF	33,800 SF	135
Park	2 spaces per acre	6.29 acres	18 [3]
<i>Overflow Parking [4]</i>			75
Total			1,037

[1] SF = square feet

[2] The light industrial use is contained within six separate buildings. Therefore, the <40,000 SF and >40,000 SF ratios are applied to each of the six buildings.

[3] Some of the parking space allocations were rounded up from the amount determined using the ratio in order to complete rows within the proposed parking lot dimensions.

[4] The developer of the project identified 75 additional spaces as overflow parking for the restaurant, retail and park uses.

Source: Fehr & Peers.

Parking Analyses

Municipal Code Required Parking

The Carson Municipal Code includes minimum off-street parking ratios as a general requirement for new developments within the City². **Table 2** shows the code parking requirements for the proposed land uses in PA3. As shown in the table, if the code were applied to PA3, the parking requirement would be 1,530 spaces – 493 more spaces than proposed. Therefore, the proposed parking supply for PA3 would not meet the minimum code requirement for off-street parking.

However, the generic Carson code parking requirement for light industrial uses does not reflect some of the unique characteristics of the e-commerce/fulfillment center/distribution center/parcel hub light industrial use proposed for PA3(a). These facilities are much larger than a typical warehouse/manufacturing facility and utilize a high degree of automation, thus lowering the employee density significantly from that of a typical warehouse/manufacturing facility. The City of Moreno Valley is one of the first cities in the Southern California region to develop a minimum off-street parking ratio suited for these unique industrial uses since it serves as a primary hub for

² Carson Municipal Code, Section 9162.21, City of Carson, 2021



regional logistics and distribution facilities³. The City of Moreno Valley therefore has extensive experience, beyond that of most jurisdictions, regulating these specific types of facilities based on their unique operational requirements and impacts. **Table 3** shows the required parking spaces for the light industrial uses in PA3(a) if the Moreno Valley Municipal Code requirements were applied. As shown in the table, the number of parking spaces required for the light industrial uses if the Moreno Valley ratios were applied – 512 spaces – is significantly lower than if the Carson ratios were applied – 1,245 spaces. Since the Moreno Valley ratios are specifically intended for logistics and distribution facilities, as proposed in PA3(a), the 809 parking spaces proposed for this use are estimated to be more than adequate to accommodate light industrial use parking demand.

The number of parking spaces proposed for the restaurant, retail and park uses – 228 spaces – is less than the Carson code requirement – 285 spaces. Therefore, the shared parking analysis described in the following section is required to determine if the proposed parking supply for the restaurant, retail and park uses is adequate to accommodate peak parking demand.

Table 2: Carson Municipal Code Parking Requirements for PA3

Land Use	Parking Ratio	Size	Parking Spaces
Light Industrial	1 space per 300 SF of ancillary office space	75,000 SF	250
	1 space per 1,500 SF	1,492,090 SF	995
Restaurant	1 space per 100 SF	23,800 SF	238
Retail	1 space per 300 SF	10,000 SF	34
Park	2 spaces per acre	6.29 acres	13
Total			1,530

Source: City of Carson, Fehr & Peers.

³ *Moreno Valley Municipal Code, Section 9.11.040, City of Moreno Valley, 2021*



Table 3: Moreno Valley Municipal Code Parking Requirements Applied to the Light Industrial Uses of PA3(a)

Land Use	Parking Ratio	Size	Parking Spaces
Light Industrial	1 space per 1,000 SF (<20,000 SF)	120,000 SF [1]	120
	1 space per 2,000 SF (20,000-40,000 SF)	120,000 SF [1]	60
	1 space per 4,000 SF (>40,000 SF) [2]	1,327,090 SF [1]	332
Total			512

[1] The light industrial uses proposed for PA3(a) are contained within six separate buildings. Therefore, the <20,000 SF ratio, 20,000-40,000 SF ratio, and >40,000 SF ratio are applied to each of the six buildings.

[2] The City of Fontana Municipal Code includes similar ratios for logistics and distribution facilities, except it uses 1 space per 5,000 SF for the portion of buildings >40,000 SF. If the Fontana ratios were applied, only 446 spaces would be required⁴.

Source: City of Moreno Valley, City of Fontana, Fehr & Peers.

