



# CARSON PLANNING COMMISSION STAFF REPORT

**DATE:** March 26, 2024  
**FROM:** Christopher Palmer, AICP - Planning Manager  
**BY:** McKina Alexander, Senior Planner  
**SUBJECT:** Figueroa St. Business Park – Design Overlay Review (DOR) No. 1854-21, Conditional Use Permit (CUP) No. 1108-21, Zone Change (ZCC) No. 189-22, Specific Plan (SP) No. 25-21, and Development Agreement (DA) No. 26-21

## PROJECT/APPLICANT INFORMATION

**Project Summary:** A request to consider approval of DOR No. 1854-21 and CUP No. 1108-21 and recommendation of City Council approval of Mitigated Negative Declaration and CEQA findings, ZCC No. 189-22, SP No. 25-21, and DA No. 26-21 for construction of a new business park campus consisting of three structures totaling approximately 306,190 square feet and one commercial structure totaling approximately 2,700 square feet.

**Project Location:** 20601 S. Main St. (APN 7336-003-043)

**Zoning:** Manufacturing Light with Organic Refuse Landfill Overlay and Design Overlay Review (ML-ORL-DOR)

**Project Applicant/Owner:** WPT c/o Russell Fenton

## I. OVERVIEW

### A. Introduction and History

The Figueroa Street Business Park project site is a former landfill site and is currently vacant, located southeast of the Del Amo Boulevard and Figueroa Street intersection, at 20601 South Main Street (Assessor Parcel Number (APN) 7336-003-043). The applicant proposes development of the business park campus in accordance with the proposed Figueroa Street Business Park Specific Plan (SP No. 25-21). The Specific Plan includes two planning areas that encompass the 14.42-acre site: Planning Area 1 would accommodate business park uses and Planning Area 2 would accommodate general commercial/retail uses. Planning Area 1 will allow development of up to three structures (Buildings 1 through 3) and Planning Area 2 would consist of a single square foot structure (Building 4) totaling 306,190 square feet of building area.

The project site is within the ML-ORL-DOR (Manufacturing Light with Organic Refuse Landfill Overlay and Design Overlay Review) zone with a General Plan Land Use Designation of Flex District.

The applicant's requested entitlements consist of the following:

- DOR No. 1854-21, Section 9113.2 designates the requirement for properties within a Design overlay zone to be subject to section 9172.23 for Site Plan and Design Review for any development that is \$50,000 or more;
- CUP No. 1108-21, Section 9148.8 of the CMC requires approval of a Conditional Use Permit (CUP) by the Planning Commission for Truck related uses located less than one hundred (100) feet from residential zone;
- Zone Change No. 189-22, Section 9172.13 which changes the Property's zoning map from ML-ORL-D to Figueroa Street Business Park Specific Plan No. 25-21;
- Specific Plan No. 25-21, the Figueroa Street Business Park Specific Plan, to establish the development standards and permitted uses for the property; and
- DA No. 26-21, to grant specified development rights in exchange for provision of specified community benefits.

The project site is formerly part of the Gardena Valley Landfill No. 1 and 2, a Class 2 landfill. The Gardena Valley Landfill Nos. 1 & 2 operated from November 1956 until October 1959 and accepted approximately 75% residential municipal waste and 25% construction or industrial wastes resulting in documented soil and groundwater contamination from metals and volatile and semi-volatile organics. The former landfill was capped with approximately five feet of soil and ceased operation shortly thereafter. Since then, the site has remained unused.

No previously approved entitlements for this project site were found.

## **B. Project Description**

The project proposes remediation of the former landfill and development of a business park campus that can accommodate a range of uses that includes offices, research and development, e-commerce, and light industrial (warehousing/distribution/logistics) and incidental commercial/retail in three buildings divided into eight tenant suites totaling approximately 303,490-square feet that includes 24,000 square feet of office and mezzanine space and one general commercial building totaling approximately 2,700-square feet. All four buildings would include a total building area of approximately 306,190-square feet in accordance with the proposed Figueroa Street Business Park Specific Plan No. 25-21. Related site, parking, and landscape improvements are also proposed.

