



DECEMBER 2022

# IMPERIAL AVALON SPECIFIC PLAN

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CHAPTER 1  
**INTRODUCTION**

# 1. INTRODUCTION AND BACKGROUND

## 1.1 WHAT IS A SPECIFIC PLAN?

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

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

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

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

The Imperial Avalon Specific Plan (IASP) will be adopted by ordinance and establish the necessary plans, development standards, regulations, infrastructure requirements, and implementation programs on which subsequent project-related development activities in the plan area will be founded.

## 1.2 PURPOSE AND AUTHORITY OF THE SPECIFIC PLAN

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

## 1.3 RELATIONSHIP TO OTHER LAND USE REGULATIONS

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



State law requires that any Specific Plan be consistent with the City’s General Plan. The Carson General Plan Land Use Element is amended concurrent with adoption of the IASP to ensure consistency between the two documents. The General Plan amendment will change the land use designation on the General Plan Land Use Map to “Urban Residential.” A corresponding amendment to the City Zoning Map will be processed to change the Site’s zoning to “Imperial Avalon Specific Plan.” The draft City of Carson 2040 General Plan update, if adopted as currently proposed, would change the Site’s land use designation to “Downtown Mixed Use.” The proposed GP update will provide that Specific Plan projects proposed on sites greater than 20 acres are consistent with the Downtown Mixed Use land use designation so long as the project includes an approved development agreement detailing community benefits, affordable housing, and at least 10,000 square feet of commercial area.

### **1.3.1. ENVIRONMENTAL REVIEW**

An environmental impact report (EIR) has been prepared in accordance with the provisions of the California Environmental Quality Act to address the potential environmental effects of the IASP and will impose mitigation measures to reduce potential impacts resulting from project implementation. (SCH#2021010116). Any mitigations identified in the EIR will be identified in the Mitigation Monitoring and Reporting Program (MMRP) adopted with the EIR and are incorporated into this IASP by reference.

## **1.4 SPECIFIC PLAN ORGANIZATION**

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

## **1.5 IMPERIAL AVALON SPECIFIC PLAN CONTEXT AND EXISTING CONDITIONS**

### **1.5.1. IMPERIAL AVALON SPECIFIC PLAN AREA**

The Imperial Avalon Specific Plan (also referred as the “IASP;” “The Plan;” and the “Site” therein this document) is a new mixed-use project located at 21207 South Avalon Boulevard, Carson, California 90745. The site is located north of East 213th Street, east of Grace Avenue and west of South Avalon Boulevard, immediately southwest of the Interstate 405 freeway; consisting of residential units, open space, and neighborhood focused commercial use opportunities. The site encompasses approximately 27.21 acres and includes five separate parcels: APNs 7337-001-025; -026; -027; -028; -029.

### **1.5.2. SITE CONDITIONS**

The IASP is the location of the Imperial Avalon Mobile Estates mobile home park (established in 1974); the park contains 228 mobile home spaces, a recreational vehicle storage yard with over 20 spaces, and a common area including clubhouse, grass field, recreation

FIGURE 1: LOCAL VICINITY MAP



FIGURE 2: EXISTING CONDITIONS, VIEWS 1 TO 4



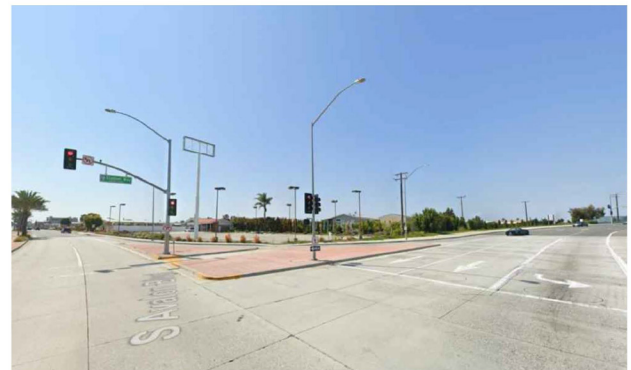
VIEW ON AVALON BLVD LOOKING NORTHWEST 1



VIEW ON AVALON BLVD LOOKING NORTH 2



VIEW ON AVALON BLVD LOOKING SWEST 3



VIEW ON AVALON BLVD LOOKING SWEST 4

KEY MAP



**FIGURE 3: EXISTING CONDITIONS, VIEWS 5 TO 8**



VIEW ON 405 FWY OFF-RAMP LOOKING SOUTHEAST 5



VIEW ON 405 FWY OFF-RAMP LOOKING WEST 6



VIEW ON GRACE AVE LOOKING SOUTH 7



VIEW ON GRACE AVE LOOKING NORTH 8



KEY MAP

building, swimming pool, and guest parking spaces. The main entry to the site is provided from Avalon Boulevard, adjacent to the U.S. Interstate 405 (I-405) and 110 (I-110) freeways.

Currently the site has insignificant landscaped edges on the interior roads, as well as the common areas. The mobile homes vary from single to double-wide, with a few triple-wide. The existing community is occupied by owners and renters at the minimum age of 55 years old. The process of the park's closure and the relocation impact mitigations for qualifying coach-owning residents is governed by the City of Carson's Municipal Code Chapter 8 – 9128.21 and Relocation Impact Report Resolution No. 20-113.

### **1.5.3. SURROUNDING LAND USES**

The project site is located in a region characterized by a mix of residential, commercial and industrial uses. Single-family and apartment/condominium development bounds the site to the south and west of the IASP. Auto dealership sites slated for redevelopment bound a portion of the site to the south and across Avalon Boulevard to the east. A flood control channel, the Torrance Lateral, abuts the site directly to the north, and the area north of the channel is a 157-acre former landfill site owned by the Carson Reclamation Authority (CRA) a Joint Powers Authority, slated for redevelopment with three main planning areas that consist of (i) residential multifamily housing (Planning Area No. 1), (ii) a regional retail outlet mall (Planning Area No. 2) and, (iii) a proposed light industrial fulfillment center/e-commerce and distribution center facility with approximately 12 acres also dedicated to a combined publicly accessible private open space, commercial and recreational amenity area known as the "Carson Country Mart" (Planning Area No. 3).

### **1.5.4. EXISTING GENERAL PLAN DESIGNATIONS AND POLICIES**

The City of Carson's General Plan (General Plan) designates the project site for two different uses, Regional Commercial and Low Density Residential as shown in Figure 4.

The City of Carson is currently updating its General Plan with review and approval of key elements anticipated to come forward for approval in 2022.

### **1.5.5. GENERAL PLAN CONSISTENCY**

The proposed "Urban Residential" General Plan land use designation would allow for both commercial and higher-density residential development. Urban Residential (UR) is intended to provide for multiple dwelling units and a range of commercial uses, including retail, offices, hospitals, and private community gathering facilities. Residential densities up to 65 du/ac are allowed within the UR designation. This land use category will be implemented with a General Plan Amendment for the Specific Plan zone. The IASP is to be consistent with the following General Plan goals and policies:

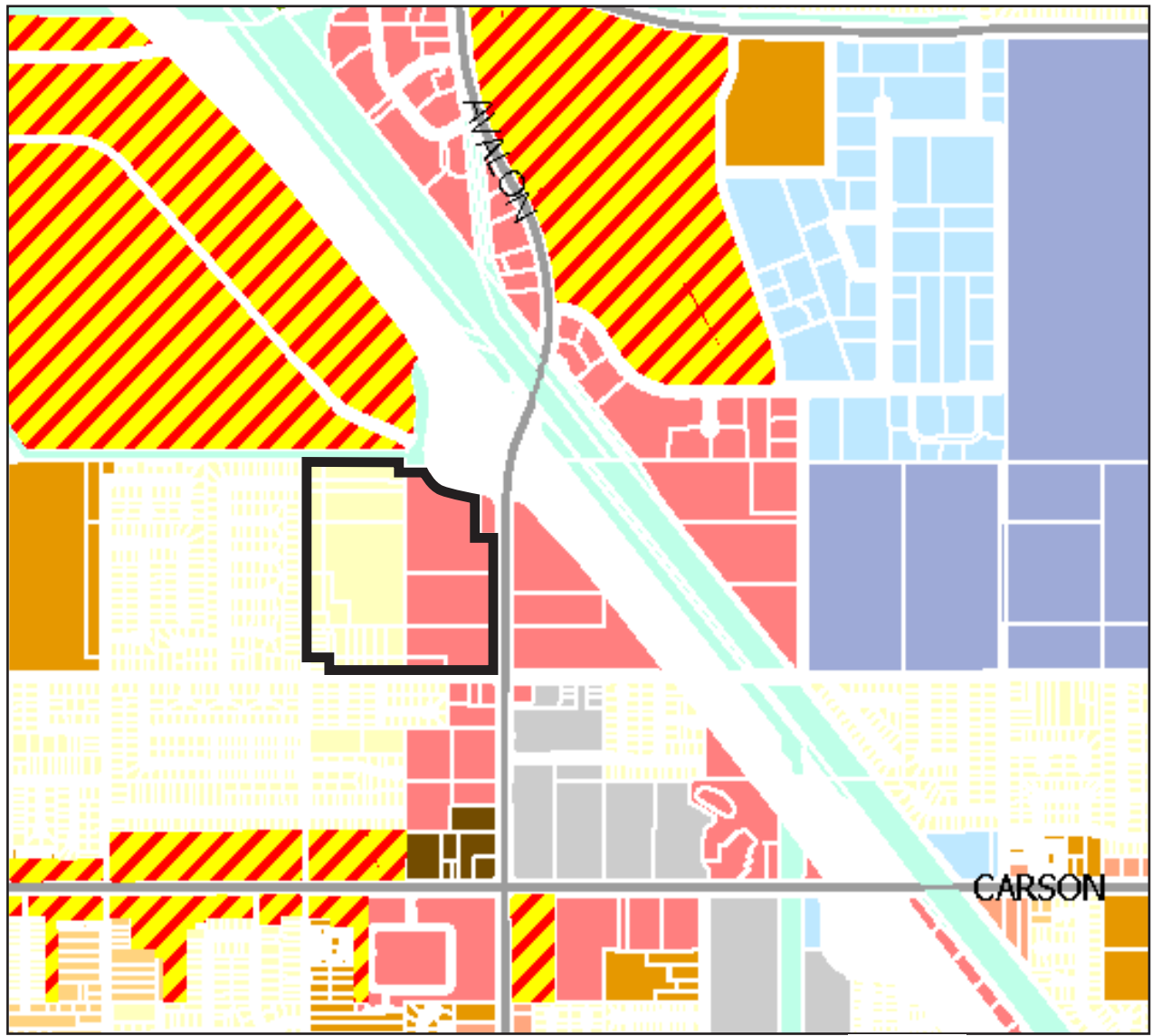
**Land Use Element**

<b>GOAL LU-6</b>	<i>A sustainable balance of residential and non-residential development and a balance of traffic circulation throughout the City.</i>
<b>CONSISTENCY:</b>	The Specific Plan promotes a balanced mix of residential development and ground floor, pedestrian-serving commercial uses. The Specific Plan permits the inclusion of retail and restaurant uses that could provide easy access to a variety of services, goods, and entertainment within close proximity to existing and future residential communities. Consistent with policy LU-6.3, the Specific Plan specifically promotes a mixed-use zone that encourages pedestrian-oriented mobility.
<b>GOAL LU-8</b>	<i>Promote mixed use development where appropriate.</i>
<b>CONSISTENCY:</b>	The Specific Plan is proposed as part of the City’s ongoing effort to develop new mixed-use corridors. This site is located within close proximity to the Carson Street mixed-use corridor and The District at South Bay proposed development.
<b>GOAL LU-15</b>	<i>Promote development in Carson which reflects the “Livable Communities” concepts.</i>
<b>CONSISTENCY</b>	Consistent with Policy LU-15.1, the Imperial Avalon Specific Plan encourages the location of housing, jobs, shopping, services, and other activities within easy walking distance of each other. By providing the potential for a variety of housing types, various multifamily unit types including senior housing, and for-sale townhome units, Imperial Avalon also supports Policy LU-15.2 which seeks to maintain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live in Carson.

**Housing Element**















<b>GOAL H-3</b>	<i>The City shall seek to provide an adequate supply of housing for all economic segments of the City.</i>
<b>CONSISTENCY</b>	By providing a mix of unit types ranging from studios to four-bedroom homes, the Imperial Avalon Specific Plan supports Policy 3.1 by facilitating diversity of housing types and prices, supporting a wide variety of housing needs and promoting a multi-generational community. Additionally, assuming the density is fully built out, the Imperial Avalon project supports Policy 3.4 by recognizing that senior populations benefit from various types of supportive housing models and by providing independent senior living housing to meet the diverse needs of Carson’s and the region’s aging population. The IASP also mandates deed restricted affordable housing to be provided either on- or off-site, or alternatively, payment of an in-lieu affordable housing fee. Further details regarding affordable housing will be provided in the development agreement.

FIGURE 4: GENERAL PLAN MAP



Not to Scale

General Plan Land Use

- |   |   |
|---|---|
|  Low Density               |  Light Industrial        |
|  Medium Density            |  Heavy Industrial        |
|  High Density              |  Public Facilities       |
|  Urban Residential         |  General Open Space      |
|  Mixed Use - Residential   |  Recreational Open Space |
|  General Commercial        |  Limited Truck Activity  |
|  Regional Commercial       |  Rancho Domingues SOI    |
|  Mixed Use - Business Park |  Project Boundary        |
|  Business Park             |   |

**1.5.6. EXISTING ZONING DESIGNATIONS AND STANDARDS**

Per the City’s Zoning Code, “D” identifies a Design Overlay designation for the project site, 9126.9 Site Planning and Design. As Figure 5 shows, the site is zoned Commercial, Automotive (CA), and RM-8-D.

**Zoning Ordinance**

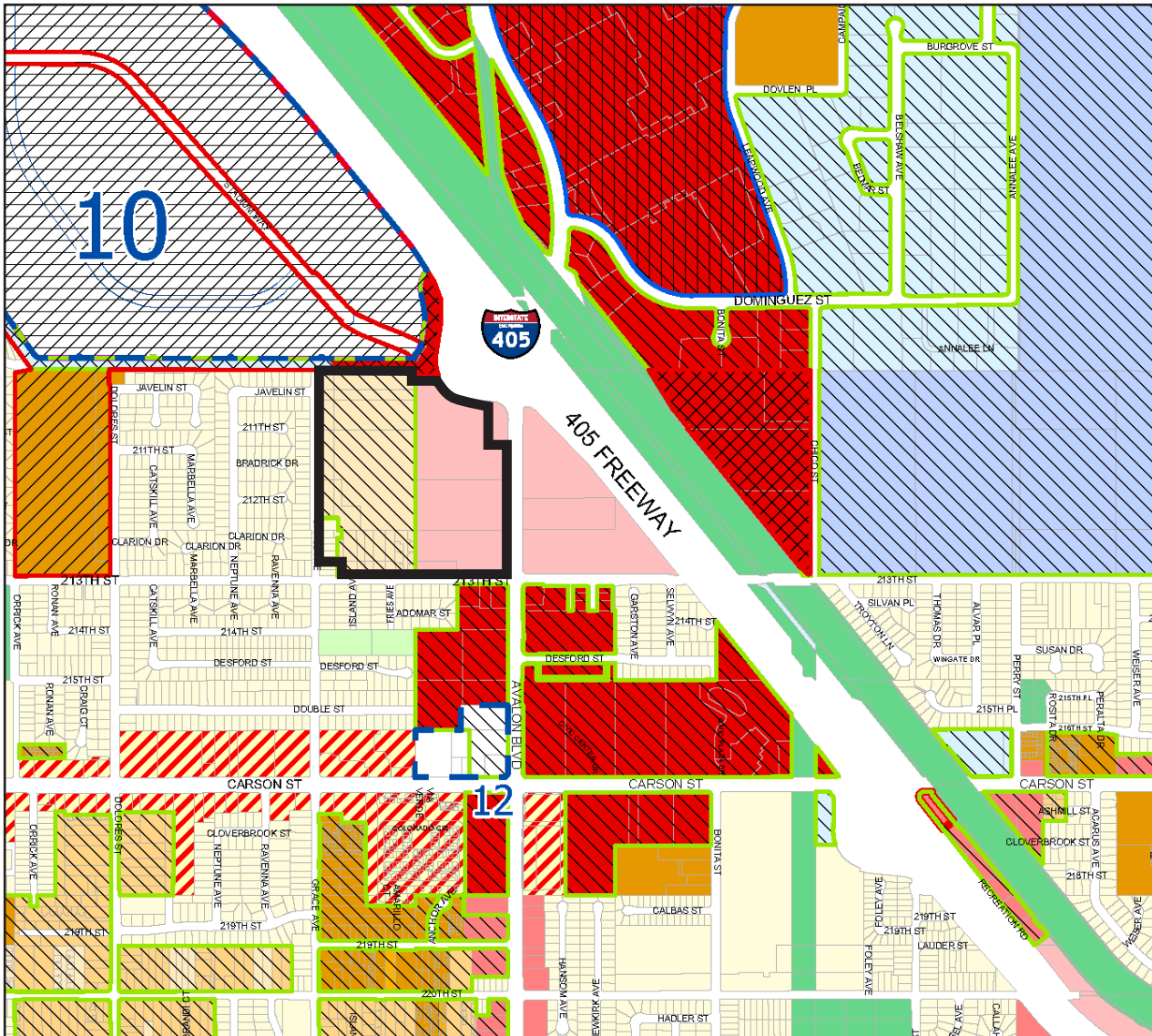
Article 9 of the Carson Municipal Code is the Zoning Ordinance, which is the regulatory tool to implement the land use goals, policies, and actions established by the General Plan. The Zoning Ordinance identifies specific zoning districts in the city and provides development standards and regulations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

The Carson Zoning Code and Map is also amended by ordinance concurrent with adoption of the Specific Plan to ensure complete consistency with the General Plan. A new IASP zoning designation will replace the site’s existing Residential, multifamily—8 units per acre—Design Overlay (RM-8-D) and Commercial, Automotive (CA) zoning. The contents of this Specific Plan be adopted by ordinance and will replace the existing zoning standards, except for the existing zoning that is incorporated by reference.