Trailer Parking

PA3(a) plans to provide 203 trailer parking spaces to support the heavy truck activity for the light industrial uses. The Moreno Valley Municipal Code also includes a trailer parking minimum requirement for logistics and distribution facilities. **Table 4** shows the required trailer parking spaces for the light industrial uses in PA3(a) if the Moreno Valley Municipal Code requirements were applied. As shown in the table, the number of trailer parking spaces planned for PA3(a) – 203 spaces – exceeds the requirement for the light industrial uses if the Moreno Valley ratios were applied – 176 spaces.

Table 4: Moreno Valley Municipal Code Trailer Parking Requirements Applied to the Light Industrial Uses of PA3(a)

Land Use	Parking Ratio	Size	Parking Spaces
Light Industrial	1 trailer space per bay door	176 bay doors	176
Total			176

Source: City of Moreno Valley, Fehr & Peers.

Shared Parking Demand Analysis

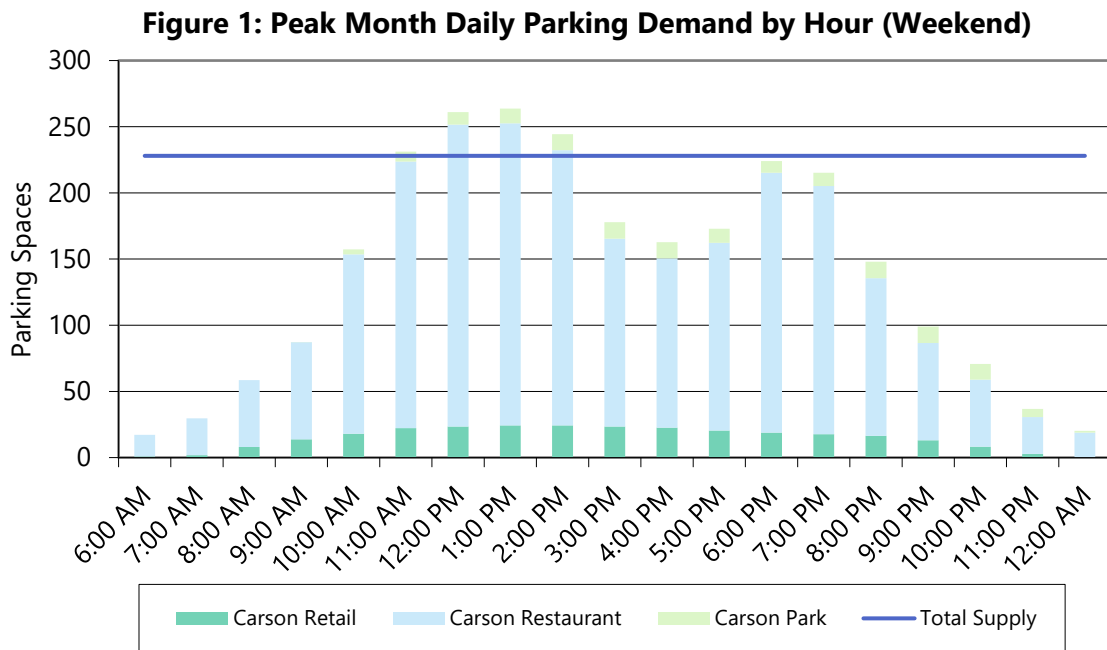
The ULI sponsored a national study in 1984 that established a basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking ratios by land use. Fehr & Peers staff was involved in the 2005 update of this national study sponsored by ULI. A third update to this study was completed in 2020, also sponsored by ULI. The analysis presented in this report uses the methodology from the *Shared Parking, Third Edition* report. The report

⁴ City of Fontana Municipal Code, Section 30-685, City of Fontana, 2021



compiles empirically collected hourly parking demand count data at a variety of mixed-use centers with multiple land uses. Time of day, daily and seasonal variations of individual land uses are central to the idea of leveraging shared parking efficiencies. Many uses will experience peak parking demand at different times of day and days of the week. For example, residential parking typically peaks in the evening and overnight, and is lowest during the middle of a weekday. Commercial office uses typically peak mid-morning during a weekday and are lower in the evenings. In a mixed-use center with both office and residential, it is typically not necessary to provide parking to serve the individual peak parking demand for each individual use, because they occur at different times of day.