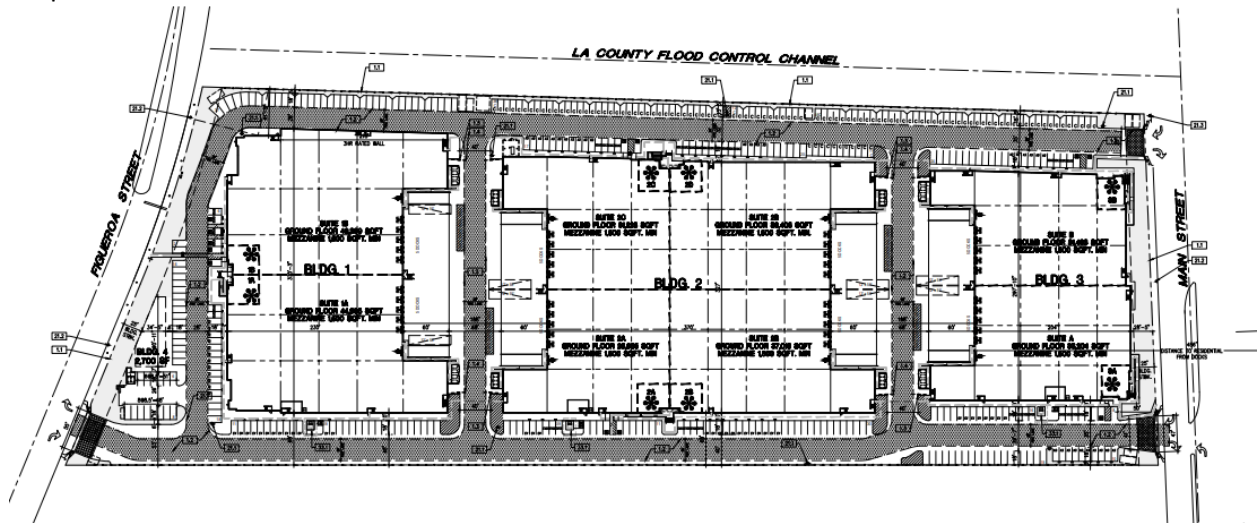
Subject to the overall cap on the total square footage, each tenant suite ranges in approximately 30,000-50,000 square feet, including any mezzanine space. Square footage in each tenant suite may be freely allocated by the Developer between light industrial, office,

and mezzanine space as long as each tenant suite contains at least 3,000 square footage of office space. Mezzanine space shall be developed predominantly as office. Each tenant suite features concrete permanent demising walls that cannot be modified to combine units or change the size of the units and no single tenant shall occupy more than one tenant suite at the Property at any one time, for so long as the Project is in operation existence. A maximum of five truck dock doors are proposed for each tenant suite.

*Site Remediation*

The Department of Toxic Substances Control (DTSC) divided the former landfill site into two separate operable units (OU); the Wastefill and Groundwater OUs. In support of an expedited redevelopment plan, the focus is on the Wastefill OU. Future action in assessing the Groundwater OU would be coordinated with the DTSC and may include a work plan and groundwater investigation. In reference to communication with the DTSC, future action on the Groundwater OU will be conducted independent of site redevelopment activities.

Proposed Site Plan



**C. Existing Conditions**

1. Zoning and General Plan Land Use Information

As shown on the attached location map (Attachment \*\*), the proposed 14.42-acre project site is located at 20601 South Main Street, (APN 7336-003-043) approximately 600 feet southeast of the Del Amo Boulevard and Figueroa Street intersection. Regional access to the site is provided via the Harbor Freeway (Interstate 110 [I-110]) and San Diego Freeway (Interstate 405 [I-405]). Local access to the site is provided via South Main Street and Figueroa Street.

The project site is in the ML-ORL-DOR (Manufacturing Light with Organic Refuse Landfill Overlay and Design Overlay Review) zone with a General Plan Land Use Designation of Flex District (FLX).

Surrounding land uses include a mixture of commercial, light industrial and residential uses. The following table summarizes the surrounding land uses, zoning, and general plan designations:

<b>Land Use Summary Table</b>			
	<b>Existing Use</b>	<b>Zoning</b>	<b>General Plan</b>
<b>Subject Site</b>	Vacant	ML-ORL-D (Manufacturing, Light - Organic Refuse Landfill - Design Overlay)	Flex District
<b>North of Subject Site</b>	The Los Angeles County Flood Control Torrance Lateral adjoins the project site to the north. North of the flood control lateral are a mixture of uses including public storage and landscape nurseries.	ML-D (Manufacturing, Light - Design Overlay), ML-ORL-D (Manufacturing, Light - Organic Refuse Landfill - Design Overlay)	Flex District
<b>South of Subject Site</b>	Institutional (i.e., Mission Ebenezer Family Church, Faith in Christ Church, Glory Christian Fellowship, and International Institute), office, light industrial and retail uses	ML-ORL-D (Manufacturing, Light – Organic Refuse Landfill - Design Overlay), ML-D (Manufacturing, Light - Design Overlay), and CG-ORL-D (Commercial General with Organic Refuse Landfill- Design Overlay)	Flex District
<b>East of Subject Site</b>	South Main Street adjoins the project site to the east. Uses east of South Main Street include the Vista del Loma mobile home park, residential, and commercial uses, and the yet developed District at South Bay.	ML-ORL-D (Manufacturing, Light – Organic Refuse Landfill - Design Overlay), ML-D (Manufacturing, Light - Design Overlay), and CG-ORL-D (Commercial General with Organic Refuse Landfill - Design Overlay)	Corridor Mixed Use (CMU), Low Density Residential (LDR), Mixed-Use Residential (MUR), and Flex District (FLX)
<b>West of Subject Site</b>	Figueroa Street adjoins the project site to the west. West of Figueroa Street is Interstate 110	None	None