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



FIGURE 5: ZONING PLAN MAP

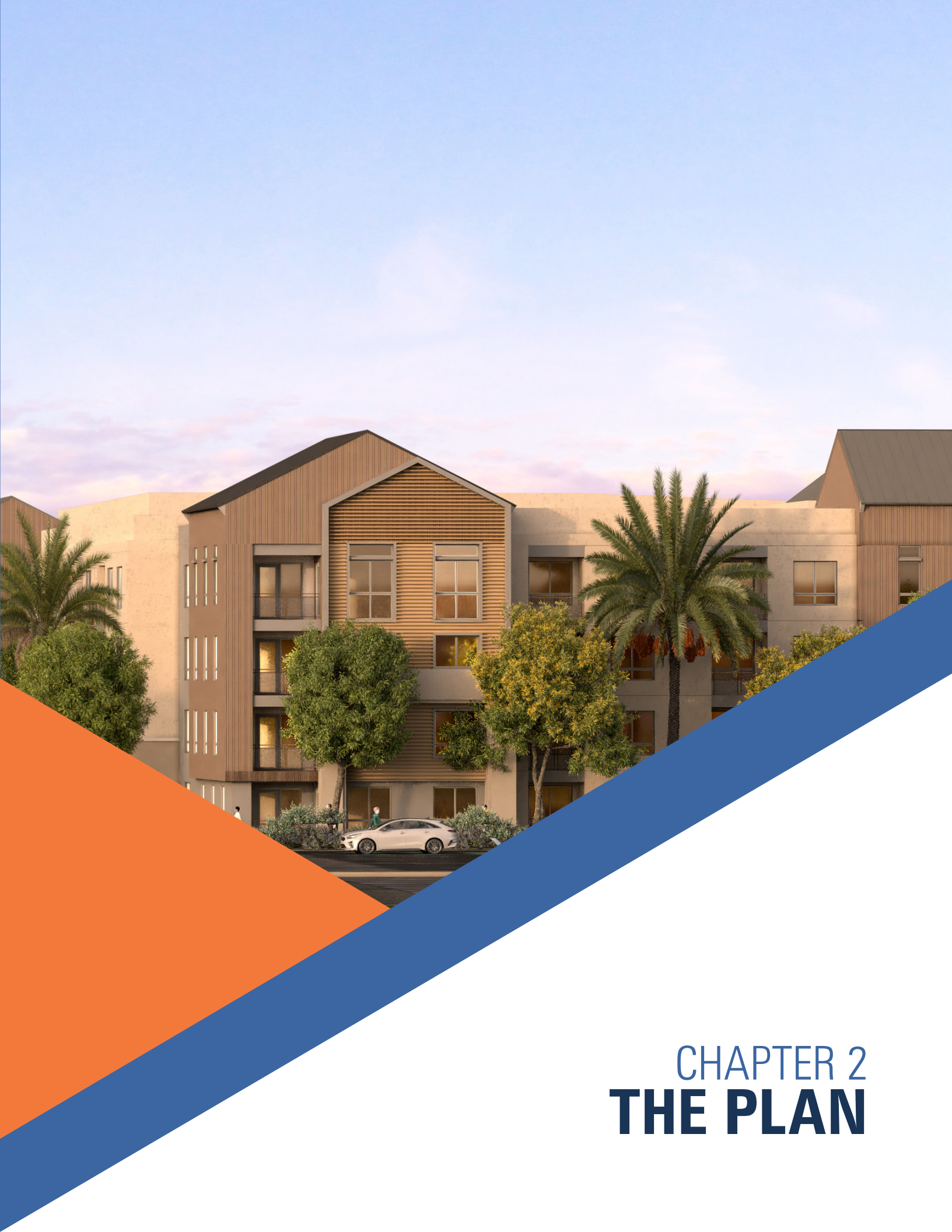


Not to Scale

Zoning Legend

- |  |                          |                  |
|--|--------------------------|------------------|
| Residential - Agricultural                     | Commercial, Neighborhood | ORL Overlay      |
| Residential - Single Family                    | Commercial, Automotive   | MUR Overlay      |
| Residential - Multifamily, up to 8 units/acre  | Commercial, General      | D Overlay        |
| Residential - Multifamily, up to 12 units/acre | Commercial, Regional     | EMS Overlay      |
| Residential - Multifamily, up to 25 units/acre | Manufacturing, Light     | Stadium Overlay  |
| Mixed Use - Carson Street                      | Manufacturing, Heavy     | Specific Plan    |
| Mixed Use - Sepulveda Blvd                     | Open Space               | Project Boundary |
|  | Special Use              |                  |
|  | Specific Plan            |                  |

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CHAPTER 2  
**THE PLAN**

## 2. THE PLAN

### 2.1 THE PLAN OBJECTIVES

The Imperial Avalon mixed-use project is intended to achieve the following objectives:

- » Provide a new residential neighborhood with neighborhood-serving commercial uses, and open- space amenities that furthers the land use, economic development, and urban design goals of the General Plan.
- » Provide new market rate and affordable housing opportunities to the City of Carson that will assist the City in meeting its Regional Housing Needs Assessment (RHNA).
- » Contribute to the pedestrian-oriented, mixed-use environment with significant open space and park areas and providing new residential and commercial uses within walking distance of employment, services, and transit.
- » Create a pedestrian bridge over the Torrance Lateral LA County flood control channel to create a linkage to the District at South Bay Specific Plan Area.

### 2.2 THE PLAN

Located at a gateway to the city from the I-405 Freeway, the Imperial Avalon Project proposes a warm and identifiable modern agrarian architectural vocabulary that will welcome visitors to the city. The site design provides for strong vehicular and pedestrian connectivity to nearby uses, including the future development proposed within the District at South Bay Specific Plan north of the site. The IASP project site is 27.21 acres and will consist of two neighborhoods: Multistory mixed-use and residential buildings in the East Neighborhood will provide a vibrant and synergistic mix of services, restaurants, open space/recreation, and a range of multifamily housing types, including senior living and affordable housing, whether on- or off-site. The West Neighborhood will consist of an array of product types that can include rental and/or for-sale townhomes, stacked flats, and detached townhomes.

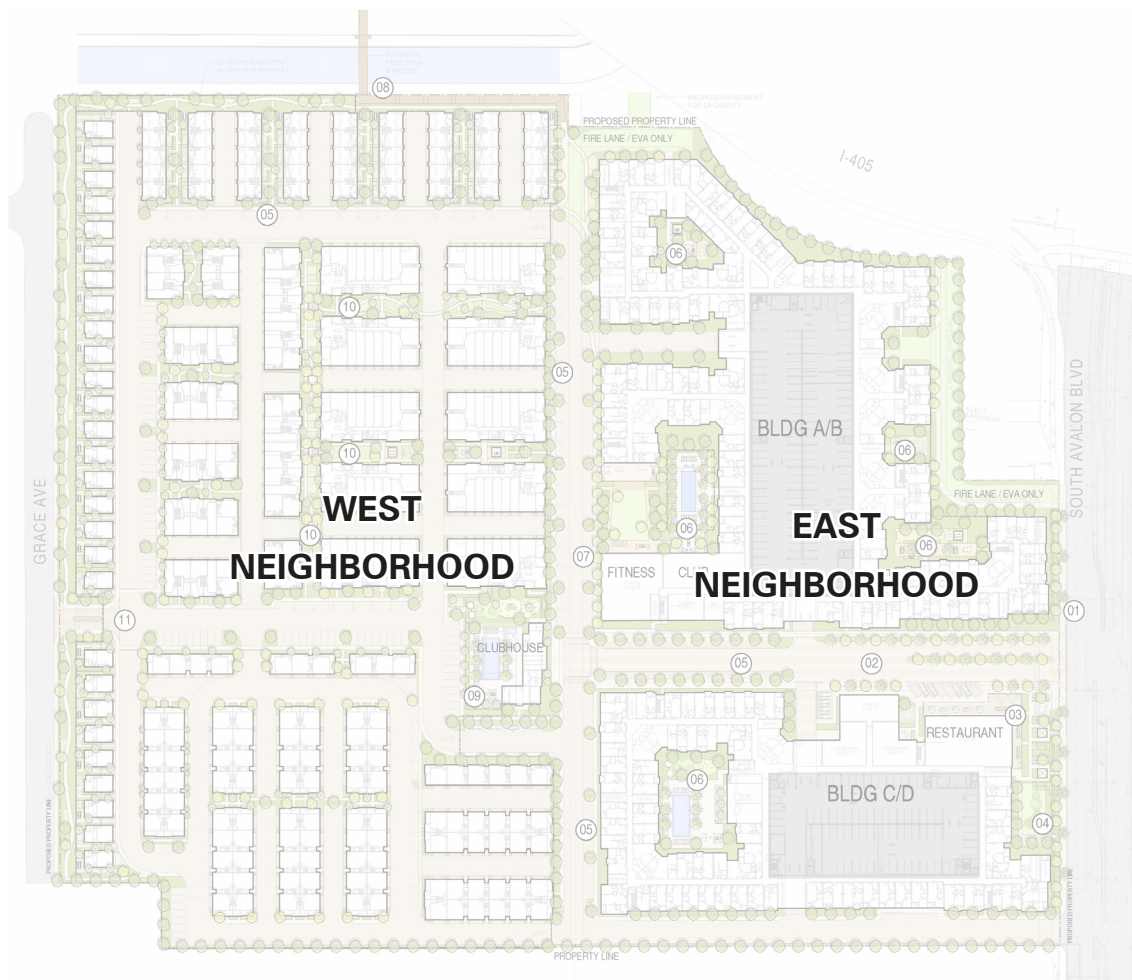
Multifamily residences, a restaurant, and approximately 22,800-square-feet of open space, plaza and park areas will front Avalon Boulevard and internal roads, providing an active, pedestrian-oriented environment. Within the multistory wrap buildings of the East neighborhood, parking will be provided behind residential, commercial and amenity spaces, which include leasing club/fitness centers, outdoor living areas, residential courtyards with fireplaces, BBQ areas, bocce ball courts, shade structures, and game tables. Parking will be within enclosed garages and along internal street frontages near the residences. For the West neighborhood, there are on-street public parking spaces on internal roads to provide access to open spaces, private courtyards and other amenities, both public and private.

The entire community will share the publicly accessible parks, plazas, gathering nodes, as well as the public sidewalk connecting areas south of the project to the potential pedestrian bridge. The bridge would lead to the nearby District Specific Plan area, its nearly 12-acre public park, walking and bicycle paths, dog park, children's play area, restaurants, and other commercial uses. The East Neighborhood residents will have access to six distinct internal courtyards, two pools, fitness centers and clubhouses, co-working and outdoor living spaces. West Neighborhood residents will have access to walkable, tree-lined paseos connecting the active green spaces to the dedicated pool, clubhouse, fitness center, business/co-working center, and recreation/children's play area. The West Neighborhood

will have internal gates to control vehicular access and create efficient use of project parking resources.

The site is designed to support multistory buildings of up to six stories including roof top parking in the East Neighborhood and an array of residential product types in the West Neighborhood. Imperial Avalon will bring a broad selection of rental and ownership housing configurations that include multifamily unit options such as studio, and one- and two-bedroom units; and age-restricted housing composed of studios and one-bedroom units. In the West Neighborhood there will be an array of product types which includes detached townhomes adjacent to the existing single-family neighborhood along Grace Avenue. See Figure 6 for the project site plan, which shows the potential locations of the residential buildings.

**FIGURE 6: CONCEPTUAL SITE PLAN**



**TABLE 1: PROJECT BUILDOUT**

<b>Project Site</b>	<b>1,189,739 Square Feet</b>
<b>Residential Units</b>	
<b>West Neighborhood</b>	351
<b>East Neighborhood</b>	681
<b>Age Restricted</b>	83
<b>Total Residential</b>	1,115 Units
<b>Residential Parking</b>	1,980 Stalls
<b>Commercial and Open Space</b>	
<b>Commercial Area</b>	10,000 Square Feet
<b>Commercial Parking</b>	23 Stalls
<b>Publicly Accessible Park Space</b>	22,859 Square Feet
<b>Total Publicly Accessible Open Space</b>	111,581

**Note: All measurements, square footages, and building area ratios in this table are approximate.**

**2.2.1. RESIDENTIAL USE TYPES: EAST NEIGHBORHOOD**

**Multifamily**

The Specific Plan envisions the creation of a multifamily community of up to approximately 764-units that complements the existing surrounding uses and future developments. The new diverse mixture of unit types seeks to fulfill a revitalization concept that allows for flexibility in site planning and design to adapt to ever changing market trends.

The IASP will provide areas that support the construction of up to two multifamily wrap or podium buildings at a maximum of six stories with centralized parking structures. Multifamily residential buildings will include leasing offices, and recreational amenity spaces and swimming pools. Each building can include various configurations. There will be at-grade gathering spaces that create visual and pedestrian connections between neighboring buildings and the project’s planned central park. A landscaped parkway with sidewalk will act as a buffer between the East and West Neighborhoods while providing pedestrian connectivity along the main north-south internal roadway.

**Age-Restricted Multifamily**

Multifamily Age-Restricted housing would be provided as a component of the Project for senior residents. The age-restricted housing component would include a minimum of 83 age-restricted units made up of studios and one-bedroom units, in an age-restricted housing wing of the southern building. An approximately 10,000 square-foot restaurant and outdoor seating terrace is planned to be located at ground level of the southern multi-family building at the intersection of Avalon Boulevard and the main project entrance drive.

**2.2.2. RESIDENTIAL USE TYPES: WEST NEIGHBORHOOD**

The West Neighborhood can be composed of up to 351 rental and/or for-sale townhomes, stacked flats, and detached townhomes. The overall reduced density compared to the

larger multifamily buildings to the east provides an onsite transition to the single-family neighborhoods to the west and south of the project site. The West Neighborhood will have a protected entry gate system to privatize the area but does not impede access to the pedestrian bridge in the project site, which will be provided by the enhanced parkway to the west and north of the project boundaries. While accessible from the multifamily portion of the project via gate entry, the main vehicular entry will be off Grace Avenue which will lead to a Leasing/Club Fitness Facility, pool and recreation areas that will serve as a focal point for the neighborhood. All townhomes have their own individual entry except for any stacked flats buildings which may have a shared main entry and internal corridor.

The overall concept for the building exterior, such as use of material and facades, including but not limited to balconies and patios, is to be coordinated with the multifamily modern agrarian aesthetic and bring interest to the outdoor amenities, as well as encourage pedestrian activity within the site. The massing of the buildings will allow for integration of the West Neighborhood into the overall Imperial Avalon Specific Plan site while retaining its organized and efficient geometry.

### **Attached Townhomes**

Residential dwelling units within the various types of townhome buildings may have up to four bedrooms. The different building and product types provide a wide-ranging variety of floorplans for townhomes that feature private patios, decks, and direct access to the attached two-car garages. The three-story architectural massing and articulation of the buildings on the exterior provide visual interest and accommodating transitions both internally and to the existing single-family homes adjacent to this new community.

### **Stacked Flats**

Stacked Flats are a cross between townhomes and condos, with either a single- or a multiple-story floor plan. The stacked flat residential dwelling units may provide up to four bedrooms. Units will be stacked on top of parking or other ground floor units with either direct or indirect access via walkway to the attached garage(s), and would include private patios. The design of the stacked flat units is a single or multiple story layout, while the three-story architectural massing and articulation of the buildings provide the most efficient and economical product type in the West Neighborhood, further expanding the housing choices available to Carson renters and home buyers.

### **Detached Townhomes**

Detached Townhome residential dwelling units are standalone structures designed for the occupancy of one family in up to 3 stories of living area. The Detached Townhome residential dwelling units may have up to four bedrooms. Detached Townhomes will feature private patio areas and direct access to attached garage(s). These dwelling units are adjacent to existing single-family homes to provide an appropriate transition between the multifamily structures on the eastern portion of the site and the existing single-family neighborhood on the west side of Grace Avenue.

## **2.2.3. COMMERCIAL: RESTAURANT**

The project proposes a wellness-centered community, focused on highly-amenitized gathering spaces, fitness centers and co-working spaces all proximate to the restaurant and outdoor dining spaces along Avalon Boulevard, totaling 10,000 square feet. The project focal element of a welcoming community park adjacent to a major thoroughfare is enhanced

by people utilizing the park spaces and dining at the restaurant. The buildings adjacent to the park, restaurant and outdoor spaces will contain unique elements that blend art and architecture with dining.

