

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

retail ■ entertainment ■ restaurant ■ residential ■ hospitality

ADOPTED FEBRUARY 8, 2006

AMENDMENT No. 1: APRIL 5, 2011

AMENDMENT No. 2: JANUARY 9, 2018

CITY OF CARSON

THE DISTRICT AT SOUTH BAY SPECIFIC PLAN

FORMERLY CARSON MARKETPLACE SPECIFIC PLAN (2006) AND
THE BOULEVARDS AT SOUTH BAY SPECIFIC PLAN
(PER 2011 AMENDMENT)

FEBRUARY 8, 2006

AMENDED APRIL 5, 2011 AND
JANUARY 9, 2018

Adopted by the Carson City Council

Ordinance No. 06-1341 (Original)
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1.0 INTRODUCTION

1.1 Purpose and Background

The Carson Marketplace Specific Plan was adopted by the City in 2006 and amended in 2011. At the time of the 2011 amendment, it was renamed the Boulevards at South Bay Specific Plan. The Carson Marketplace Specific Plan as amended and renamed the Boulevards at South Bay Specific Plan (collectively referred to as the “Original Specific Plan”), governs development within a 168-acre parcel within the City of Carson (the “Specific Plan area”).¹ The Original Specific Plan is being amended by the City of Carson (“City”) to update the development standards and guidelines and to establish new regulations for future development for a 157-acre portion of the Specific Plan area located south of Del Amo Boulevard, which was formerly a landfill. All references in this document to “The District at South Bay Specific Plan” or the “Specific Plan” shall be deemed to refer to the Original Specific Plan as amended by the 2018 amendment (“2018 Amendment”) thereto.

The Specific Plan, as amended by the 2018 Amendment, establishes the elements, character, location, and implementation strategy for future development at the 168-acre Project Site. The purpose is to implement the vision for urban infill and the reuse and recycling of land through the establishment of land uses, design criteria, development regulations, infrastructure plans and implementation procedures that will guide development in an orderly fashion, consistent with City policies and procedures. The intent is also to implement and provide consistency with the goals, objectives and policies of the City of Carson General Plan. This Specific Plan is forward thinking in that it allows some degree of flexibility in its implementation to accommodate the inevitable changes in economic conditions, market dynamics and technological advances that occur

PROJECT BACKGROUND A BRIEF HISTORY OF CARSON

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

In politics, there is an acronym, “N.I.M.B.Y.,” which is short for “not in my back yard.” People realize that society needs facilities such as garbage dumps, auto dismantling centers and waste treatment plants, but when it comes time to build them, no one wants them in their own back yard. So when such essential facilities were needed in the South Bay, the incorporated cities such as Torrance and Redondo Beach had the political clout to resist the location of such controversial projects within their city borders. Since Carson was an unincorporated area for so long, with little political representation, it often ended up as the dumping ground (both literally and figuratively) of its neighbors. By the time Carson finally incorporated as a city in 1968,

its landscape was pockmarked with dozens of refuse dumps, landfills, and auto dismantling plants that none of its neighbors would have in their own cities (source: Growing Pains of a Young City, <http://ci.carson.ca.us/Extra/GrowingPains.htm>).

As California has grown, planners, conservationists and those concerned with public health have decried urban sprawl and its social and environmental costs, and developers have gone into the hinterlands in search of cheap land where hours-long commutes from these bedroom communities to jobs are commonplace. This type of development typically has high municipal costs and it usually precedes commercial development that can generate enough taxes for City coffers to pay for the infrastructure and services to support these edge communities.

Sprawl has forced our society to look long and hard at reclaiming the underutilized urban landscape. Everyone from the United States Environmental Protection Agency to the California Center for Land Recycling now understands that our society, to become more sustainable, needs to facilitate and support urban infill types of development where existing infrastructure, strong employment base and community support services are already in place. The Boulevards at South Bay represents such an opportunity to reclaim a 157-acre landfill and replace what once was a trash dump with the vibrancy of life.

¹ Although the Specific Plan applies to the entire 168 acres of the Specific Plan area, the 11 acres north of Del Amo Boulevard has received planning approvals required for development of 300 units of multifamily housing. Nothing in this Specific Plan amendment restricts the previously approved entitlements for development of the 300 units of multifamily housing.

over time.

The Original Specific Plan divided the Specific Plan area into three Development Districts. Development Districts 1 and 2 are located on the 157-acre former landfill site which is located south of Del Amo Boulevard, and will require complex engineering techniques and associated expenditures to develop safely and in accordance with state and federal regulations. Development Districts 1 and 2 have been further divided into planning areas referred to in this Specific Plan as Planning Areas 1, 2 and 3, as further depicted on Figures 3.3a and 3.3b. The existing Development District 3 (DD3) is comprised of approximately 11 acres of land north of Del Amo Boulevard on land that is not within the boundaries of the former landfill site. In July 2017, a 300-unit residential development was approved for DD3. The Specific Plan will continue to apply to DD3.

The 2018 Amendment will be adopted by resolution and will continue to implement the existing SP-10 zoning for the Project Site. Going beyond the guidance typically found in a zoning ordinance, however, the Specific Plan provides applicants, City staff, the public and decision makers with information on the project’s background, overall intent, design standards and guidelines to facilitate the project’s review and implementation.