**2. Site Conditions**

As shown in the aerial below, the project site is currently consisting of vacant, disturbed land. As a result of being a former landfill, there is approximately 25 feet of landfill waste materials overlain by approximately five feet of soil cover. The proposed project includes site remediation in coordination with the Department of Toxic Substances Control.

Chain-link fencing surrounds the perimeter, and the site access is provided via two driveways along South Main Street and Figueroa Street. On-site topography ranges from 20 to 30 feet above mean sea level (amsl), raised in the center and gently sloped to the west. A three-foot grade differentiation is present across the entire site. The limited vegetation on-site consists of palm trees and low-lying shrubs and grasses along the northern and southern portions of the project site.



**II. ANALYSIS**

**A. General Plan Consistency**

The General Plan land use designation for the project site is Flex District (FLX). The FLX designation permits a wide range of uses including but not limited to offices, research, and development, limited light industrial uses, and regional retail commercial uses. Under the FLX designation, facilities larger than 30,000 square feet and non-residential uses requesting floor area ratio (FAR) exceeding 0.4 are only permitted with approval of a development agreement.

Land Use Summary					
Planning Area	Land Use	Size (Ac)	Building Area (Sq. Ft.)	Floor Area Ratio (FAR)	
Planning Area 1	Business Park	14.18	303,490	0.49	
Planning Area 2	Commercial/Retail	0.24	2,700	0.26	
<b>Total</b>		<b>14.42</b>	<b>306,190</b>	<b>0.50</b>	

The proposed development project is consistent with the General Plan and General Plan designation (FLX) of the site based on the following General Plan policies:

POLICY	PROJECT CONSISTENCY
<b>Land Use and Revitalization</b>	

<p>LUR-G-1: Maintain a balanced land use program that promotes a diversified economic base and capitalizes on Carson’s location and assets strong industrial economy, access to major freeways, rail corridors, airports, and the ports of Long Beach and Los Angeles, and the presence of California State University, Dominguez Hills.</p>	<p>The Project adds both locally serving retail commercial and regionally serving industrial, commercial, and E-commerce uses which generate revenue for the City on a site that currently has no existing revenue-generating use. Tax revenue to the City will depend on the mix of tenants and their individual business models and consumer base.</p>
<p>LUR-G-3: Maximize Carson’s economic development potential in order to enhance and retain shopping and entertainment opportunities to serve the population, increase revenues to the City, and provide jobs to residents.</p>	<p>The Project complements the land uses adjacent to the area and is in keeping with the character, design, and use. The Project is in keeping with regional industrial commerce center trends and helps Carson to play a role within a continually growing E-commerce market.</p>
<p>LUR-G-10: Provide lands to accommodate a wide range of light industrial uses including research and development, manufacturing, agricultural processing, and logistics near transportation corridors in areas where low- to moderate intensity operations would be sufficiently buffered.</p>	<p>The project proposes a business park campus that would accommodate research and development, manufacturing, and light industrial uses and is sufficiently buffered due to its proposed site design and development standards described in the proposed Specific Plan No. 25-21.</p>
<p>LUR-G-12: Promote adaptive reuse and environmental remediation of brownfield sites, sites with abandoned buildings and facilities, or underutilized properties with productive uses.</p>	<p>The Project would redevelop one of the City’s former landfill sites into a thriving regional industrial commerce center and retail/commercial development. The site is presently covered by a surficial layer of fill of approximately 5 feet, which is underlain by landfill deposits which extend to depths of approximately 35 feet below existing grades.</p>
<p>LUR-G-14: Ensure that future industrial development is in harmony to the extent possible with adjacent residential areas. To this end, new logistics buildings should ideally have easy access to freeways and the Alameda corridor. When feasible, truck routes should be designed to prevent trucks passing next to residential areas.</p>	<p>The Project has minimal adjacency to existing residential areas and has direct accessibility to the I-110 Freeway via Main Street, Torrance Blvd., and Figueroa Street. Trucks are not required to directly pass residential areas as all of the uses along Main Street north of Torrance Blvd. are commercial in nature.</p>
<p>LUR-P-21: Provide lands to accommodate a wide range of light industrial uses including research and development, manufacturing, and agricultural processing near transportation corridors in areas where low- to moderate intensity operations would be sufficiently buffered. Logistics and other heavy trucking uses are preferred to be located in close proximity to approved truck routes (as reflected by Figure 3-9 of the 2040 General Plan) or truck routes as</p>	<p>The Project includes approximately 14.4 acres of primarily industrial, commercial, and E-commerce uses on currently undeveloped land to provide job-creating uses directly adjacent to a City designated truck route and the I-110 corridor. The Project is located adjacent to or in close proximity to three approved truck routes per the 2040 General Plan in Main Street, Figueroa Street, and Torrance Blvd. Truck ingress/egress and routes to the I-110 Freeway will occur on these approved routes.</p>