The southeast park will include seating for park users as well as designated seating for restaurant patrons and residents making use of amenity spaces. Conspicuously posted wayfinding signage will identify the available seating areas to use and enjoy. There will be an outdoor dining terrace adjacent to the public sidewalk (along the main access road) with potted plants and a planted buffer from the street. All aspects of the restaurant shall be designed and maintained to comply with applicable State and Federal laws regarding the provision of access for disabled persons.

### **2.2.4. COMMUNITY BENEFITS**

The Imperial Avalon project will bring important benefits to the greater Carson community. Two are detailed below with the remainder further specified in the Project's Development Agreement.

#### **Pedestrian Bridge**

Subject to Los Angeles County Flood Control (LACFC) review and approval, an ADA accessible pedestrian bridge over the Torrance Lateral to the north of the site has been proposed to provide convenient pedestrian connectivity between the Imperial Avalon Specific Plan area and the future development located within the District at South Bay Specific Plan Area to the north. The bridge will create both pedestrian and bicycle accessibility to the District at South Bay Specific Plan located at 20400 E. Main Street, Carson, CA

#### **Southeast Park**

The approximately 22,800-square-foot publicly accessible, but privately maintained park provides access to the development with a restaurant, outdoor seating area, and amenity spaces adjacent to the park, see Figure 16. The Park is located in the southeast area of the IASP abutting the main entrance off Avalon. It includes walkways, a children's play area, outdoor café seating, shade structures, special lighting and landscaping, and pedestrian features designed to complement the IASP themes; the Park will be designed to foster a more cohesive community fabric. It will serve as a civic and cultural focal point and gathering place for the Imperial Avalon residents and the residents of Carson. The park includes areas of respite and opportunities for socializing. The ground floor restaurant and the southern multifamily building face onto the park and are connected by a tree-lined pedestrian promenade, with intimate seating terraces.

Activities in the park may include farmers' markets, neighborhood events, and everyday informal uses such as picnics and children's playtimes. The Park will be privately maintained and publicly accessible for the surrounding community.

## **2.3 ARCHITECTURAL CONCEPT**

The IASP is designed to be a pedestrian-friendly neighborhood, envisioned to be primarily residential in use and character, supported by nearby retail and service opportunities. The architectural design will create a progressive, modern, and vibrant community that is a desirable place where people will want to live, and potentially retire, while offering



robust community amenities. This urban design approach transforms the site from a more suburban environment into a pedestrian-oriented, mixed-use community.

The overall modern agrarian architectural concept is to give large buildings the appearance they are composed of multiple, attached, “buildings.” Each building’s massing, façade design, and varying height sizes are carefully planned to activate the internal and external streets, parks, and paseos, and to attract a variety of residents seeking a more urbanized and varied environment. Buildings will be directly accessible from sidewalks, with convenient on-street parking with the majority of parking located behind the building facades in the wrap structures and within garages hidden from the public right-of-way.

The conceptual elevations of the East Neighborhood’s proposed multifamily buildings can be found in Figures 7 and 8 and the West Neighborhood’s townhome buildings in Figures 9 through 12.

FIGURE 7: CONCEPTUAL MULTIFAMILY BUILDING ELEVATIONS



North Elevation



East Elevation



South Elevation

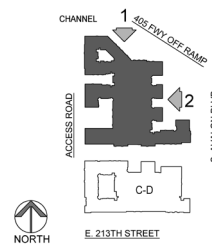


West Elevation

Material Legend

- 1 Roof Material 'A'
- 2 Roof Material 'B'
- 3 Stucco (Dark Gray)
- 4 Stucco (Tan)
- 5 Stucco (Beige)
- 6 Enhanced Material 'A'
- 7 Enhanced Material 'B'
- 8 Enhanced Material 'C'
- 9 Enhanced Material 'D'
- 10 Enhanced Material 'E'

KEY MAP



**FIGURE 8: CONCEPTUAL MULTIFAMILY BUILDING ELEVATIONS**



North Elevation



East Elevation



South Elevation



West Elevation

Material Legend

- 1 Roof Material 'A'
- 2 Roof Material 'B'
- 3 Stucco (Dark Gray)
- 4 Stucco (Tan)
- 5 Stucco (Beige)
- 6 Enhanced Material 'A'
- 7 Enhanced Material 'B'
- 8 Enhanced Material 'C'
- 9 Enhanced Material 'D'
- 10 Enhanced Material 'E'

KEY MAP

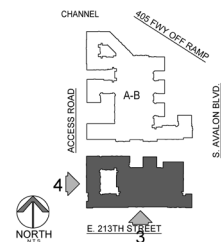


FIGURE 9: CONCEPTUAL TOWNHOME ELEVATIONS



Material Legend

- 1 Horizontal Lap Siding
- 2 Stucco Trim
- 3 Stucco
- 4 Asphalt Shingle Roof
- 5 Standing Seam Metal Roof
- 6 Vinyl Windows
- 7 Fascia
- 8 Barge Board
- 9 Decorative Lights & Address Sign
- 10 Fiberglass Entry Door
- 11 Metal Sectional Garage Door
- 12 Metal Rails
- 13 Stucco Reveal

Color Schedule

- S1 Horizontal Siding
- T1 Trim
- ST1 Stucco 1
- ST2 Stucco 2
- ST3 Stucco 3
- R1 Asphalt Shingle Roof
- R2 Standing Seam Metal Roof
- W1 Window Frame
- E1 Entry Door
- G1 Garage
- MR1 Metal Rails

FIGURE 10: CONCEPTUAL TOWNHOME ELEVATIONS



Material Legend

- 1 Horizontal Lap Siding
- 2 Stucco
- 3 Asphalt Shingle Roof
- 4 Vinyl Windows
- 5 Fascia
- 6 Barge Board
- 7 Decorative Lights & Address Sign
- 8 Fiberglass Entry Door
- 9 Metal Sectional Garage Door
- 10 Stucco Trim
- 11 Brick Veneer

Color Schedule

- S1 Horizontal Siding
- ST1 Stucco 1
- ST2 Stucco 2
- ST3 Stucco 3
- R1 Asphalt Shingle Roof
- W1 Window Frame
- E1 Entry Door
- E2 Entry Door
- G1 Garage
- T1 Trim
- B1 Brick Veneer

FIGURE 11: CONCEPTUAL TOWNHOME ELEVATIONS



Material Legend

- 1 Horizontal Lap Siding
- 2 Stucco
- 3 Asphalt Shingle Roof
- 4 Vinyl Windows
- 5 Fascia
- 6 Decorative Lights & Address Sign
- 7 Fiberglass Entry Door
- 8 Metal Sectional Garage Door
- 9 Metal Rails
- 10 Stucco Trim

Color Schedule

- S1 Horizontal Siding
- ST1 Stucco 1
- ST2 Stucco 2
- R1 Asphalt Shingle Roof
- W1 Window Frame
- E1 Entry Door
- E2 Entry Door
- G1 Garage
- G1 Garage
- MR1 Metal Rail
- T1 Trim

FIGURE 12: CONCEPTUAL TOWNHOME ELEVATIONS



Material Legend

- [1] Horizontal Lap Siding
- [2] Stucco Trim
- [3] Stucco
- [4] Asphalt Shingle Roof
- [5] Vinyl Windows
- [6] Fascia
- [7] Barge Board
- [8] Decorative Lights & Address Sign
- [9] Fiberglass Entry Door
- [10] Metal Sectional Garage Door
- [11] Metal Railing
- [12] Stucco Reveal
- [13] Stone Veneer

Color Schedule

- [S1] Horizontal Siding
- [T1] Trim
- [ST1] Stucco 1
- [ST2] Stucco 2
- [ST3] Stucco 3
- [R1] Asphalt Shingle Roof
- [W1] Window Frame
- [E1] Entry Door
- [G1] Garage
- [G2] Garage
- [MR1] Metal Rail
- [SV1] Stone Veneer

FIGURE 13: CONCEPTUAL CLUBHOUSE ELEVATIONS



Material Legend

- 1 Horizontal Lap Siding
- 2 Vertical Siding
- 3 Stucco
- 4 Standing Seam Metal Roof
- 5 Vinyl Windows
- 6 Fascia
- 7 Barge Board
- 8 Entry Door
- 9 Metal Sectional Garage Door
- 10 Shower
- 11 Utility Doors
- 12 6X6 Posts

Color Schedule

- S1 Horizontal Siding
- S2 Vertical Siding
- ST1 Stucco 1
- R1 Standing Seam Metal Roof
- W1 Window Frame
- T1 Trim
- E1 Entry Door
- G1 Garage
- TL1 Tile



## 2.4 LANDSCAPE AND OPEN SPACE CONCEPT

The landscape concept for the IASP is intended to encourage the use of all the outdoor amenities, as well as encourage pedestrian activity within the site. The project is designed with an interconnected network of tree-lined streets, pedestrian promenades, and shared usable open spaces filled with amenities that activate the site. The streetscape design extends to Avalon Boulevard, with several trees to provide shade, and bench seating to offer a hospitable pedestrian experience. The project entries will include special paving, planted medians, and stately trees to establish a sense of place. Figures 14 through 18 below contain the landscape and open space concepts for the project. This urban open space may incorporate elements such as vibrant streetscapes and sidewalks, activity and event spaces, a variety of seating options, water features, shade pavilions, and areas of botanical interest.

Interior courtyards and recreation areas will provide areas for both active and passive recreation. A network of pedestrian paths provides opportunities for jogging, walking, and multi-modal recreation. Multi-use spaces will be provided to encourage social and private moments through the use of garden courtyards, swimming pools, BBQ areas, fire pits, lounge seating, and play areas.

Open space areas contain walking paths and garden features that engage sensory experiences. The landscape will be designed with predominantly drought tolerant species, with the use of natives and seasonal ornamental plantings providing color and texture based on solar access conditions. The landscape palette is shown in Figure 14. The landscape planting and irrigation will comply with requirements set forth by the City of Carson and the State's Model Water Efficiency Ordinance. The irrigation design will be a fully automatic, underground water use and conservation system, with high-efficiency and low-precipitation rates, using an evapotranspiration weather-based control system. The selection of plant material is based on geographic, aesthetic, and low-maintenance considerations.

Landscaped parkways and adjacent sidewalks will link the open spaces located on the western portion of the site for interconnected public and private pedestrian access. This planning relationship establishes visual connectivity and linkage, reinforcing walkability between the local communities. Within the West Neighborhood of the site, there are planned walkable paseos at each building, which provide residents the use of shared lawns, gardens, shaded terraces, BBQ grills, bocce ball courts, lawns, and fire features. The West Neighborhood units are arranged to provide convenient access to the paseos, and recreational pool area. The entire West Neighborhood would share the public park spaces and gathering nodes, with walkable publicly accessible paseos connecting the active greenspaces; all private open spaces will be secured.

FIGURE 14: CONCEPTUAL LANDSCAPE PLAN



Legend

- ① Improved Streetscape with Sidewalk and Street Trees per City of Carson Public Works Standards
- ② South Avalon Entry Drive
- ③ Restaurant Patio Area
- ④ Avalon Blvd Park
- ⑤ Parallel Parking
- ⑥ Residential Courtyard
- ⑦ Streetscape with Shaded Landscape Parkways and Parallel Parking
- ⑧ Pedestrian Bridge Connection
- ⑨ Community Clubhouse
- ⑩ Townhome Pedestrian Paseos
- ⑪ Grace Avenue Entry Drive

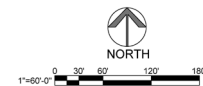
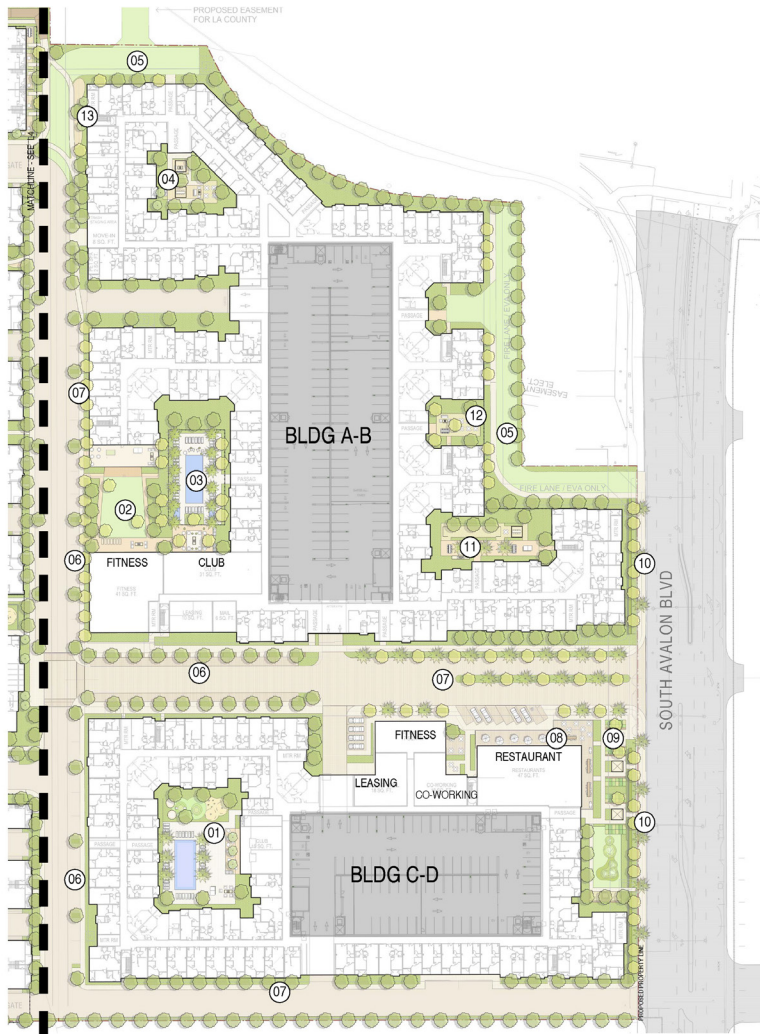


FIGURE 15: CONCEPTUAL GROUND LEVEL ENLARGEMENT PLAN - EAST



Legend

- 01 Private Residential Courtyard with Pool Deck, Shaded Lounge Areas, Games Terrace, Fire Feature, Children’s Play Area, and Enhanced Paving
- 02 Fitness And Club Terrace with Lawn, Outdoor Living Space, Games, Deck, Lounge, and Fire Features
- 03 Private Residential Courtyard with Pool Deck, Gate and Fence, Shaded Lounge Areas, Fire Feature, and Enhanced Paving
- 04 Private Residential Courtyard with Shaded Lounge Areas, Fire Feature, and Enhanced Paving
- 05 Fire Lane / Eva Lane with Drivable Grass Paving in accordance with LA County Fire Code
- 06 Parallel Parking with Enhanced Paving
- 07 Tree-Lined Streetscape
- 08 Restaurant Patio Area with Accent Planting, Movable Seating, and ABC Barrier
- 09 Avalon Boulevard Park with Shade Structures, Seating Areas, Gardens, and Children’s Play Area
- 10 South Avalon Blvd Streetscape with 8’ W Sidewalk and Street Trees per City of Carson Public Works Standards
- 11 Private Residential Courtyard with Fence, Shaded Lounge Areas, Fire Feature, Bocce Court, and Enhanced Paving
- 12 Private Residential Courtyard with Fence, Shaded Lounge Areas, Fire Feature, and Enhanced Paving
- 13 Seating Areas along Walking Paths