In order to evaluate the number of spaces needed under shared parking conditions, the mix of restaurant, retail and park uses proposed in PA3(b) were analyzed using the *Shared Parking* methodology. **Figure 1** shows the estimated peak parking demand for the restaurant, retail and park uses proposed in PA3 by hour of day as compared to the planned supply of spaces. Parking demand between 12 AM and 6 AM each day is expected to be minimal and therefore is not shown in the figure.



The overall peak demand for the restaurant, retail and park uses is estimated to occur at 1 PM on Saturday afternoons. During this peak period, parking demand – 264 spaces – exceeds the proposed parking supply – 228 spaces – by 36 spaces. This peak parking demand estimate includes an 8% shared parking efficiency due to complementary land uses. See the Appendix of this memorandum for further details on this analysis.



Parking Management Strategies

Shared Parking Agreement with Building F

The light industrial use proposed in PA3(a) comprises six buildings – Buildings A, B, C, D, E and F. The parking lot for Building F is planned to be adjacent to the restaurant, retail and park uses on PA3(b). The developer of PA3 has identified this parking lot – which will contain a total of 120 spaces – as having the potential to serve both Building F and the adjacent restaurant, retail and park uses in PA3(b) through a shared parking agreement.

Building F is a 232,669 square foot facility. **Table 4** shows the parking ratio required for Building F if the City of Moreno Valley minimum parking ratios for logistics and distribution facilities were applied. As shown in the table, the number of parking spaces required for Building F if the Moreno Valley minimum parking ratios were applied is 79 spaces. This is less than the proposed parking supply for Building F – 120 spaces.

Table 5: Moreno Valley Municipal Code Parking Requirements Applied to Building F Only

Land Use	Parking Ratio [1]	Size	Parking Spaces
Light Industrial	1 space per 1,000 SF (<20,000 SF)	20,000 SF	20
	1 space per 2,000 SF (20,000-40,000 SF)	20,000 SF	10
	1 space per 4,000 SF (>40,000 SF)	192,669 SF	49
Total			79

Source: City of Moreno Valley, Fehr & Peers.

If only 79 spaces of the 120 total parking spaces in the Building F parking lot were required for Building F (based on applying the Moreno Valley code requirement for the industrial uses on PA3(a)), the remaining 41 spaces in the Building F parking lot could potentially serve the excess parking demand of 36 spaces for the restaurant, retail and park uses within PA3(b). A shared parking arrangement such as this could be written into the lease for Building F and the restaurant, retail and park use tenants with some sharing of maintenance and security costs to incentivize cooperation. If these 41 spaces were made available to the restaurant, retail and park uses, then the PA3 proposed parking supply can accommodate the peak parking demand for all PA3 uses as estimated in this memorandum.

APPENDIX

Project: LB20-0018
 Description: PA3 Commercial Uses

Shared Parking Demand Summary																		
Peak Month: AUGUST -- Peak Period: 1 PM, WEEKEND																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit										1 PM	August		1 PM	July		
Retail																		
Food and Beverage																		
Entertainment and Institutions																		
Hotel and Residential																		
Office																		
Additional Land Uses																		
Carson Retail Employee	10,000	sf GLA	2.30	100%	99%	2.27	sf GLA	2.53	100%	99%	2.50	sf GLA	100%	73%	17	100%	70%	18
			0.70	100%	100%	0.70		0.80	100%	100%	0.80		100%	83%	6	100%	80%	6
Carson Restaurant Employee	23,800	sf GLA	7.75	100%	94%	7.32	sf GLA	7.90	100%	94%	7.45	sf GLA	100%	100%	174	100%	100%	178
			2.05	100%	100%	2.05		2.10	100%	100%	2.10		100%	100%	49	100%	100%	50
Carson Park Employee	6	acre	1.60	100%	96%	1.54	acre	2.00	100%	96%	1.92	acre	95%	100%	10	90%	100%	11
			0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
													Customer/Visitor	201	Customer	207		
													Employee/Resident	55	Employee/Resident	56		
													Reserved	-	Reserved	-		
													Total	256	Total	264		