identified by a future truck route study to be conducted by the City.	
LUR-P-22: Within the Flex District, permit warehouse and distribution facilities, including logistics uses, larger than 30,000 s.f. only where the criteria for one or more of the exceptions set forth in the Flex District land use classification description in Section 2.2, above, are met.	The Specific Plan includes provisions consistent with these requirements.
<b>Circulation</b>	
CIR-G-4: Manage parking demand and supply through the provision of adequate and convenient facilities.	The Project provides sufficient vehicle parking for workers and visitors for both the proposed industrial and commercial uses.
CIR-P-29: Focus truck traffic onto appropriate arterial corridors in the City by clearly marking truck routes and posting appropriate signage to provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses. While the City has identified truck routes, the designation of truck routes does not prevent trucks from using other roads or streets to make deliveries to individual addresses. Seeking community input around the issue and general observation of traffic patterns as online shopping and associated deliveries increase in the future will help in developing strategies to reduce use of non-designated corridors and limit disruption and potentially regulate truck movement.	The Project is located adjacent to or in close proximity to three approved truck routes per the 2040 General Plan in Main Street, Figueroa Street, and Torrance Blvd. Truck ingress/egress and routes to the I-110 Freeway will occur on these approved routes. The Project will incorporate on-site directional signage to facilitate the movement of vehicles and trucks.
<b>Community Character and Design</b>	
CCD-P-5: For industrial areas that are adjacent to housing, ensure that noise, traffic, glare, odors, and other nuisances produced by the industrial uses are contained to the extent feasible within the industrial sites through site and building design.	The Project has no direct adjacency to residential uses, however there are residential uses to the east on the rear side of commercial uses facing Main Street. The Specific Plan proposes a conceptual building layout which faces truck loading areas away from Main Street and Figueroa Street to focus any potential impacts from noise, glare, odors, and other nuisances internally and away from surrounding uses.
<b>Noise</b>	
NO-G-1: Maintain healthy sound environments and protect noise-sensitive uses from excessive noise exposure.	The Specific Plan requires environmental review and clearance which will analyze and mitigate potential noise impacts created as part of the Project.
NO-P-7: Seek to mitigate noise impacts from loud noise generating uses—including industrial uses, construction activity, goods movement by train and trucking, and along free-ways, major	Future implementing projects will address noise impacts as required within the environmental review document associated with the Specific Plan.

corridors, and truck routes—to surrounding non-industrial uses.	
<b>Economic Development</b>	
ED-G-1: Promote a diversified economic base to foster economic resiliency and vibrancy, as well as a vibrant mix of employment opportunities to support and expand opportunities for the local workforce.	The Project adds both locally serving retail commercial and regionally serving industrial and E-commerce uses which generate revenue for the City on a site that currently has no existing revenue-generating use. Tax revenue to the City will depend on the mix of tenants and their individual business models and consumer base.

**B. Zoning Ordinance Compliance**

1. Figueroa Street Business Park Specific Plan (SP No. 21-25)

With approval of SP No. 25-21, the proposed development complies with the development and design standards. Figueroa Street Business Park Specific Plan SP No. 25-21 is intended to provide an orderly and efficient development of the project site, in accordance with the provisions of the General Plan. This Specific Plan would serve both planning and regulatory functions including land use regulations, circulation pattern, public services and infrastructure, and development standards and urban design. All future development within SP No. 21-25 would be subject to compliance with the Specific Plan regulations, as well as other applicable City regulations.