Not to Scale

FIGURE 16: CONCEPTUAL GROUND LEVEL ENLARGEMENT PLAN - WEST



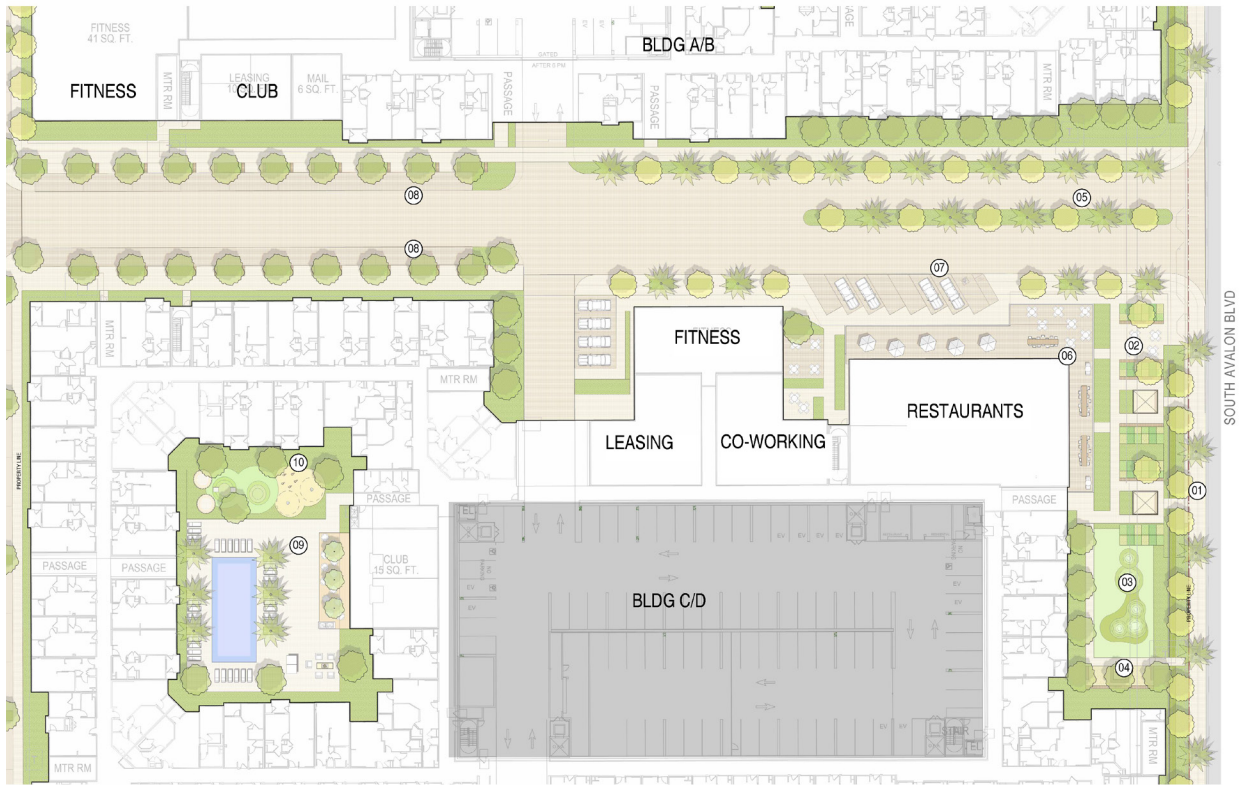
Legend

- 01 Grace Avenue Streetscape with 5' W Sidewalk And Street Trees Per City of Carson Public Works Standards
- 02 Grace Avenue Entry with Enhanced Paving And Accent Trees
- 03 Single Family Homes with Gate And Fences, Private Entry Walks, and Patios
- 04 Townhome Pedestrian Paseos
- 05 Townhome Pedestrian Paseo with Lawn, Seating Areas, and Shade Structures
- 06 Townhome Pedestrian Paseo with Private Patios, Lawn, Shaded Structure, and BBQ Grills
- 07 Townhome Pedestrian Paseo with Private Patios, Shaded Lounge Seating, Shade Structure, Fire Feature, and Community Garden
- 08 Townhome Pedestrian Paseo with Private Patios, Meandering Paths, Shaded Seating Areas, Lawn, and Fire Feature
- 09 Townhome Pedestrian Paseos with Private Patios
- 10 Meandering Path / Fitness Trail with Seating Nodes
- 11 Accessible Pedestrian Bridge to Adjacent Property
- 12 Fire Lane / Eva Access with Walking Paths and Seating Areas
- 13 Streetscape with Tree-Lined Sidewalks
- 14 Fitness Center with Gate And Fence, Pool Deck, Games Tables, Shaded Lounge Seating, and Fire Feature
- 15 Children's Play Area



Not to Scale

FIGURE 17: CONCEPTUAL AVALON ENTRY ENLARGEMENT PLAN - SOUTH



Legend

- ① Improved Streetscape with Sidewalk and Street Trees Per City of Carson Public Works Standards
- ② Avalon Boulevard Park with Shade Structures, Seating Areas, and Gardens
- ③ Publicly Accessible Children’s Play Area
- ④ Respite Park
- ⑤ South Avalon Entry Drive
- ⑥ Restaurant Patio Area with Accent Plantings, Movable Seating, and ABC Barrier
- ⑦ Head-In Angled Parking
- ⑧ Parallel Parking
- ⑨ Private Residential Courtyard with Pool Deck, Shaded Lounge Areas, Games Terrace, Fire Feature, and Enhanced Paving
- ⑩ Private Courtyard Children’s Play Area



Not to Scale

FIGURE 18: CONCEPTUAL AVALON ENTRY ENLARGEMENT PLAN - NORTH



Legend

- ① Improved Streetscape with Sidewalk and Street Trees per City of Carson Public Works Standards
- ② Head-In Angled Parking
- ③ Residential Courtyard with Bocceball, BBQ Grills, Shade Structures, and Lounge Seating
- ④ Residential Courtyard with Enhanced Paving, Fire Feature, and Lounge Seating
- ⑤ Fire Lane / Eva Lane with Drivable Grass Paving in Accordance With LA County Fire Code
- ⑥ Tree-Lined Pedestrian Paths
- ⑦ Parallel Parking
- ⑧ Outdoor Living Area with Game Tables and Movable Seating
- ⑨ Pool Deck with Spa, Cabanas, Shaded Lounge Areas, Deck, and Fire Feature
- ⑩ Outdoor Club Lounge Area with Fire Feature, BBQ Grills, and Movable Seating
- ⑪ Fitness Terrace and Deck
- ⑫ Fitness Lawn and Shade Trees



Not to Scale

**FIGURE 19: CONCEPTUAL LANDSCAPE PALETTE - TREES, FLOWERS, GRASSES, AND HERBS**

**TREES**



MARINA ARBUTUS



AUSTRALIAN WILLOW



FRUITLESS OLIVE



CALIFORNIA SYCAMORE

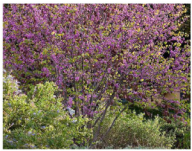


COAST LIVE OAK



DRAKE ELM

**STREET TREES**



REDBUD



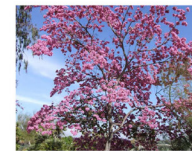
NATCHEZ WHITE CRAPE MYRTLE



TRUE DATE PALM



BRISBANE BOX



PINK TRUMPET TREE

**FLOWERING PERENNIALS & GRASSES**



CALIFORNIA MAIDENHAIR FERN



WHITE SAGE



WILD GINGER



CALIFORNIA FIELD SEDGE



SMALL CAPE RUSH



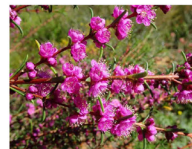
CLEVELAND SAGE



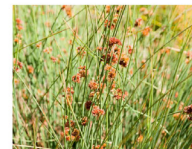
DIANELLA



ELIJAH BLUE FESTUCA



SWAN RIVER MYRTLE



COMMON RUSH



FRENCH LAVENDER



GIANT LIRIOPE



CANYON PRINCE WILD RYE



LOMANDRA



SWORD FERN



SEA JADE FLAX



SANTOLINA



FIRST LOVE GARDENIA

**HERBS**



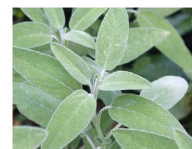
MINT (SPREADING)



OREGANO



ROSEMARY



COMMON SAGE



THYME

**FIGURE 20: CONCEPTUAL LANDSCAPE PALETTE - EVERGREENS, SUCCULENTS, AND VINES**

**EVERGREEN**



SILVER HAZE WOOLLY BUSH



DWARF STRAWBERRY TREE



CEANOTHUS



FINE LEAFED MALLEE



TRUE MYRTLE



DWARF OLIVE



KANADU PHILODENDRON



PROSTRATE ROSEMARY



BUSH GERMANDER



COAST ROSEMARY

**SUCCULENTS**



CANARY ISLAND ROSE



BLUE FOX TAIL AGAVE



BLUE GLOW AGAVE



ALOE VERA



MEDITERRANEAN SPURGE



MYRTLE SPURGE



DWARF ELEPHANT FOOT



BLUE FINGERS



YUCCA

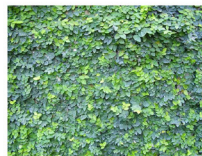
**VINES**



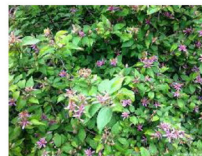
NIGHT BLOOMING JASMINE



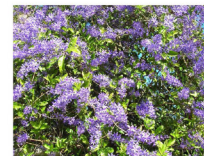
ICEBERG CLIMBING ROSE



CREEPING FIG



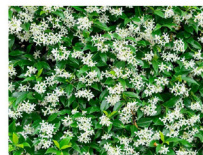
LAVENDER STAR FLOWER



QUEEN'S WREATH



VIRGINIA CREEPER



STAR JASMINE



ROGER'S RED GRAPE



JAPANESE WISTERIA



## 2.5 SIGNAGE CONCEPT

The signage concept for the IASP has been designed to complement the Avalon Boulevard Corridor and the project site architecture. The signage system is intended to be flexible, and applicable to the many site conditions that are present throughout the IASP.

### 2.5.1. WAYFINDING SIGNAGE

Wayfinding signage is to provide easy access to information about locations, key destinations, and the type of activity that is available in various locations.

### 2.5.2. IDENTITY SIGNAGE

Significant Structures, Parks, and Commercial tenant spaces within the IASP will be identified in the proposed signage system. In this way the signage system acts to make visible and cohesive major project site attractions. Residents can easily identify and access public spaces and discover private and public spaces they have access to.

### 2.5.3. MONUMENT ENTRY SIGNAGE

The Monument Entry Signage will provide a visual marker to the Imperial Avalon project and create a recognizable landmark within the city. The Monument Entry Signage can vary in both type and size. However, they have a consistent theme which connects them as a “family of signs.” The primary effort in this signage is to differentiate it from neighboring communities. Welcome signs and monuments signal your entrance to the Imperial Avalon community.

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CHAPTER 3  
**DEVELOPMENT  
STANDARDS**

## 3. DEVELOPMENT STANDARDS

### 3.1 PURPOSE AND APPLICABILITY

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

#### 3.1.1. PERMITTED USES

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

Allowable land uses within the Specific Plan are detailed in Table 3. Definitions of allowed land uses are provided in this Specific Plan, and, when not provided in this Specific Plan, in Chapter 9 of the Carson Municipal Code. The Director of Community Development shall have the authority to interpret the use provisions in this Specific Plan pursuant to Section 5 of this Specific Plan governing interpretation and approve or deny any additional uses in the future.

**TABLE 2: PERMIT DESCRIPTIONS**

PERMIT	DESCRIPTION
X	Automatically permitted use.
L	Automatically permitted use provided special limitations and requirements are satisfied.
D	Use permitted subject to the approval of the Director of Community Development.
C	Use permitted upon approval of a conditional use permit.

**TABLE 3: PERMITTED USES**

USE	PERMIT	NOTES
<b>Personal Services Uses</b>		
Barber shop, beauty shop, reducing salon, manicure parlor	X	
<b>Retail Uses</b>		
Convenience stores	X	
Department stores, variety stores, and specialized stores for apparel, items for personal use, household items, plants and flowers, and supplies and small equipment for businesses, including antiques	X	No other secondhand items. Swap meets and flea markets, as defined in CMC 9191.670, are prohibited.
<b>Studios Uses</b>		
Art studio	X	Includes costume design, interior decoration, photography, writing, drama, dance, music, arts, and crafts (including stained glass).
<b>Offices</b>		
Business, professional, financial, insurance, real estate, messenger service, advertising, newspaper, or publishing (no printing), ticket agency, travel agency, collection agency, detective agency, security service	X	See CMC 9138.17
<b>Food Sales and Services</b>		
Restaurant	X	C
Food store	X	See CMC 9131.1
<b>Alcoholic Beverage Sales and Services</b>		
Alcoholic beverages, sale of	L	See 3.1.2, Alcoholic Beverage Sales and Services.
Alcoholic beverages, w/private indoor recreation facilities	L	See 3.1.2, Alcoholic Beverage Sales and Services.
Alcoholic beverages, w/restaurants, sit down	L	See 3.1.2, Alcoholic Beverage Sales and Services.
Alcoholic beverages, w/temporary and special events	D	
<b>Recreation</b>		
Health club for public use	C	
Fitness/clubhouse recreation center for private use as an accessory use to multifamily residential uses	X	
Gymnasium	C	
Dog parks	X	
Swimming pool for private use as an accessory use to multifamily residential uses	X	
<b>Health Services</b>		
Medical or dental office or clinic, public health center	X	
Optical services (for fitting, grinding, or mounting eyeglasses)	X	
Medical or dental laboratory. (Only permitted as an incidental use in a medical/dental office building or clinic.)	x	
Pharmacy	X	

USE	PERMIT	NOTES
Day Care		
Community day care facility	C	
Residential Uses		
Multiple-family residential and residential condominiums in a stand-alone or mixed-use configuration	X	
Single family homes, attached and/or detached townhomes, and stacked flat units	X	
Senior housing: licensed and unlicensed senior independent living, assisted living facility, memory/dementia care, and elder care	X	
Long-term care facilities	X	See CMC 9191.342
Retirement home	X	See CMC 9191.518
Live-work residential units	L	Per 3.0.3 below. See CMC 9138.17.1 for development standards and requirements.
Communications Facilities and Utilities		
Minor communications facilities	C	See CMC 9138.16, Planning Commission approval required.
Pumping station, water well	C	See CMC 9133
Temporary Uses		
Office or other permitted commercial use in a trailer or other mobile unit	L	Permitted for a period not exceeding six months during construction of a building on the same lot while a building permit is in effect. The Director of Community Development may approve reasonable time extensions.
Farmers' market	C	
Storage of construction materials and equipment at a construction site without the screening which would be required for permanent outdoor storage	L	Only during the construction period.
Subdivision directional sign	L	See CMC 9128.31 to 9128.35
Christmas tree sales, pumpkin sales	L	
Yard sales	L	See CMC 4600 to 4606

**3.1.2. ALCOHOLIC BEVERAGE SALES AND SERVICES**

In connection with alcoholic beverage sales and services established in CMC 9138.5, the following requirements shall be met:

1. No off-sale business (incidental) shall be established within 300 feet of any school, and no off-sale business (primary) shall be established within 300 feet of any school or house of worship. The distances in the preceding sentence shall be determined by measuring from lot line to lot line.
2. 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.

3. 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.
4. 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.

**Alcohol Use Permits for On-Site Consumption**

Notwithstanding other provisions of this chapter, the on-site sale, service, or consumption of alcoholic beverages in restaurants, cafés, indoor recreation centers, and similar establishments in the Specific Plan Area shall be subject to the requirements specified in this section. Owners shall obtain and maintain all required licenses from the state Alcoholic Beverage Control board (ABC).

1. Owners and managers shall obey all federal, state, and municipal laws and ordinances, and comply with all conditions imposed pursuant to any permit or license related to the sales of alcoholic beverages for the establishment.
2. Owners shall comply with any applicable provisions in the municipal code pertaining to obtaining a business license.
3. Establishments regulated by this section may serve alcohol from 10:00 am to 2:00 am, seven days per week, unless otherwise limited by a specific license or permit.

**Alcohol Use Permits for Temporary and Special Events**

Alcohol sales are permitted for temporary and special events provided the required permits/ approvals are obtained from the ABC, subject to approval by the Community Development Director.

**3.1.3. LIVE-WORK STANDARDS AND CRITERIA**

The purpose of this section is to provide standards for live-work units. Live-work units are intended to be occupied by business operators who live in the same structure that contains the commercial activity. Home Occupation Permits shall be filed and processed per Chapter 9128.4 Home Occupations of the City of Carson Municipal Code.

The development and performance standards for live-work units are as follows.

**Live-Work Development Standards**

These development standards shall apply to all live-work units:

## IMPERIAL AVALON SPECIFIC PLAN

1. Each live-work unit shall front on a public or private street, and the work area shall be at street level. Live-work offices will be small and independent, where no associated parking demand will be generated.
2. Each unit shall have a pedestrian-oriented frontage.
3. The residential unit shall not have a separate street address from the business component.
4. The live-work unit shall be occupied and used only by a business operator and/or a household, of which at least one member shall be the business operator.
5. The living space shall not be rented or sold separately from the working space.
6. Other than a sign, as permitted by this section, in no way shall the appearance of the structure be altered or the conduct of the use within the structure be such that the structure may be recognized as serving a nonresidential use (by color, materials, construction, lighting, odors, noises, vibrations, etc.).
7. The retail use shall be limited to the display and sale of works created in the unit.
8. Workspace shall be limited to the first floor of the building. Living space shall be in the rear ground level or upper floors so that it does not interrupt the appearance of the commercial frontage.
9. The designated workspace cannot be used for residential living space other than a home office.
10. There shall be no storage of flammable liquids or hazardous materials beyond what is normally associated with a residential use. Storage of flammable liquids and hazardous materials beyond that, such as for an artist's studio, shall be subject to the City's Hazardous Materials Ordinance and shall be allowed only through an approved conditional use permit and approval from the Los Angeles County Fire Department and Building Official.

### Live-Work Performance Standards

These performance standards shall apply to all live-work units:

1. Noise. Noise resulting from conduct of the work within the unit shall be muffled so as not to become disruptive to surrounding neighborhoods due to volume, tone, intermittence, frequency, or shrillness.
2. Odor. Every use shall be operated in such a manner that it does not emit an obnoxious odor or fumes beyond the working unit/area.
3. Smoke. Every use shall be operated in such a manner that it does not emit smoke into the atmosphere.
4. Dust and Dirt. Every use shall be operated in such a manner that it does not emit any dust or dirt into the atmosphere.



## 3.2 DEVELOPMENT STANDARDS

### 3.2.1. BUILDING INTENSITY (FAR, DU/AC)

#### Residential Density

The project site can accommodate a variety of unit types, including, but not limited to, detached and attached townhomes, live-work units, courtyard housing, stacked flats either in a townhome building, podium or wrapped configuration, and vertical mixed-use building types with residential above commercial. The allowed density maximum shall be 45 dwelling units per gross acre across the Imperial Avalon site (inclusive of West and East Neighborhood) irrespective of the proposed subdivision and future lot lines, up to a maximum of 1,115 dwelling units.