The proposed project complies with the design guidelines of SP No. 25-21. The proposed SP No. 21-25 includes information on how the project site will be developed and describes how the Specific Plan is consistent with the City of Carson General Plan. SP No. 21-25 is a regulatory document prepared pursuant to the provisions of California Government Code sections 65450 through 65457 and provides a framework for development of the plan area (i.e., the subject property), including permitted uses and development standards.

Upon approval of SP No. 21-25 and the associated ZCC No. 189-22, the Specific Plan will establish the zoning for the subject property, to prevail over the City’s Zoning Ordinance to the extent of a conflict. Allowable land uses within the Specific Plan area (i.e., the subject property) are detailed in Chapter 3 of the Specific Plan, and the review authority and processes for applications for use permits and associated approvals within the Specific Plan area are provided in Chapter 5 of the Specific Plan. The City’s Zoning Ordinance shall apply to matters not covered in the Specific Plan. Other project entitlements, including the DA, may include additional restrictions applicable to the project beyond what is permissible on the property under SP No. 21-25 during the term of the DA, collectively allowing for a maximum of three buildings with up to 310,490 square feet total within Planning Area 1 and up to one commercial building totaling 2,700 square feet within Planning Area 2. It is intended that local public works projects, design review plans, site plans, permits, or any other action requiring ministerial or discretionary



approval applicable to this area be consistent with the Specific Plan (as well as the DA during its term).

The development of a business park campus on the project site can accommodate a range of uses that are permissible under SP No. 25-21, including, but not limited to, offices, research and development, e-commerce, and light industrial uses (warehousing/distribution/logistics) and incidental commercial/retail in three buildings divided into tenant suites in Planning Area 1 and general commercial/retail uses in the one smaller building within Planning Area 2. Specific Plan No. 21-25 allows FAR to exceed up to 0.5 and building exceeding 30,000 square feet with an approved Development Agreement.

## 2. Zone Change (ZCC No. 189-22)

The applicant filed a Zone Change application to change the project site's zoning from ML-ORL-D to a Specific Plan (Figueroa Street Business Park SP No. 21-25). A Specific Plan is a planning tool included in state law that allows cities to adopt different development standards than those in a specific zone. The proposed project has different development standards than those included in the existing ML-ORL-D zone. With approval of the zone change from ML-ORL-D to SP No. 21-25, the project will be consistent with the proposed zoning designation.

## 3. Site Plan and Design Review (DOR No. 1854-21)

The following site plan and design information complies with the proposed SP 25-21:

### Architecture

The proposed Business Park buildings are concrete tilt-up structures with a maximum building height of 48 feet and the proposed Commercial use building would have a maximum height of 30 feet. The buildings' exterior color palette is proposed in various shades of white and grey, and would be constructed with blue glazed windows, aluminum canopies, and aluminum mullions.

The proposed project would have a front yard setback at Figueroa Street and South Main Street of approximately 25 feet; side setbacks along the northern and southern perimeter of approximately 10 feet; and no rear setback. Heating, ventilation, and air conditioning (HVAC) equipment and exhaust fans would be roof-mounted and screened from public view with parapets.

The proposed project design standards are subject to the design guidelines of The Figueroa Street Specific Plan No. 25-21. SP 25-21 calls for well-designed structures with consideration of the overall design of the building, shape, massing, scale, proportion, and articulation as important features of the building's form. Providing enhanced architectural features of the building entries are identified as important portions of the building façade and is compatible with the surrounding area consisting of varied

industrial, commercial, and residential uses. Below are renderings illustrating the business park campus concept:



*Fences and Walls*

All fence/wall systems are subject to the proposed SP No. 25-21. A maximum eight-foot-tall wrought iron security fence is proposed along the northern and southern boundaries. Concrete masonry retaining walls would be located at the southern property boundary with various heights not exceeding eight feet. All gates would be equipped with Knox boxes for emergency access.

Other boundary or on-site walls, shall comply with SP No. 25-21, guidelines:

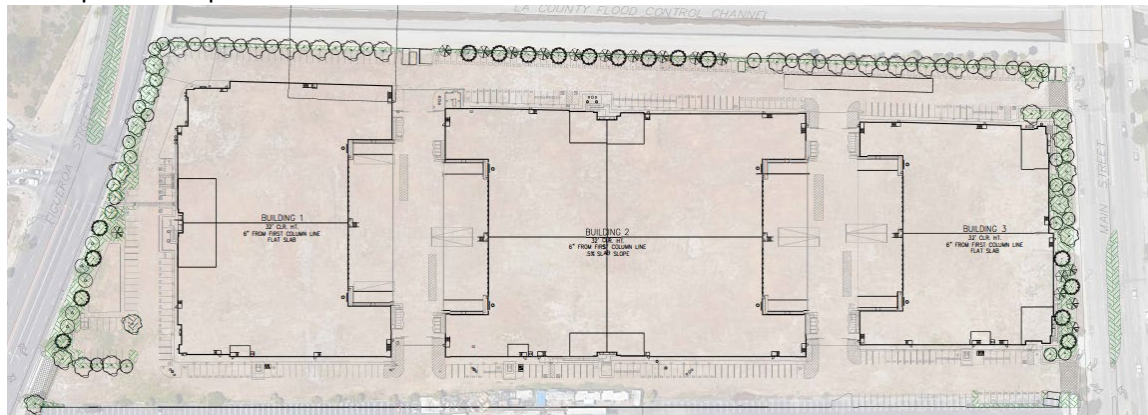
- Walls at loading areas shall be at least six feet in height, or as approved by the City in response to screen loading activities from off-site views from the adjacent public right-of-way.
- Landscaping shall be used in combination with walls and fences to visually soften blank surfaces and to deter graffiti.
- Chain link fencing is prohibited.

### Landscaping

The proposed landscaping total is approximately 29,849 square feet and is subject to the Specific Plan urban design guidelines.

The project landscaping includes a variety of ornamental trees, shrubs, and ground cover. The street frontage along Figueroa Street and South Main Street, and the northern perimeter of the site will be planted with eastern redbud trees, bronze loquat trees, Australian willow, crape myrtle trees, and fruitless olive trees, as well as a variety of drought tolerant ground cover and shrub masses (e.g., John Dourley manzanita, blue grama grass, Rosenka bougainvillea, sage-leaf rock rose, Spanish lavender, green cloud Texas ranger, deer grass, feathery cassia, smokey coast rosemary, and colorguard yucca). Planter pots ranging in plant variety, such as dragons blood trees, trailing rosemary, beaked yucca, donkey tail, little ollie, raspberry ice bougainvillea, New Zealand flax, trailing gazania, bitter aloe, and foxtail agave are proposed on-site.

### Concept Landscape Plan



### Lighting

All buildings shall implement a combination of sky lights and solar PV infrastructure to comply with California Code of Regulations, Title 24. Any rooftop not covered with solar shall be structurally designed to accommodate solar in the future.

Lighting will utilize high-efficiency technologies, dark-sky cutoffs, strategic orientation to avoid spillover into adjacent properties, and appropriate shielding or recesses to minimize glare and reflections. 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. Additional lighting standards may apply.

Parking

As shown on the following table, 390 required off-street parking and 393 parking spaces are proposed. The proposed parking total also includes 115 electric vehicle air/vanpool spaces containing 36 with electric vehicle charging stations, and three (3) ADA-compliant spaces with electric vehicle charging stations.

Proposed Uses	Building Area (Sq. Ft.)	Parking Ratio	Parking Spaces Required
Commercial/Retail	2,700	1/300 sq. ft.	9
E-Commerce/Logistics5 Industrial/Manufacturing:			
Warehouse Use	230,741	1/1500 sq. ft.	154
Manufacturing Use	29,149	1/500 sq. ft.	58
Office	31,600	1/300 sq. ft.	106
Mezzanine	19,000	1/300 sq. ft.	63
<b>Total Required Parking Spaces</b>	<b>313, 190</b>		<b>390</b>

Proposed Parking	No. of Parking Spaces
Standard Stalls	280
ADA-Accessible Stalls	9
Compact Stalls (26%)	104
<b>Total Proposed Parking Spaces</b>	<b>393 (2 Surplus)</b>

Pedestrian and Vehicular Access

The project proposes the following:

- The development will have pedestrian and vehicular accessibility via Figueroa Street and Main Street.
- The driveway located on the northeastern corner of the site would serve as a passenger car driveway with right-in right-out only access.
- The driveway located on the southeastern corner of the site and would serve as a shared driveway with full access for passenger cars, bobtails, and delivery trucks and right-out only for large-body trucks. Truck right-turn only exiting of the southeastern driveway shall be restricted to 8:00 a.m. to 10:00 p.m., Monday through Sunday.
- The driveway located on the southwestern corner of the site would serve as the primary truck ingress and egress and shared driveway with right-in, right-out only access.

- Internal private drive aisles provide connections from perimeter streets (Figueroa and Main Streets) to shared parking areas, truck docks, and building entrances. The Figueroa Street and South Main Street driveways would be improved with enhanced paving, saw-cut score lines, and grind pattern infield with sand blast finish.