#### Maximum Building Height

No building in the Specific Plan Area shall exceed a height at any point of six stories (excluding mezzanines as defined under applicable building codes) or 85 feet. Architectural features and rooftop projections (including but not limited to mechanical equipment, stairwells, boiler rooms) may not exceed a height limit of a maximum of 15 feet; architectural features and rooftop projections are included in the maximum building height limit of 85 feet.

#### Floor Area Ratio Nonresidential

Floor area ratio (FAR) is defined as the ratio of floor area to total (gross) lot area (inclusive of any required dedications, public or private easement areas, or setback areas). The calculations for FAR do not include parking structures or parking spaces.

FAR shall not exceed a maximum of 1.35:1 as calculated over the entire project area (i.e., East and West Neighborhood irrespective of subdivision and new lot lines).

#### Dwelling Unit Size

The minimum livable dwelling unit size shall be:

- Efficiency units (studios): 450 square feet
- One-bedroom units: 595 square feet
- Two-bedrooms units: 850 square feet
- Three-bedrooms units: 1,000 square feet
- Four-bedroom units: 1,250 square feet

### 3.2.2. PROPERTY SETBACKS

Building setback is measured from the property line to the closest building façade. Minimum building setbacks above the ground floor are required. Projections, such as balconies, may encroach into the setback as allowed in Tables 4 and 5. Buildings shall adhere to minimum and maximum setbacks as required below.

**TABLE 4: BUILDING SEPARATION SETBACK REQUIREMENTS**

SETBACK FROM	MINIMUM
Grace Avenue	15 ft.
I-405 Ramp	30 ft.
Avalon Boulevard	10 ft.
Internal Street - East Neighborhood (Multifamily)	8 ft
Internal Street - West Neighborhood (Townhomes)	3 ft for nonliving/unoccupied areas 5ft. for living/occupied areas
Torrance Lateral	20 ft.
Southern Boundary	10 ft.
INTERNAL SETBACKS BETWEEN BUILDINGS WITHIN THE PROJECT SITE	
West Neighborhood Units	10 ft .
East Neighborhood Buildings and Units	15 ft.

**TABLE 5: PERMITTED ENCROACHMENTS WITHIN SETBACKS**

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

## 3.3 PARKING AND LOADING

### 3.3.1. MINIMUM PARKING REQUIREMENTS

The minimum parking requirements are:

1. West Neighborhood: 2 parking spaces per unit. Guest parking shall be 0.15 space per unit.
2. Live-work: 2 parking spaces per unit and no guest parking requirements.
3. For non-age-restricted, market-rate, multiple-family units: 1.25 spaces per studio unit, 1.5 spaces per one-bedroom unit, and 1.7 spaces per two-bedroom unit. Guest parking shall be 1 space for every 4 units.
4. For multifamily, market-rate, age-restricted senior units: 1 parking space per studio unit and 1.2 spaces per one-bedroom unit. Market-rate, age-restricted units shall have no additional guest parking requirement.
5. Deed-restricted affordable units (multifamily or age-restricted): 0.5 parking space per studio unit, 1 space for one- or two-bedroom units. Deed-restricted, age-restricted units shall have no additional guest parking requirement.
6. Commercial uses: 2 spaces per 1,000 square feet gross floor area.

#### Commercial Parking and Parking Structures

The commercial and residential parking areas shall be separated within a parking structure; however, the users may share driveway access. The commercial spaces require 2 parking spaces for each 1,000 square feet of gross floor area. All parking shall be screened from view from public streets. The West Neighborhood parking will be provided in either attached 2-car side-by-side style garages or attached tandem style garages for all units and will not require parking structures.

The driveway entrances, garage ramps and drive aisle widths shall be 25 feet wide.

Parking garages in multifamily buildings are to provide single parking spaces with allowable use of tandem spaces for two-bedroom or larger units. Tandem parking for commercial uses is prohibited. The total maximum number of tandem parking spaces cannot exceed 10% of the total number of spaces across all multifamily parking structures. Tandem garages are permitted in the West Neighborhood. ADA compliant spaces for residential uses may not be provided in tandem configurations.

Up to 30% of the stalls may be provided for compact cars across all Multifamily parking structures.

### 3.3.2. DESIGN OF PARKING

#### Expansion of Leasable Floor Area

Upon any future request for change or enlargement of a building or structure that increases the number of dwelling units or the amount of leasable floor area, additional parking and loading spaces shall be provided for the new leasable floor area or dwelling units without diminishing the existing parking provided for the existing use, buildings, and/or structures,

unless the Director of Community Development determines that such additional parking is not required to maintain compliance with Section 3.1 of this Specific Plan provided that increase does not exceed the maximum unit count, density and/or FAR.

### **Parking Design and Standards**

Unbundled parking options will be provided, meaning parking spaces are to be detached from the cost of renting a home; for residents they are allowed in the project area. In addition, up to one-half of the commercial spaces provided at the multifamily buildings may be shared with residential guest parking. The West Neighborhood parking may have surface (visitor) stalls provided for compact cars. All residents shall park in their assigned stalls and shall not park on adjacent residential streets. Parking shall be monitored by management.

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

EV charging stations shall be provided in compliance with state building code and any additional provisions or modifications are described in the project's Development Agreement.

### **Bicycles**

Short-term bicycle parking shall be provided at a rate of 5 percent of the visitor vehicular parking stalls. Long-term bicycle parking shall be provided at a rate of 5 percent of the tenant parking stalls in a location convenient from any street. Short-term and long-term bicycle parking would generally be consistent with CalGreen provisions, where short-term bicycle parking is allowed to be ground-mounted at the exterior of buildings, and long-term bicycle parking is allowed within a secured storage area within garages or buildings. In addition, if a use is anticipated to generate visitor traffic, permanently anchored bicycle racks are allowed to be located at a minimum of 200 feet of the visitors' entrance.

### **Loading and Pick-up/Drop-off Areas**

For multifamily buildings, two temporary loading spaces shall be located adjacent to each building (time signed and shared where parallel parking is provided) as convenient to the building elevator as possible and regulated by management operations. A convenient ride share/passenger pick-up and drop-off area shall be provided adjacent to the park and will be identified in the approved site plan, as well as Parcel Delivery and Postal Services zone.

### **Gates**

1. Vehicular Gates. The location and design of all proposed vehicular gates shall be reviewed and approved by the City's traffic engineer and the Los Angeles County Fire Department.
2. Pedestrian Gates. The location, design and access control methods for all proposed pedestrian gates, including access gates for the pedestrian bridge, shall be reviewed and approved by the Director of Community Development prior to the issuance of any building permit.

### 3.4 USABLE OPEN SPACE

Usable open space will be provided throughout the development site in a combination of private open space, common areas, and publicly accessible open space, based on standards in Table 6.

**TABLE 6: USABLE OPEN SPACE REQUIREMENTS**

UNIT TYPE	USABLE OPEN SPACE REQUIREMENT
Studio and One-Bedroom Units	Min. 125 square feet per unit
Two-Bedroom and Three-Bedroom Units	Min. 150 square feet per unit

#### 3.4.1. ADDITIONAL OPEN SPACE PROVISIONS

1. Private open space may include balconies, patios, terraces, or rooftop decks with minimum dimensions of 5 feet, and minimum of 40 square feet when provided. These areas shall be carefully integrated into the overall architectural design of the building. Architectural elements such as railings, trellises, short walls, or rooftop enclosures shall be consistent with the architectural style of the structure to which they are attached.
2. Common open space shall be usable indoor or outdoor areas and may include active spaces (recreation rooms, fitness rooms, audiovisual entertainment, pool, etc.) or passive spaces (lounges, outdoor landscape and hardscape areas with seating, barbeque area, and other amenities) with minimum dimensions of 8 feet (width and length). Rooftop decks and terraces may be used to satisfy this requirement; however, these areas shall be accessible to all residents within the building and face the public rights-of-way where possible.
3. Enclosed common open space (i.e., open space that is enclosed on four sides, such as a courtyard) must have a 1:2 ratio where the courtyard width is at least one-half of the height of the adjacent building façade. Open space that is open on one (1) or more sides must have a width of at least one-third the height of the adjacent building façade.
4. Publicly accessible open space refers to the creation of parks, plaza areas, and greenbelts that are open to the public. Publicly accessible open space shall not include parking, driveways, or rear setback areas, but may include front and side setback areas if they are integrated into the overall design of the project. Plazas, courtyards, or other smaller publicly accessible open space areas must be installed at the ground level, with connectivity to public streets as well any internal private drives. They must include pedestrian-oriented amenities, including seating, lighting, walkways, and landscape and hardscape features. Hardscape paving may include brick, stone,

interlocking concrete pavers, textured concrete, and/or impressed patterned concrete. The minimum dimensions of publicly accessible open space shall be 20 feet.

5. The Project must provide a minimum of 8.5 acres of total open space consisting of landscaped easements, recreational areas, common open space, publicly accessible open space, enclosed common open space, and private open space.

### **3.5 LANDSCAPE STANDARDS**

The perimeter landscape is intended to encourage walkability and pedestrian use and shall be designed to complement the streetscape character. Internal streetscape design shall encourage pedestrian connectivity to internal and external roadways, the publicly accessible plaza and park areas, and the plaza and park areas dedicated to the Imperial Avalon community. The irrigation system shall be designed and constructed to meet and/or exceed model water efficient landscape ordinances (MWELo). The following additional standards shall apply.

1. All landscaping shall be substantially consistent with the conceptual landscape plans shown in Figures 13 to 17.
2. Landscaping shall not interfere with pedestrian movement or impede the visibility of businesses and signage.
3. All street trees adjacent to a sidewalk shall be selected and installed to limit the potential for root systems to affect sidewalks.
4. All portions of setbacks not covered by permitted encroachments, pedestrian walkways, or driveways shall be landscaped.
5. Open parking areas at or above grade shall be landscaped in accordance with CMC 9162.52, Landscaping Requirements.
6. All other requirements of CMC 9162.52 are applicable.
7. A landscape treatment shall be applied to spaces between a wall and the adjacent sidewalk. Screening walls with live planting are encouraged. Plant hedges may be used in lieu of walls where appropriate.

### **3.6 LIGHTING**

A detailed safety, lighting, and signage lighting plan shall be submitted and approved by the Director of Community Development, prior to issuance of a building permit, where the plan will discuss strategies for avoiding spillover lighting and to ensure pedestrian safety. Lighting for uncovered parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. In addition, the following lighting standards apply.

1. Lighting within the Specific Plan Area shall be directed to driveways, walkways, and parking, and away from adjacent properties and public rights-of-way.
2. Outside of “public” areas of the Plan Area, lighting temperatures shall not exceed 3,000 Kelvin.
3. The pedestrian lights should have a relatively low wattage light source in the warm (yellow) color range (close to 3,000 Kelvin).
4. Pedestrian-scaled pole lighting shall provide a minimum of one (1) foot-candle in all public areas.
5. Storefront or restaurant entries shall be illuminated.
6. Outdoor lighting shall be shielded to prevent glare on adjacent properties.
7. Energy-efficient light bulbs shall be used to minimize environmental impacts.
8. Pedestrian-scale decorative street lighting in sidewalks shall have a maximum spacing of 80 feet on-center. Light sources should be 12 to 14 feet above finished grade.
9. Site lighting requirements shall be one (1) foot-candle per square foot to lower the amount of light that spills across the site.
10. 1Lighting fixtures shall be integrated into the landscape to facilitate safe pedestrian circulation.
11. 1Dark-sky lighting is encouraged to minimize light-pollution. Lights should be shielded on top and sides, avoiding all up-lighting.
12. 1Full-cutoff fixtures shall be used in landscape lighting. Excessive lighting shall be avoided.

### 3.7 SIGNAGE

Signs will announce the presence of the Imperial Avalon project, welcome visitors and residents, and help users navigate the site. The sign development standards are intended to maximize the identification of IASP as a distinct location in a way that complements the overall image of Carson.

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

## IMPERIAL AVALON SPECIFIC PLAN

1. Unless specifically addressed below, signage within the Specific Plan Area shall be governed by Section 9138.17F of the CMC.
2. The base calculation for wall signs shall be two square feet of signage per linear foot of building frontage.
3. Capital letters shall not exceed a height of 18 inches. Lowercase letters shall not exceed a height of 18 inches. When using a logo, logo size should not exceed 24 inches. Two rows of letters shall not exceed 36 inches.
4. Blade sign structure incorporated into buildings by the contractor must be installed with individual aluminum fabricated dimensional halo channel letters mounted to a vertical blade sign. With a max sign area or 75 square feet (per side).
5. The sign area of a monument sign shall not exceed 1.5 square feet for each foot of street frontage. Sign placement shall not exceed a maximum of one for every 150 linear feet of street frontage. Signs shall be at least 7.5 feet from interior lot lines. Monument signs shall be a maximum of 8 feet high with a maximum 18-inch base and should not be a hazard to pedestrian or vehicular traffic. Sign content shall be limited to tenant names (with no more than two rows of letters).
6. Commercial building signage shall be limited to channel letters, reverse channel letters, or other decorative forms of signage approved by Director of Community Development. Cabinet or box signs on walls are expressly prohibited. Pole signs are prohibited.
7. The sign sizes and locations shall be compatible with the design of the building to provide visibility to the public streets and visibility for pedestrians.
8. For live-work signage, a one-foot by two-foot sign listing the business is permitted on live-work units. All other signage is not allowed, including signage on the inside of the units that can be viewed through the front window.

## 3.8 FIRE STANDARDS

1. All-weather fire department access shall be provided.
2. Vehicular access to all required fire hydrants must be provided and maintained as serviceable throughout construction.
3. Provide fire-department- or City-approved street signs and building access numbers prior to occupancy.
4. All residential and mixed-use buildings over 5,000 square feet shall have sprinkler systems.
5. A Knox box or other access provisions shall be provided through all gates.
6. Approval from the fire department is required prior to issuance of building permits.



### 3.9 NOISE ATTENUATION

The City's General Plan Noise Element identifies the maximum interior noise level for multifamily and mixed-use as 45 dBA CNEL.

Applicants for new noise-sensitive development (e.g., residential, elderly care) must demonstrate to the Director of Community Development that all habitable rooms would meet the 45 dBA CNEL interior noise standard required by the California Building Code before the City issues building permits. This can be accomplished with enhanced construction design or materials, such as double- or triple-paned windows, interior insulation, or exterior insulating panels/materials.

### 3.10 TRASH AND RECYCLING

#### 3.10.1. TRASH

1. Any planned trash and recycle centralized locations for multifamily buildings, attached townhomes, detached townhomes, stacked flats, and commercial uses will be finalized by the waste management provider during the site development review and approved by the Development Director prior to issuance of the first building permit.
2. Trash and recycling areas serving multifamily or commercial buildings shall either be enclosed within a building or constructed of solid masonry material with a decorative exterior surface finish compatible with the main structure. The walls shall be a minimum of six feet in height.
3. All centralized trash and recycling areas shall include a four-inch concrete pad.
4. Any provisions not listed herein or approved in the site development review are subject to CMC 9164.2 Residential Trash Areas.

#### 3.10.2. COLLECTION AND LOADING OF RECYCLABLE MATERIALS

1. Any recycling area(s) shall be located so they are at least as convenient as the location(s) where solid waste is collected and loaded. Whenever feasible, recyclable materials should be adjacent to or incorporated within the trash collection areas.
2. Each recycling area within a multifamily residential development shall be no greater than 400 feet from each living unit.

### 3.11 GROUND-FLOOR RESIDENTIAL SECURITY AND PRIVACY

Ground-floor access to the building will be secured. All ground-floor units will include interior window coverings facing South Avalon Boulevard. Windows shall also face away from loading areas, and trash storage areas. To the extent windows of residential units face each other, the windows should be offset to maximize privacy on all levels.

### 3.12 ADDITIONAL DESIGN STANDARDS

The following additional site and architectural design standards apply to the project.

**3.12.1.3.11.1 PAVING**

1. Apply porous paving to edge of some fire lanes to minimize stormwater/runoff impact on surrounding environment, using turf-block or grass pave.
2. Enhanced paving shall be provided at the main project entrance along Avalon Boulevard and off Grace Avenue.

**3.12.2.WINDOWS AND ROOFS**

1. Specify windows and glazing systems with high R-values and e-coatings to minimize heat gain and loss.
2. Wall openings (windows and doors) shall occupy a minimum of seventy (70) percent of the ground-floor street façade in commercial uses. Opaque or dark tinted glass is not allowed.
3. Provide roof overhangs, awnings, canopies, covered porches, or blinds to prevent unwanted solar heat gain. Entries shall be enhanced through architectural treatment such as tiling, individual awnings, or placement of signs above the entryways.
4. Window frames shall not be flush with walls. Window glass shall be inset a minimum of two inches from the wall, depending on the building architecture. Long façades should be architecturally divided into shorter segments, with a maximum façade expanse of 150 feet. Methods for division may include but not be limited to:
  - i. Projecting building volumes
  - ii. Tower elements
  - iii. Setbacks or breaks in large wall expanses.
  - iv. Varying setbacks for buildings level

**3.12.3.ENTRIES AND STORAGE**

1. Buildings fronting the main entrance along Avalon Boulevard shall have architectural features to demarcate the corner.
2. Mail and parcel box must be architecturally compatible and in an area that is easily accessible to residents and delivery.
3. For multifamily dwelling units, private storage of 90 cubic feet shall be provided for each unit.

**3.12.4. MISCELLANEOUS HEIGHTS AND PERIMETERS**

1. A maximum four-foot wall may be incorporated for separation of private outdoor spaces of residents. Other barrier alternatives such as view fencing or landscape screens may be used.
2. Storefront bays shall be recessed at least three inches from the front plane of the building.
3. Screen walls may be located at service/loading/trash areas. Screen walls shall be six feet in height, maximum.
4. A combination of solid and transparent walls/barriers may be used to separate the residential components of Imperial Avalon from streets within the project site and perimeter streets.
5. Perimeter walls shall not be used along public streets, sidewalks, or open spaces.

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CHAPTER 4  
**INFRASTRUCTURE**

## 4. INFRASTRUCTURE

### 4.1 INFRASTRUCTURE

Ensuring the IASP is served by adequate infrastructure is critical to the successful implementation of the plan and future development of the area. Figure 21 to Figure 25 display storm drains, sanitary sewer lines, water lines, natural gas, electrical lines, and communication lines.

### 4.2 UTILITIES

#### 4.2.1. WATER

California Water Service Dominguez District owns and operates a 12-inch water main in the east side of Avalon Blvd, adjacent to the Project site, in addition to an 8-inch main located on the westside of Grace Ave. Domestic water is expected to be the main contributor of water consumption for the Project. The Project will require construction of new, on-site water distribution lines to serve the new buildings and facilities of the proposed Project. The project site will be bifurcated with the West Neighborhood connecting to the Grace Avenue water main and the East Neighborhood connecting to the Avalon Boulevard water main. Construction impacts associated with the installation of water distribution lines would primarily involve trenching in order to place the water distribution lines below surface and would be limited to on-site water distribution, and minor off-site work associated with connections to the public main.

The total maximum water demand for the Project is 670,650 GPD. Fire water demand will create a much greater immediate impact on the water network than that of the Project's domestic uses and, therefore, is the primary means for analyzing infrastructure capacity. Fire water capacity will also be provided to the bifurcated site as described above for domestic water. All buildings will be sprinklered. However, water demands for the fire hydrants are fixed per a max flow allowed through the hydrant nozzle and building sprinkler demands will be less than the required 1,500 GPM for two hours.

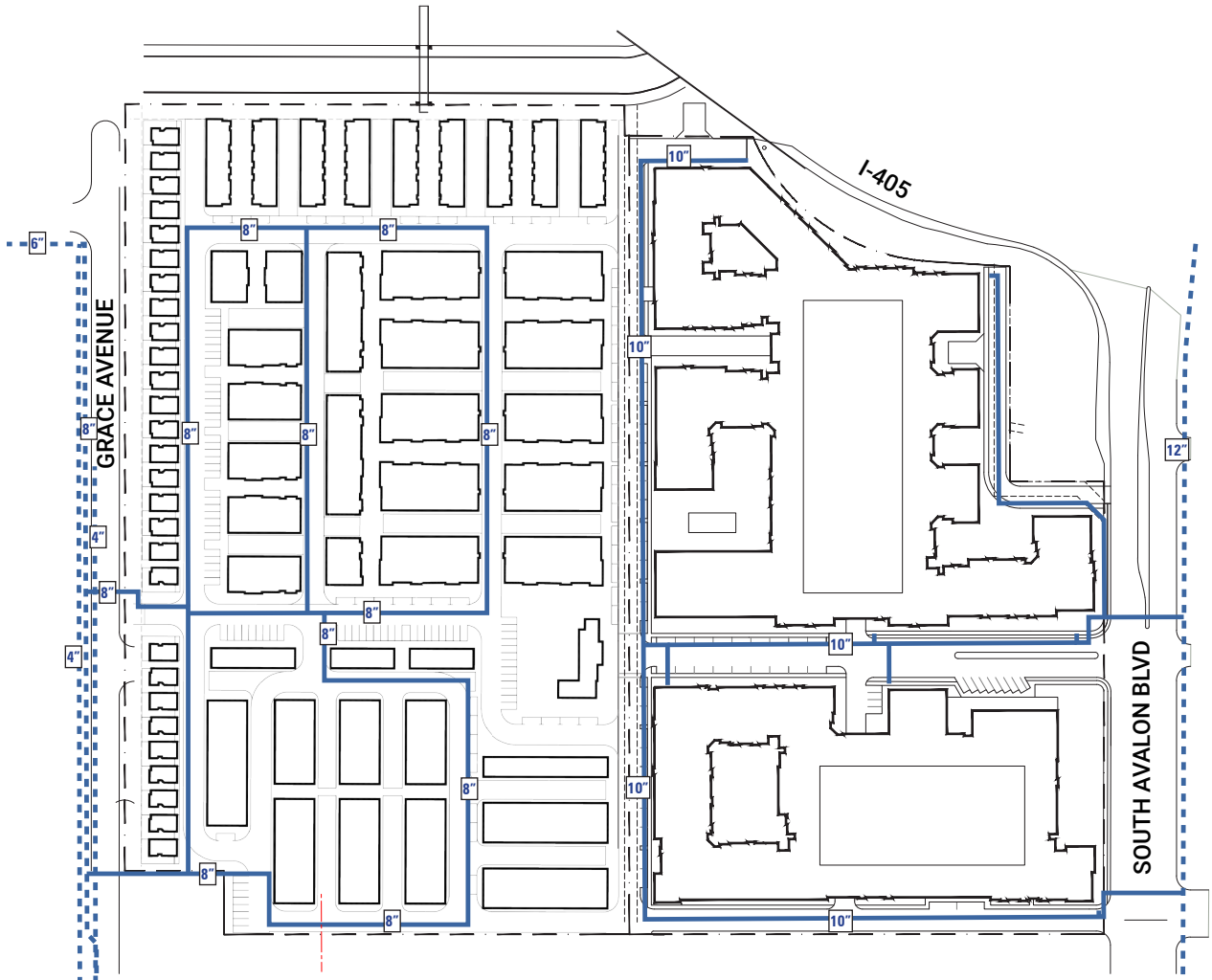
The Project has prepared a Water Supply Assessment ("WSA") as required by the California Water Code. The WSA was processed and approved by the local water supplier and was disclosed with the Draft Environmental Impact Report (EIR) for consideration by City decision makers through the CEQA process.

#### 4.2.2 SEWER




The Project site is located within the Consolidated Sewer Maintenance District run by Los Angeles County Department of Public Works, (LACDPW). There is an existing 8-inch sewer main in the west side of Avalon Blvd adjacent to the Project Site that is owned by LACDPW. This network connects to a 15-inch trunk sewer in 213th St. that is run by Sanitation Districts of Los Angeles County (LACSD). There is also a 12" trunk sewer in Grace Ave. These trunk sewers lead to the Joint Water Pollution Control Plant in Carson. The Joint Water Pollution Control Plant has a total permitted capacity of 400 million gallons per day (MGD).

The Project will have an on-site sewer system that serves the property by conveying wastewater to the public systems. The site will require construction of new wastewater infrastructure to serve the new buildings and facilities of the proposed Project. The on-site

FIGURE 21: CONCEPTUAL WATER PLAN



LEGEND

	Existing Water Line
	Proposed Water Line
	Pipe Size

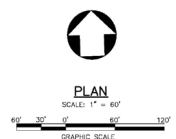
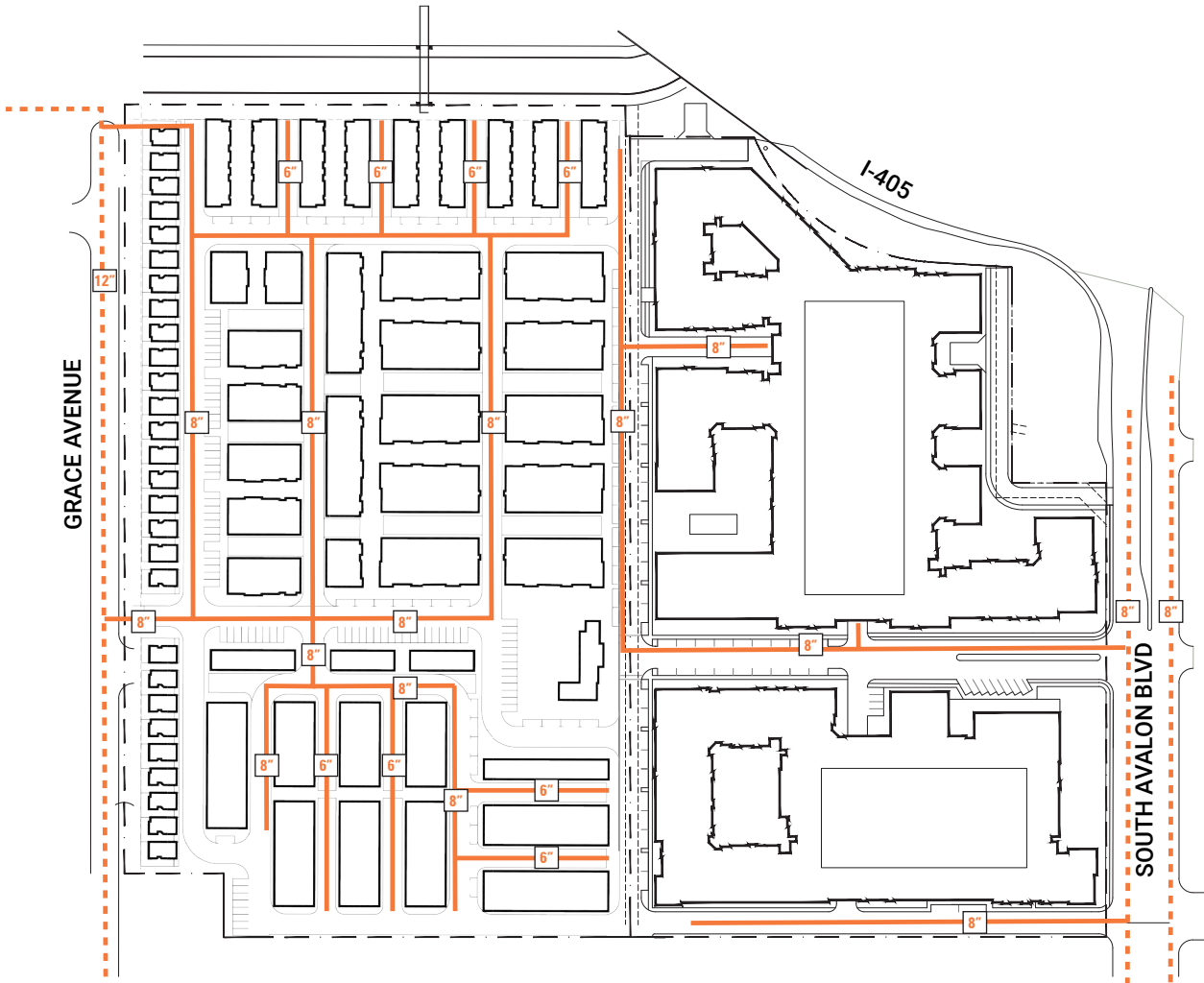



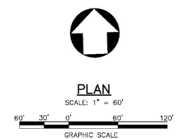


FIGURE 22: CONCEPTUAL SEWER PLAN



LEGEND

	Existing Sewer Line
	Proposed Sewer Line
	Pipe Size





system will be connected to the sewer mains in Grace Ave and Avalon Blvd. by sewer lateral connections; there will be a connection upgrade to the sewer main within Avalon Blvd from an 8" to a 12" line. Construction impacts associated with wastewater infrastructure would primarily be confined to trenching for miscellaneous utility lines and connections to public infrastructure. Installation of wastewater infrastructure will be limited to onsite wastewater distribution, and minor off-site work associated with connections to the public main.

#### **4.2.3 ELECTRICITY**

The existing power service in the vicinity of the Project site is supplied by Southern California Edison. Based on substructure review, there are existing underground electric lines within the vicinity of the project along S. Avalon Blvd. There are also aboveground electrical pole lines that supply electricity to the adjacent residential homes south of the project along 213th St. Overhead poles are also visible along Grace Avenue. A will-serve letter request was sent to Southern California Edison. Based on similar projects of this size, there are no service upgrades expected at this time. The Applicant will underground all new proposed utilities required as part of the Project.

#### **4.2.4 NATURAL GAS**

The existing natural gas service in the vicinity of the Project site is supplied by Southern California Gas Company (SoCal Gas). From record substructure maps it has been determined that there is one existing 2-inch gas line in Grace Avenue, a 2-inch gas line in 213th St., a 3-inch gas line in 213th St., and a 3-inch gas line in S. Avalon Blvd. This gas connection will be constructed by the utility service provider and follow all appropriate regulatory requirements of such a connection. Natural gas connections are anticipated to supply the West neighborhood, East Neighborhood and restaurant spaces. New laterals to provide natural gas service to the new buildings will be provided in conformance with all applicable SoCal Gas and City requirements. A will-serve letter request was sent to Southern California Gas Company. Based on similar projects of this size, there are no service upgrades expected at this time.

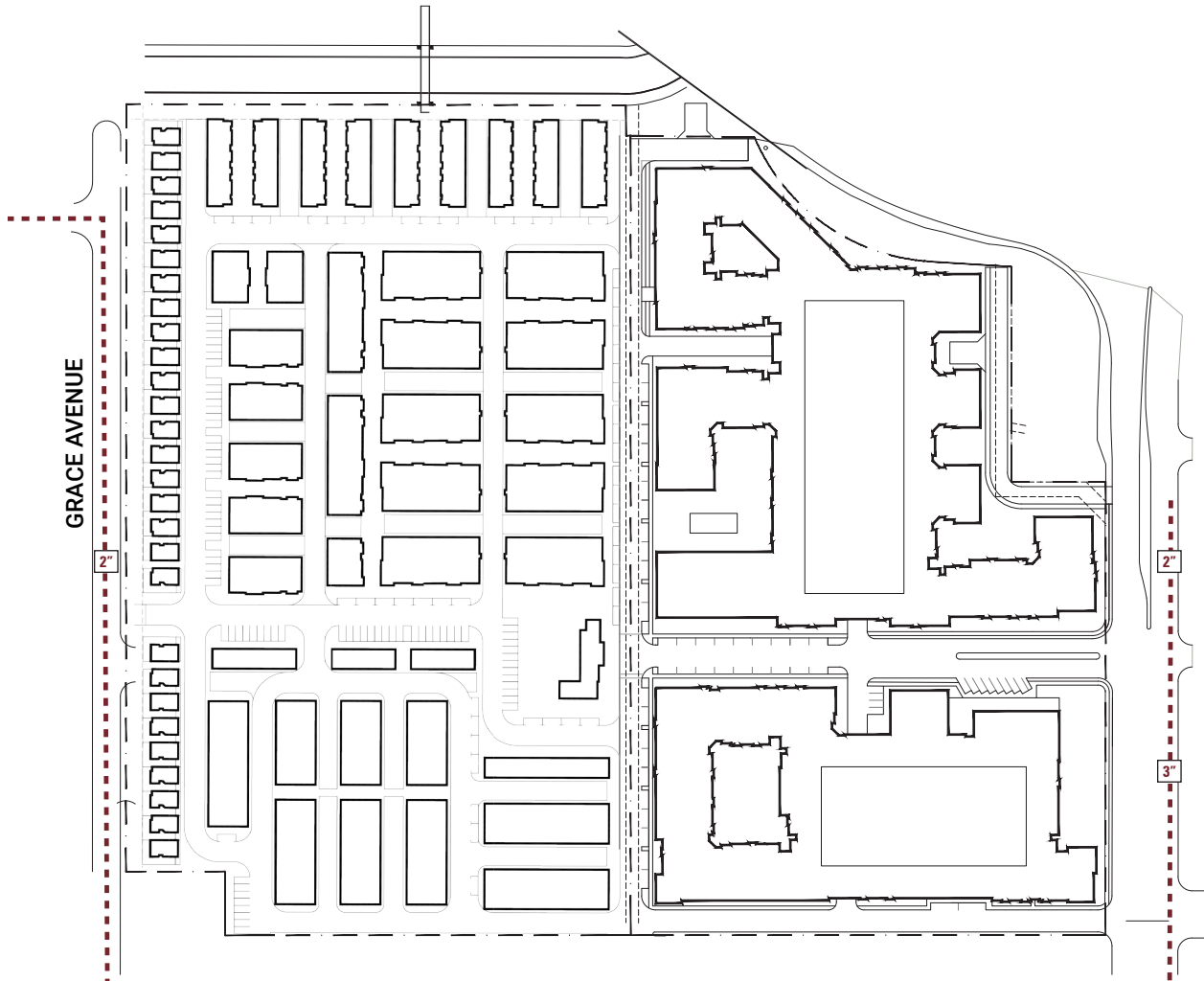
#### **4.2.5 TELECOMMUNICATIONS FACILITIES**

The existing telecommunications services in the vicinity of the Specific Plan Site are supplied by various utilities providers such as Charter Communications, AT&T Distribution South, and Crown Castle. The companies were found through a DigAlert search and were consulted through a Utilities Request. From a records request through the utility providers, it has been determined that aerial and underground facilities exist. A will-serve letter request has been sent to Charter Communications. Based on similar projects of this size, there are no service upgrades expected at this time.