The City Traffic Engineer and the Los Angeles County Fire Department, Fire Prevention Land Development reviewed and approved the project subject to conditions of approval.

#### Traffic Study

A traffic study conducted as part of the CEQA Initial Study/Mitigated Negative Declaration (IS/MND) estimates that the project will generate more than 110 daily trips. Implementation of the mitigation measures shown in the Mitigation Measure Reporting Program (MMRP), Transportation, would reduce the project VMT impacts to less than significance.

The Traffic Engineer reviewed the traffic study and CEQA findings and accepted the mitigation measures as conditions of approval.

#### Signage

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 will also include provisions that ensure that lighting from signs shall not significantly intrude upon or impact adjacent uses. The comprehensive sign program will be submitted after approval of the Specific Plan for review and approval by Director of Community Development. Additional lighting standards are set forth in the Specific Plan.

#### 4. Development Agreement (DA No. 25-21)

The applicant applied for a Development Agreement (DA), detailing the obligations of both the Applicant and City of Carson, and specifying standards and conditions that will govern the project for the term of the DA.

#### *Public Benefits*

The DA, as described in Section 3.3, outlines the public benefits that the project will contribute towards community public benefits to the City. Pursuant to the General Plan, provision of community benefits is required for facilities larger than 30,000 square feet and to allow a floor area ratio (FAR) of up to 0.5.

#### *Fences and Walls*

All fence/wall systems are subject to the proposed SP No. 25-21. A maximum eight-foot-tall wrought iron security fence is proposed along the northern and southern boundaries.

Concrete masonry retaining walls would be located at the southern property boundary with various heights not exceeding eight feet. All gates would be equipped with Knox boxes for emergency access.

Other boundary or on-site walls, shall comply with SP No. 25-21, guidelines:

- Walls at loading areas shall be at least six feet in height, or as approved by the City in response to screen loading activities from off-site views from the adjacent public right-of-way.
- Landscaping shall be used in combination with walls and fences to visually soften blank surfaces and to deter graffiti.
- Chain link fencing is prohibited.

#### 5. Conditional Use Permit (CUP No. 1108-21)

Residentially zoned properties are located across Main Street from the project site. Pursuant to CMC Section 9148.8.B, approval of a CUP is required for truck-related uses within one hundred (100) feet from the lot line of any residential zoned property and shall include development standards designed to mitigate existing and potential adverse impacts, such as noise, dust, fumes, and traffic, on the neighboring residential areas. Examples of these development standards may include, but are not limited to, walls, fences, buffer zones, landscaping, and other mitigating measures.

The safe and efficient flow of pedestrians, personal vehicles, and truck traffic is centered around strong site layout, coordination, and planning. The nearest structure to Main Street – Building 3 – dock doors/truck activities are oriented within the interior of the project site over 300 feet away from the residentially-zoned properties.

To help reduce truck traffic impact to the residential uses across Main Street, large-body truck ingress onto the project site via Main Street is prohibited; only right turn exiting from the Main Street southeastern driveway is allowed; and median modification on Main Street preventing left turn entry by large-body trucks to prevent northbound traffic past the residential uses.

An approximately 30-foot-wide front yard landscape buffer consisting of accent trees at the entrances, trees, shrubs, and groundcovers is positioned adjacent to Main Street enhancing the street appeal/visual aesthetic and complementing the on-site building architecture.

The Figueroa Street Driveway is designated for large-body truck entry. Figueroa Street is located along the Specific Plan area's western border. One driveway located on the southwestern corner of the site will take access onto Figueroa Street and would serve as a shared driveway with right-in, right-out only access. This driveway is located on the sites southern edge. The property has recorded access restrictions except for its southwestern

edge. The existing median along Figueroa Street, located north of the freeway entrance, shall be modified. Widening the median to have landscaping and irrigation.

The proposed business park campus hours of operation will comply with DA No. 26-21: "Hours of operation for the project will be generally permitted 24 hours per day. However, onsite outdoor activities and outdoor operations for the Buildings located on the easterly third of the Property (anticipated to be Building 3) shall be restricted to the hours of 6:00 a.m. to 10:00 p.m."

The Mitigated Negative Declaration mitigation measures are in place to assure environmental compliance.

Section 9172.23 (Site Plan and Design Review) states that commission shall approved said project if the commission is able to make affirmative findings based on criteria that includes General Plan consistency, compatibility in architecture and design with the surrounding area and anticipated development, convenience and safety of circulation pf pedestrian and vehicles, attractiveness, effectiveness and restraint in graphics and color, and conformance with design standards.