### **4.3 GRADING**

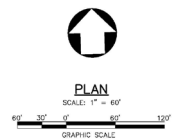
The Imperial Avalon Specific Plan Site grades from southeast to northwest with a shallow slope of approximately 1 to 2 percent. Future development of the internal street network would use the site's existing slopes to maintain existing stormwater courses. This design direction also assists in reducing earth export. Approximately 120,000 cubic yards of import is anticipated over the course of construction for the total project site's development, which is anticipated to occur intermittently over a six-month period during the grading/site preparation phase.

FIGURE 23: CONCEPTUAL GAS PLAN



LEGEND

	Existing Gas Line
	Pipe Size



## 4.4 STORMWATER COLLECTION

The Specific Plan Site is not located within a FEMA FIRM area with reduced flood risk due to levee, also known as Zone "X." Stormwater runoff currently flows into v-gutters throughout the Specific Plan Site and is collected by various catch basins that drain to an existing LA County Flood Control District storm drain line that runs through the middle of the Specific Plan Site. The County storm drain line is a 75-inch reinforced concrete pipe that drains into the nearby Dominguez Channel. Stormwater runoff in areas directly adjacent to Grace Avenue and Avalon Boulevard flows to the street curb and gutter system and does not directly discharge into the County storm drain. Additionally, an area at the southwest corner of the site flows into private property. For the purpose of this Specific Plan to compare equal areas in the existing and proposed conditions, these specific areas will be considered as one single drainage area of 27.2 acres.

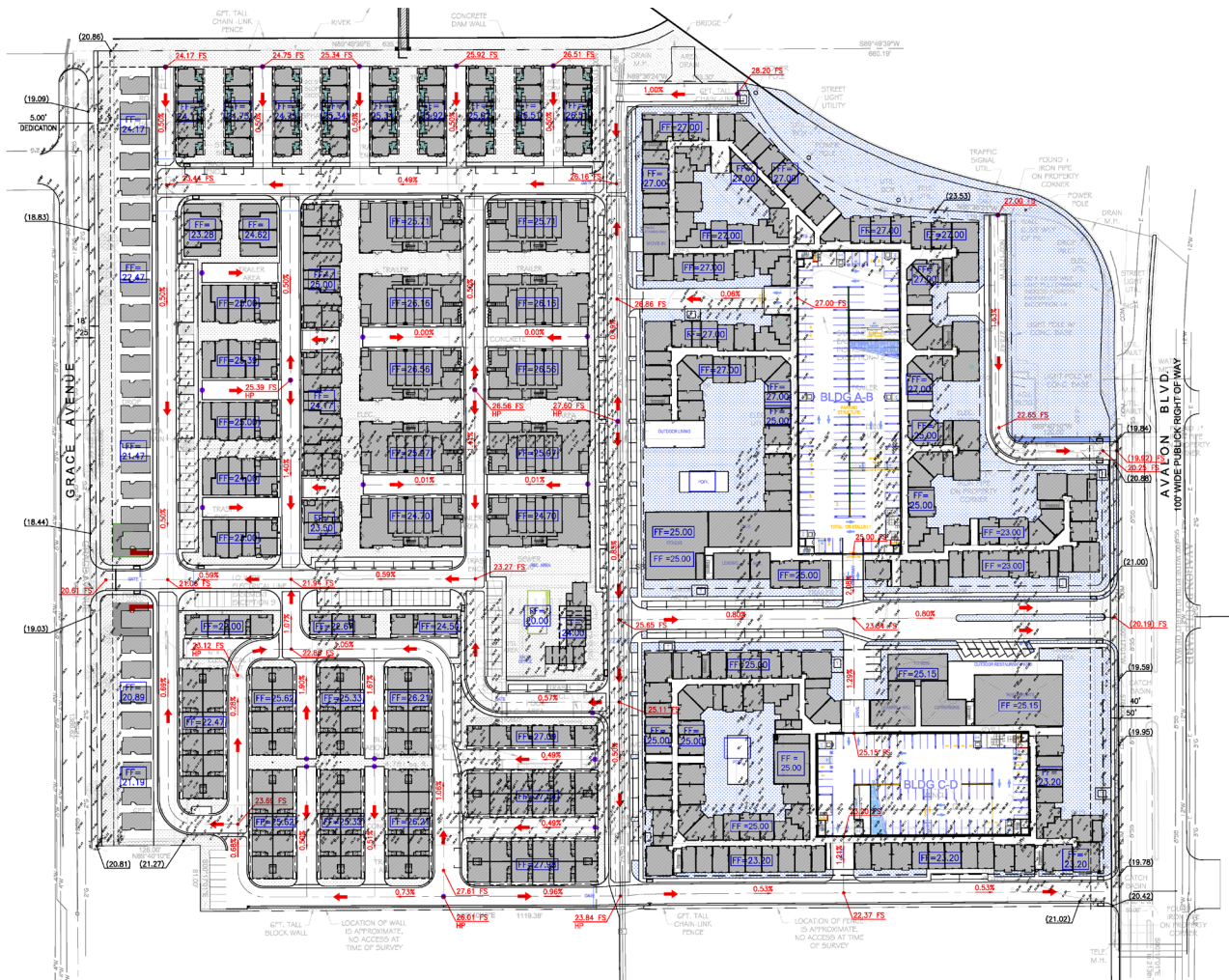
The proposed stormwater flows will continue to drain into the 75-inch storm drain line that runs through the middle of the Specific Plan Site and will not change the existing drainage pattern. However, the Specific Plan's compliance with existing Los Angeles County Low Impact Development (LID) requirements will create reductions in the stormwater flows to the City's stormwater system. The proposed drainage concept for the project will be collected and directed to the existing 75-inch County storm drain (Torrance Lateral); the drainage concept will retain a similar drainage pattern as the existing mobile home park and include additional low impact development measures for water quality and quantity reductions.

## 4.5 CONSTRUCTION

Construction as studied in the Environmental Impact Report has been anticipated to start in Fall 2022 and would take approximately 32 to 60 months to complete, ending as late as Q1 2027. It is estimated that the project site would be occupied and in operation by April 2027. Prior to the start of construction, the Specific Plan Site would be clearly defined with fencing and staking. Construction staging would take place within construction boundaries and would occur over the course of four phases: demolition, grading/site preparation, building construction, and exterior finishes/sitework.

No export is anticipated, but fills would be supplemented by approximately 120,000 cubic yards of imported structural fill materials as well as demolition debris (i.e., existing concrete and asphalt that will be demolished) that would be intermixed with existing on-site material and reworked on-site.

FIGURE 24: CONCEPTUAL GRADING PLAN



ESTIMATED EARTHWORK QUANTITIES	
CUT:	4,080 CUBIC YARDS
FILL:	99,600 CUBIC YARDS
25% CONTINGENT:	24,450 CUBIC YARDS
NET (FILL):	120,000 CUBIC YARDS

**NOTES:**

1. THE ESTIMATED QUANTITIES PROVIDED ABOVE ARE TO BE USED FOR JURISDICTIONAL PLAN CHECKS AND PERMITTING PURPOSES ONLY.
2. ESTIMATED EARTHWORK ABOVE IS BASED ON DESIGN FINISH GRADES TO EXISTING GRADES AND/OR CONTOURS AS PROVIDED ON THE BASE ON AVAILABLE SURVEY INFORMATION. FURTHER REVISIONS TO THE ESTIMATED EARTHWORK QUANTITIES, THE ESTIMATED EARTHWORK DOES NOT ACCOUNT FOR THE THICKNESS OF FOUNDEDMENTS, FOUNDATIONS AND SLABS ON GRADE, FOOTING BASEMENT LEVELS, CLEARING AND GRUBBING, OVER EXCAVATION AND RECOMPACTION, AND CONSTRUCTION MEANS AND METHODS.
3. THE ESTIMATED EARTHWORK QUANTITIES DO NOT INCLUDE SHRINKAGE AND/OR EXPANSION FACTORS DUE TO COMPACTION OR OVER EXCAVATION QUANTITIES.
4. THE CONTRACTOR SHALL CALCULATE THEIR OWN EARTHWORK QUANTITIES NECESSARY FOR THEIR BID AND WORK.
5. ESTIMATED EARTHWORK QUANTITIES ABOVE ASSUME THAT ALL ONSITE MATERIALS ARE SUITABLE FOR BACKFILLING. HOWEVER, ACTUAL EXISTING ONSITE MATERIALS AND IMPORTED MATERIALS MUST FIRST BE APPROVED BY THE GEOTECHNICAL ENGINEER PRIOR TO INSTALLATION, REMOVAL, OR REPLACEMENT.
6. QUANTITIES ARE BASED ON THE ASSUMPTION THAT ALL EXISTING FILL SOIL TO REMAIN UNDERGRADED SHALL BE IMPROVED IN PLACE PRIOR TO RECEIVING ANY COMPACTED FILL MATERIAL, AND AFTER SOIL IS REMOVED IN CUT AREA.

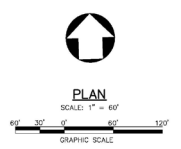



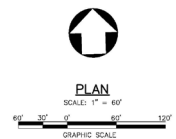


FIGURE 25: CONCEPTUAL STORMWATER PLAN



LEGEND

	Existing Stormwater Line
	Proposed Stormwater Line
	Pipe Size



**4.5.1. CONSTRUCTION PHASING**

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

- Phase I – Demolition
- Phase II – Grading
- Phase III – Building Construction
- Phase IV – Paving
- Phase V – Architectural Coating

**TABLE 7: CONSTRUCTION PHASING**

Construction Period	February 2022	February 2027
Demolition	February 2022	March 2022
Grading	March 2022	February 2023
Building Construction	August 2022	February 2027
Paving	December 2022	February 2023
Architectural Coating	December 2025	February 2027

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

Construction activity within the Specific Plan 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 the Specific Plan area. Construction noise levels may be permitted within the Specific Plan area up to the projected noise levels evaluated in the Specific Plan’s Environmental Impact Report 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).

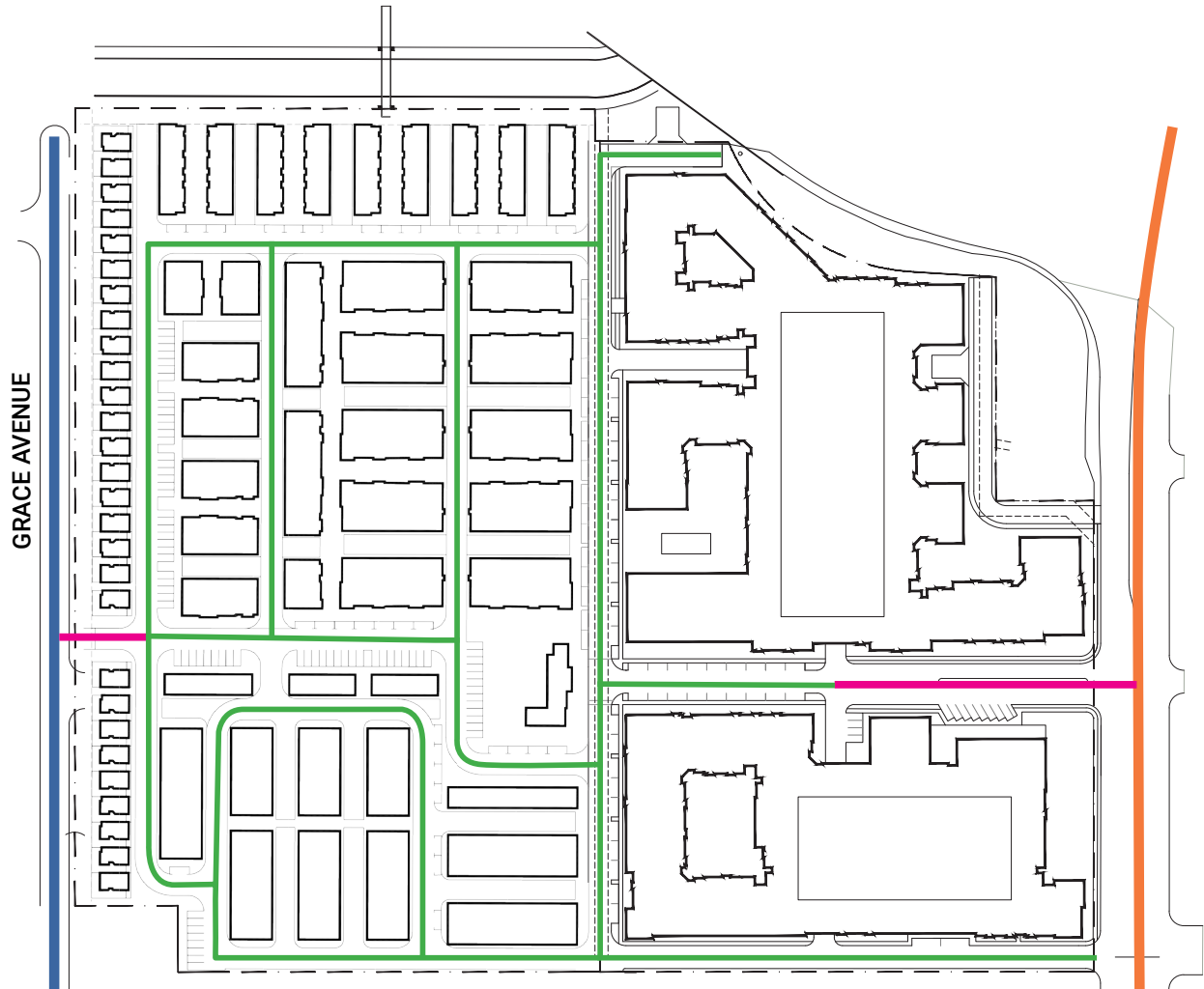
**4.6 TRANSPORTATION AND CIRCULATION**

**4.6.1. OFF-SITE CIRCULATION**





The Specific Plan, as illustrated in the circulation plan, Figure 26, will have one main signalized access driveway location on Avalon Boulevard, in addition to multiple non-signalized access points as described below. This main Project driveway will provide access to and from Avalon Boulevard. These roadway improvements provide users with both local and regional connections to the Specific Plan Area. The Specific Plan will have the following improved access locations:

1. The main Project driveway will provide direct vehicle access to Avalon Boulevard between the I-405 interchange and 213th Street. This driveway will form the eastbound leg of a new signalized intersection. The westbound leg of this new signalized

FIGURE 26: CONCEPTUAL CIRCULATION PLAN



Legend

-  Collector Street
-  Local Street
-  Entry
-  Internal Street



intersection will serve the potential future development to the east across Avalon Boulevard. This driveway is included in the LOS analysis portion of 2021 Imperial Avalon Local Transportation Assessment study conducted by Fehr & Peers.

2. One stop-controlled driveway will be provided along Grace Avenue between the Torrance Lateral Flood Control Channel and 213th Street and will be the project entry to the West neighborhood.
3. A fourth driveway will be provided along Avalon Boulevard, south of the main Project driveway. This internally stop-controlled driveway will provide right-turn-in/right-turn-out only movements from the Specific Plan Area to and from southbound Avalon Boulevard.

### 4.6.2. ON-SITE CIRCULATION

Due to its location, the internal pedestrian linkage concept proposes an internal circulation pattern that embraces and implements the theme of flexibility in routes, and provides additional areas of human activity and interaction through the large blocks within the Specific Plan Site.

On-site vehicle circulation within the Specific Plan Area is provided via a number of roadways, as illustrated in Figure 26. These roadways provide access to the site's parking and loading areas.

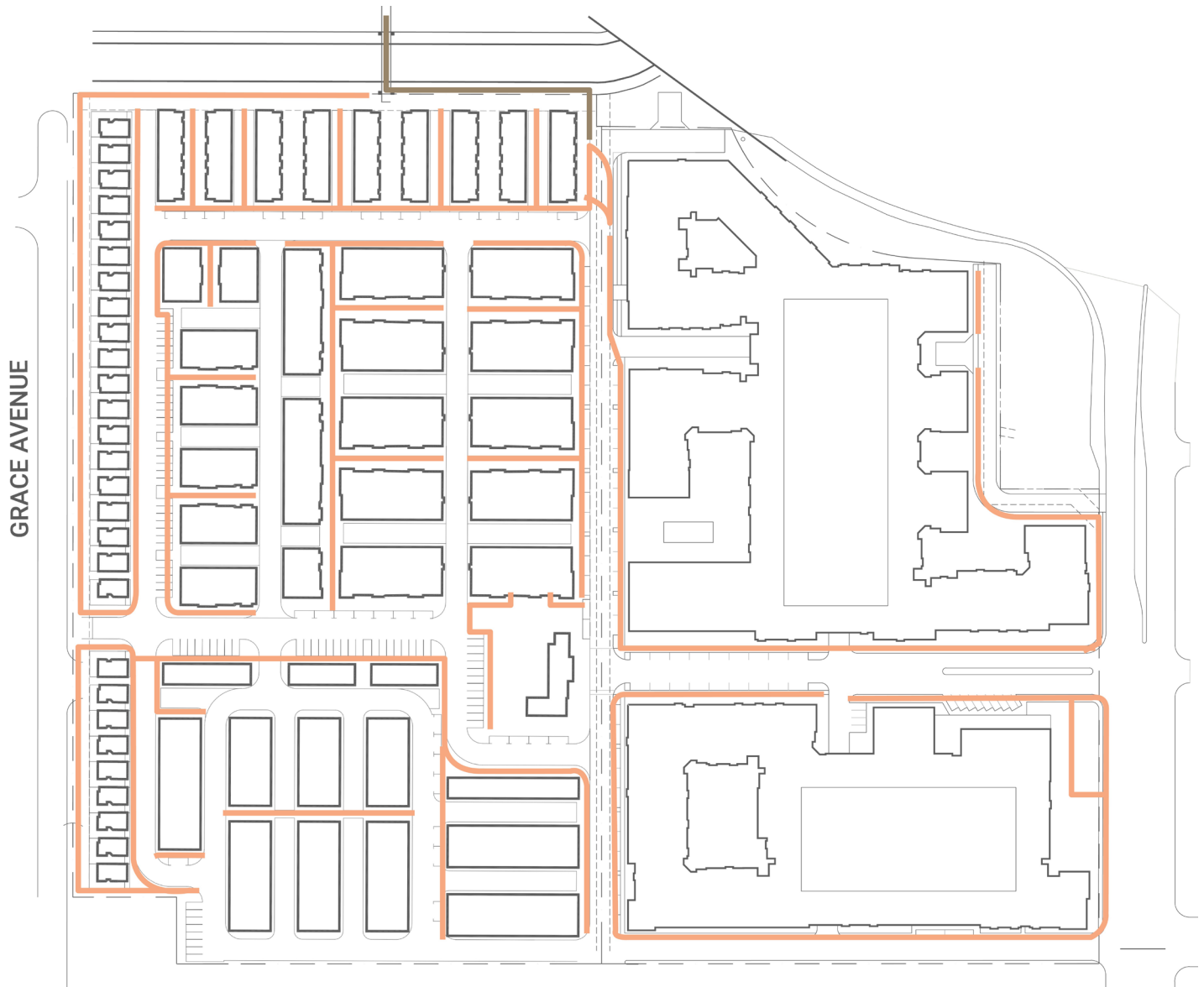
Parking will be provided in parking structures and surface lots. A portion of the parking structure shall be reserved for exclusive use by Imperial Avalon residents and a portion of the parking structure shall be reserved for exclusive use by users of the Commercial Element (dedicated park spaces, and restaurants).

### 4.6.3. STREET SECTIONS

Figures 28 through 29 Conceptual Street Cross Sections provide an illustrative representation of transportation vision specifically for the Imperial Avalon Specific Plan. The street cross sections bring together the various components of on-site and off-site systems discussed above, including the pedestrian, transit, and automobile concepts, to provide a conceptual framework for future transportation improvements in the Crossroads area.



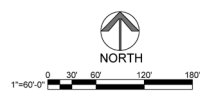
FIGURE 27: CONCEPTUAL PEDESTRIAN CONNECTIVITY



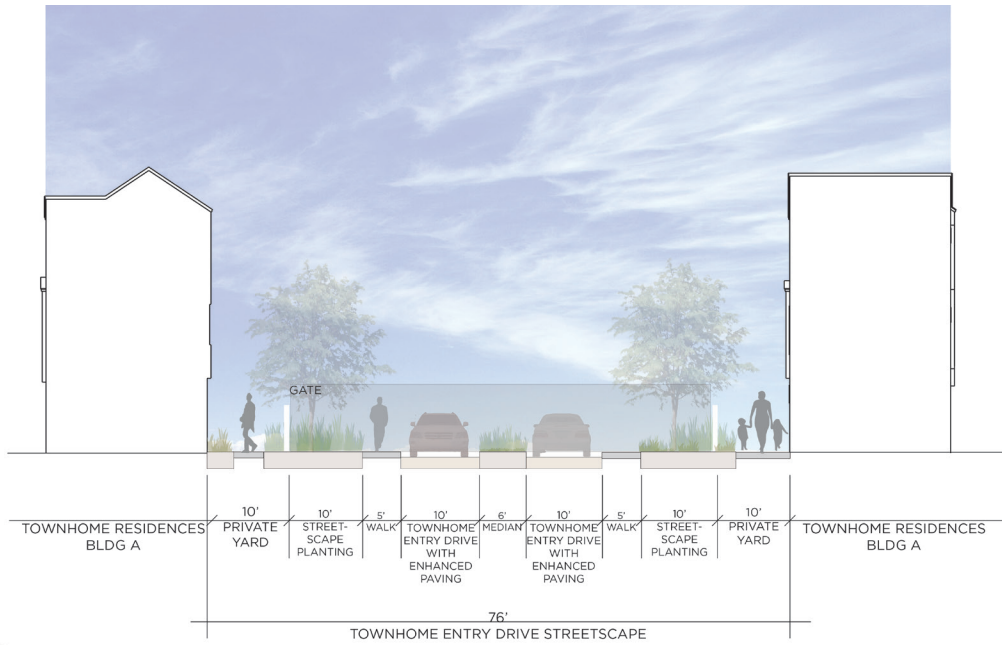
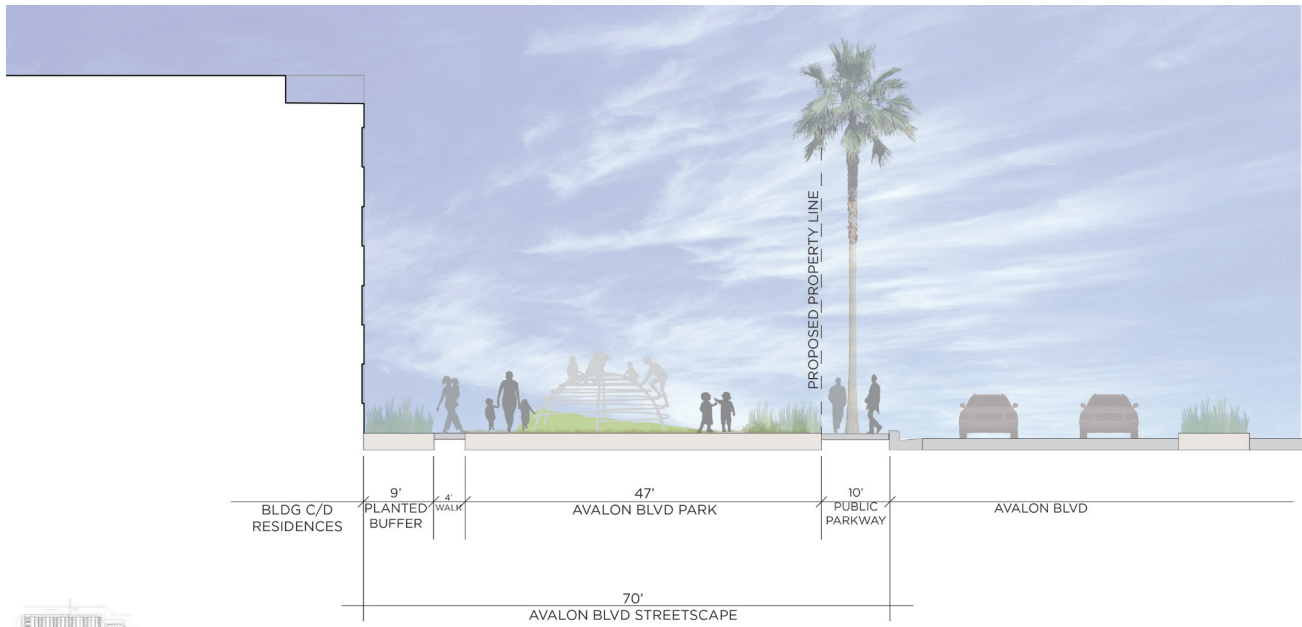
GRACE AVENUE

Legend

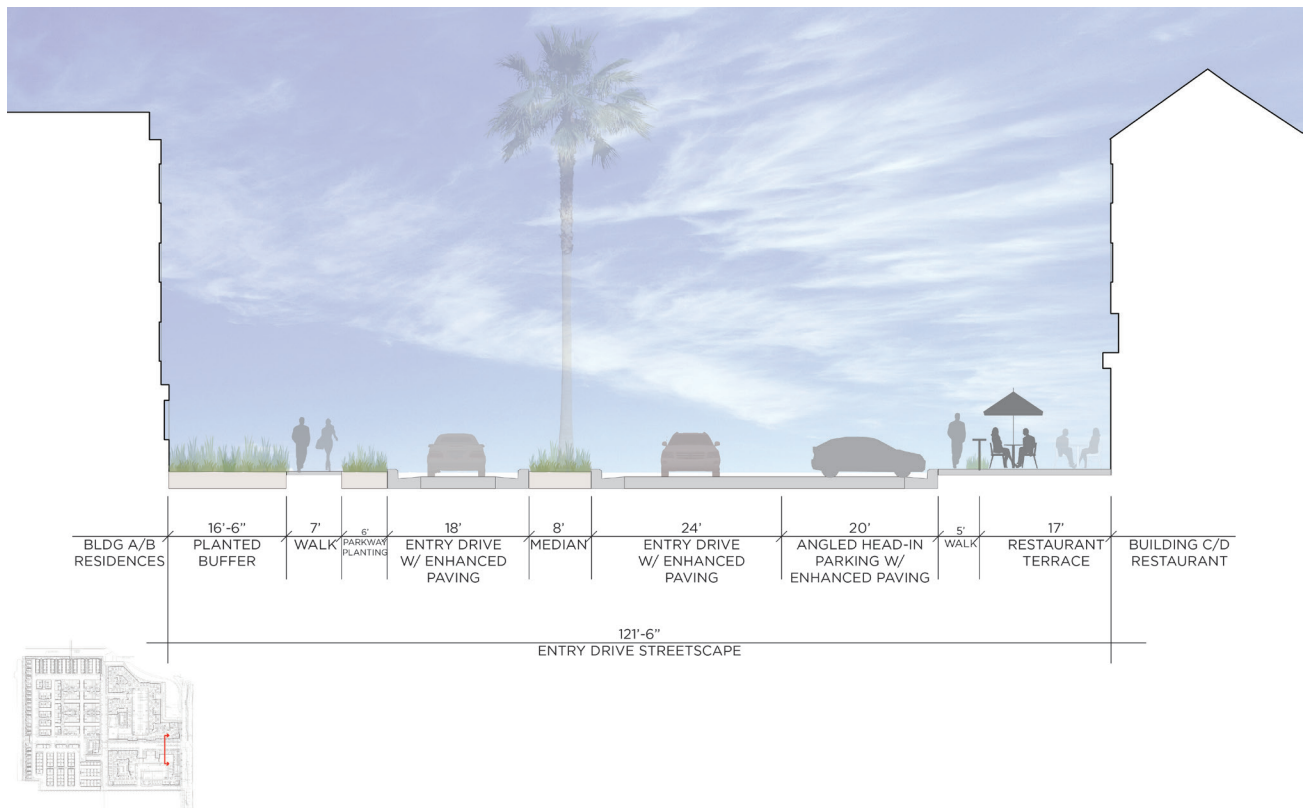
- Bridge
- Sidewalk



**FIGURE 28: STREET SECTIONS - AVALON BLVD (TOP) & GRACE AVE (BOTTOM)**



**FIGURE 29: STREET SECTIONS - PROJECT ENTRY**



#### **4.6.4. TRANSPORTATION AND DEMAND MANAGEMENT (TDM)**

Prior to the issuance of a building permit, the owner/applicant shall commit to the following transportation demand management and trip reduction measures.

The Transportation Demand Management program for the IASP focuses on “managing” the traffic and projected traffic demands from the development of the IASP community. The TDM is designed to provide more sustainable transportation options for a building’s tenants, employees, residents, and visitors, which benefits not only the IASP area, but the City as a whole. The programs and strategies in this section are focused on new development alternative mode improvements, and capital infrastructure improvements. A summary of each is presented below.

##### **Unbundled Parking**

The monthly rent expense allocated to parking will be “unbundled” as a separate, optional line item for residents of the Specific Plan’s apartment units. Unbundling the expense of parking allows tenants to more consciously weigh the costs and benefits of leasing parking spaces and incentivizes reduced overall vehicle use and occupancy.

##### **Age-Restricted Housing Shuttle**

The Specific Plan’s age-restricted housing component will provide a regularly scheduled shuttle service for senior residents to access shopping and services in the surrounding area. The shuttles would transport groups of senior residents for each trip. Thus, to the extent the project includes a senior residential component, this service will reduce the need for single-occupant vehicle trips to and from the Specific Plan area.

##### **Car Sharing Program**

The Specific Plan will include designated parking spaces for car-sharing vehicles. Car-sharing programs allow greater flexibility for residents who do not own a vehicle but may occasionally require a vehicle for some trips such as: furniture shopping, recreational activities, visiting family and friends in suburban/rural locations, and etc.

##### **Workstation Areas**

The Specific Plan’s amenity spaces for residents will include work-station areas to facilitate telecommuting. Each resident telecommuter can potentially reduce daily single-occupant vehicle trips, especially peak hour trips.

##### **Emergency Access**

The Specific Plan provides several emergency access points from Avalon Boulevard and Grace Avenue. The location and design of these access points are adequate for emergency access.

##### **Monitoring**

The City shall be responsible for monitoring the owner/applicant’s continual implementation and maintenance of the TDM features required by this Specific Plan. The applicant will submit a formal TDM plan to the Director of Community Development for review and approval prior to issuance of a building permit.



CHAPTER 5  
**IMPLEMENTATION**

## 5. IMPLEMENTATION

### 5.1 ADMINISTRATIVE PROCEDURES AND REVIEW

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

The provisions of the Specific Plan shall be enforced as follows:

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

### 5.2 TYPE OF REVIEW PROCEDURES

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

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

The following types of applications shall be reviewed and acted upon as listed in Table 8.

The Specific Plan shall be administered by the City Council, the Planning Commission, and the Director of Community Development (each a Review Authority as set forth in Table 8).

**TABLE 8: REVIEW AUTHORITY**

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

(a) No public hearing is required.

(b) All decisions of the Planning Commission may be appealed to the City Council.

(c) Any subsequent amendment to the site plan shall be subject to the provisions of Section 5.7.

### 5.3 INTERPRETATION

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

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

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

## **5.4 MINOR EXCEPTIONS**

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

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

Minor Exceptions include any changes to the development standards in Chapter 3, Including:

- Building setback deviation – up to 15 percent.
- Height of fence or wall deviation – up to 15 percent.
- Projections into required setbacks – up to 15 percent.
- Building height increase – up to 10 percent.
- Reduction in off-street parking requirements – up to 10 percent.
- A decrease of not more than 5 percent of the total open space as provided from the first approved Site Plan Review.
- Additional Open Space Provisions
- Landscape Standards
- Lighting Provisions
- Signage
- Trash and Recycling

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

## **5.5 SPECIFIC PLAN AMENDMENTS**

Amendments to the Specific Plan shall be processed in accordance with the application provisions of state law provided in California Government Code sections 65450 et seq.



The procedure in Section 9172.11 of the CMC shall be followed for hearing, notice, and decision of a Specific Plan Amendment by the Planning Commission and City Council. Each request for amendment shall specify the sections or portions of the Specific Plan that are affected by the amendment.

## 5.6 CONDITIONAL USE PERMITS

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

## 5.7 LIVE-WORK PERMITS

Home occupation permits shall be filed and processed per Carson Municipal Code Chapter 9128.4, Home Occupations.

## 5.8 SITE PLAN REVIEW

A Site Plan Review application is being processed concurrently with the adoption of this Specific Plan in accordance with Chapter 9172.23 of the City of Carson Municipal Code. Subsequent modifications to the approved Site Plan shall be processed administratively by the Director of Community Development provided the changes substantially conform to the approved Site Plan (“Substantially Conforming Changes”). Substantially Conforming Changes are modifications and alterations to the type, location, placement, and design of the proposed structures and overall development within the IASP that (i) do not result in an increase in residential density, commercial square footage, and/or overall development intensity and (ii) do not trigger a Minor Exception or Specific Plan Amendment, as defined above. Substantially Conforming Changes to the approved Site Plan shall be considered ministerial and are not appealable. Substantially conforming changes should be construed liberally in the interest of providing maximum flexibility within the approved IASP development envelope and associated environmental impacts studied and disclosed in the EIR.

## 5.9 SPECIAL EVENT PERMITS

A Special Event or Use Permit may be granted to allow the occurrence of an event, activity, or use for a period of 4 or more days, but not exceeding 30 consecutive days, and no more than 60 days in any calendar year. Special Event Permits shall be filed and processed as an administrative Use Permit.

## 5.10 TEMPORARY USE PERMITS

Temporary Use permits shall be filed and processed per the City of Carson Municipal Code.

### **5.11 SUBDIVISIONS**

Submittal requirements for subdivisions within the Imperial Avalon Specific Plan shall be those in the Subdivision Map Act of the State of California and Title 18 of the CMC.

### **5.12 IMPLEMENTATION**

The ownership, construction, management, conditions of approval, and operation of the Specific Plan area will be described in a separate Development Agreement with the City of Carson.

### **5.13 HOMEOWNER ASSOCIATION**

The West Neighborhood component of the project, consisting of rental and for-sale townhomes, stacked flats, and single-family homes, will be maintained by a Homeowners Association (HOA).

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DECEMBER 2022

# IMPERIAL AVALON SPECIFIC PLAN