Carson Municipal Code Section 9172.21 (Conditional Use Permit) states that the Commission shall approve a CUP if it is able to make affirmative findings based on criteria that includes General Plan consistency, ability of the site to accommodate the proposed development, adequacy of street access, traffic capacity, and water supply for fire protection, and compatibility with the character of the area.

The requirements are adequately met through the above-mentioned information and incorporation of conditions of approval, MMRP, and Development Agreement.

All of the required findings per Carson Municipal Code Section 9172.21 and 9172.23 can be made in the affirmative.

### **C. Public Outreach**

On May 9, 2023, the applicant mailed invitations to the surrounding properties within a 750-foot radius of the project site. The mailer provided an overview of the proposed project, common questions, and requested attendance to the community meeting scheduled for May 23, 2023, 5:00 p.m. – 8 p.m., at Mission Ebenezer Family Church, 415 W. Torrance Blvd. Approximately 35 persons attended and the expressed participant comments regarding concerns about truck and vehicular traffic, air quality, parking, security during the construction phase and building design.

**D. Public Hearing Notice**

Public Notice was given in accordance with Chapter 9173.22 of the CMC. The Planning Division mailed notification to property owners and occupants within a 750-foot radius of the site and notices were posted on-site.

**E. Environmental Analysis**

Planning Staff, working with the City's Environmental Consultant, has reviewed the potential environmental impacts of the proposed project pursuant to the California Environmental Quality Act (CEQA). Following an initial study, a Draft Mitigated Negative Declaration (State Clearinghouse #2023050278) was prepared and made available for a public review and comment pursuant to CEQA Guidelines Section 15070. The public review period was from May 11, 2023, through June 9, 2023. Six (6) Public comment letters from various agencies and private entities were received. An Errata to the Draft IS/MND incorporating text changes resulting from public comments on the Draft IS/MND, or additional information received during the public review period. These changes do not affect the Draft IS/MND's overall conclusions, rather, provide clarification, amplification, and/or insignificant modifications. The Draft Mitigated Negative Declaration found potentially significant impacts to air quality, cultural resources, geology and soils, noise, transportation, and tribal cultural resources. With the inclusion of the mitigation measures set forth in the MND are included as project conditions of approval attached hereto as Exhibit "B." All potential environmental impacts of the proposed project, as assessed and mitigated pursuant to the MND and MMRP and the project conditions of approval, will be mitigated to the maximum extent feasible and below a level of significance.

**III. CONCLUSION AND RECOMMENDATION**

That the Planning Commission Adopt Resolution No. 23-\_\_\_, entitled "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING SITE PLAN AND DESIGN REVIEW NO. 1854-21 AND CONDITONAL USE PERMIT NO. 1108-21 AND RECOMMENDING THAT THE CITY COUNCIL ADOPT A MITIGATED NEGATIVE DECLARATION AND CEQA FINDINGS, AND ZONE CHANGE NO. 189-21, SPECIFIC PLAN NO. 25-21 AND DEVELOPMENT AGREEMENT NO. 26-21 FOR THE CONSTRUCTION OF A BUSINESS PARK CAMPUS CONSISTING OF THREE STRUCTURES TOTALING APPROXIMATELY 310,490 SQUARE FEET AND ONE COMMERCIAL STRUCTURE TOTALING APPROXIMATELY 2,700 SQUARE FEET AT 20601 MAIN STREET, APN 7336-003-043."

**ATTACHMENTS**

- 1) Development Plans  
(See <https://ci.carson.ca.us/communitydevelopment/figueroabusipark.aspx>)
- 2) Radius Map
- 3) Draft Resolution
  - A. Legal Description
  - B. Conditions of Approval



- 4) Specific Plan (See [https://ci.carson.ca.us/content/files/pdfs/planning/docs/projects/FSBP/Appendices/AppendixA\\_SpecificPlan.pdf](https://ci.carson.ca.us/content/files/pdfs/planning/docs/projects/FSBP/Appendices/AppendixA_SpecificPlan.pdf))
- 5) Mitigation Monitoring and Reporting Program (MMRP) (See <https://ci.carson.ca.us/content/files/pdfs/planning/docs/projects/FSBP/Documents/MMRP%20Figueroa%20St%20Business%20Park.pdf>)
- 6) Mitigated Negative Declaration (IS/MND) (See <https://ci.carson.ca.us/content/files/pdfs/planning/docs/projects/FSBP/Documents/Final%20ISMND%20Figueroa%20St%20Business%20Park.pdf>)
- 7) Development Agreement