1.2 Project Overview

The District at South Bay is a prime example of what can be done in the effort to recycle and reclaim urban land. What was once a landfill and blight on the neighboring community has the opportunity to become a shining example of civic pride and environmental technology with the construction of a mixed-use community of residential, retail, commercial and hospitality uses that will bring residents and tax generation back to a site that never could have imagined such a bright future.

Land Use Types	The Boulevards at South Bay	The District at South Bay
Commercial ¹	1,995,195 SF	1,834,833 SF ²
Residential	1,550 Units	1,550 Units
Hotel ³	300 Rooms	350 Rooms

¹ The 2018 Amendment establishes development standards and guidelines to reduce the amount of commercial development approved under the Original Specific Plan from 1.99 million to 1.83 million square feet. This number includes the square footage of both hotels, which are also separated out below and together can include 350 hotel rooms.

² Unless otherwise specified in this Specific Plan, square footage shall be calculated using Gross Building Area (GBA). GBA shall include the sum of the horizontal areas of all floors within a building measured from the exterior faces of exterior walls or from the centerline of party walls separating two (2) buildings. The floor area of any ancillary areas within a building with headroom of more than six and one-half (6-1/2) feet shall be included. Ancillary areas within a building with six and one-half (6-1/2) feet of headroom or less, as well as the area of courtyards, areas open to the sky, exterior walkways, exterior landscape areas, covered canopies, trellis structures, and architectural overhangs shall be excluded. For the purpose of computing GBA and required parking area, floor area devoted to parking and maneuvering shall not be included.

³ Hotel square footage is included in commercial square footage shown above.

The Specific Plan provides development standards and guidelines that allow for a potential mix of approximately 1.83 million square feet of commercial, including 350 hotel rooms located in two hotels, and up to 1,550 residential units. Section 4 presents a land use illustrative that demonstrates a potential project configuration, and Table 1.1 compares the Original Specific Plan with the Specific Plan as amended.

1.3 Authority to Prepare Specific Plan

The California Government Code authorizes jurisdictions to adopt specific plans either by resolution as policy, by ordinance as regulation or a combination of both. The Specific Plan is established through the authority granted by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Both Planning Commission and City Council hearings are required. In either resolution or ordinance form, the Specific Plan and all amendments must be adopted by the Carson City Council.

Upon adoption, this Specific Plan will serve as zoning for the properties involved. It establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, implementation programs and mitigation measures on which subsequent project-related development activities are to be founded. It is intended that local public works projects, design review plans, detailed site plans, grading permits and building permits or any other action requiring ministerial or discretionary approval applicable to this area be carried out in accordance with the intent and specific development standards set forth in this Specific Plan.

Modifications to development plans are anticipated. Modifications to this Specific Plan may be processed as modifications pursuant to Section 8.1.5 herein. In addition, the sketches and graphic representations contained in Sections 4 through 7 herein are for conceptual purposes only and are to be used as general visual aids in understanding the basic intent of the guidelines. They are not meant to depict any actual lot or building design, and are therefore subject to change.

1.4 Environmental Clearance

The Original Specific Plan was prepared in accordance with the California Environmental Quality Act (CEQA).¹ The 2018 Amendment was also prepared in accordance with CEQA, and a Supplemental Environmental Impact Report was prepared to analyze the impacts of development of the 157-acre portion of the former landfill component of The District at South Bay and pursuant to the 2018 Amendment to the Original Specific Plan. Future development projects that are consistent with this Specific Plan will require neither further environmental documentation nor focused environmental analysis pursuant to CEQA. Subsequent discretionary project approvals required by this Specific Plan, such as general plan amendments, will require appropriate environmental review under CEQA.²

¹ In 2006, and in accordance with CEQA, the City of Carson Redevelopment Agency, as lead agency, certified a project-level final environmental impact report (FEIR) for the Carson Marketplace Project (SCH No. 2005051059) in connection with development of the Specific Plan area. In 2009, an Addendum to the FEIR was adopted. The 300 unit development on DD3 was analyzed for CEQA purposes using this FEIR.

² Development of the 300 units of residential on DD3 that has already been entitled will not require further discretionary action or environmental review under CEQA unless otherwise required by law.

2.0 CONTEXT AND CONDITIONS

2.1 Project Site Location and Surrounding Uses

The District at South Bay is proposed for a currently undeveloped site located at 20400 Main Street in the City of Carson in the South Bay area of Los Angeles County. It is located approximately 17 miles south of downtown Los Angeles and approximately 6.5 miles east of the Pacific Ocean. The Specific Plan area, also referred to as the “Project Site,” is comprised of approximately 168 acres located southwest of the San Diego Freeway (I-405), north of the Avalon Boulevard interchange and east of Main Street. The majority of the Project Site, consisting of 157 acres, is located south of Del Amo Boulevard, while the remaining 11 acres are located north of Del Amo Boulevard.

Figure 2.1a depicts the Specific Plan area in its regional and local context, while in Figure 2.1b, an aerial photograph of the Project Site shows the surrounding land uses and adjacent areas.

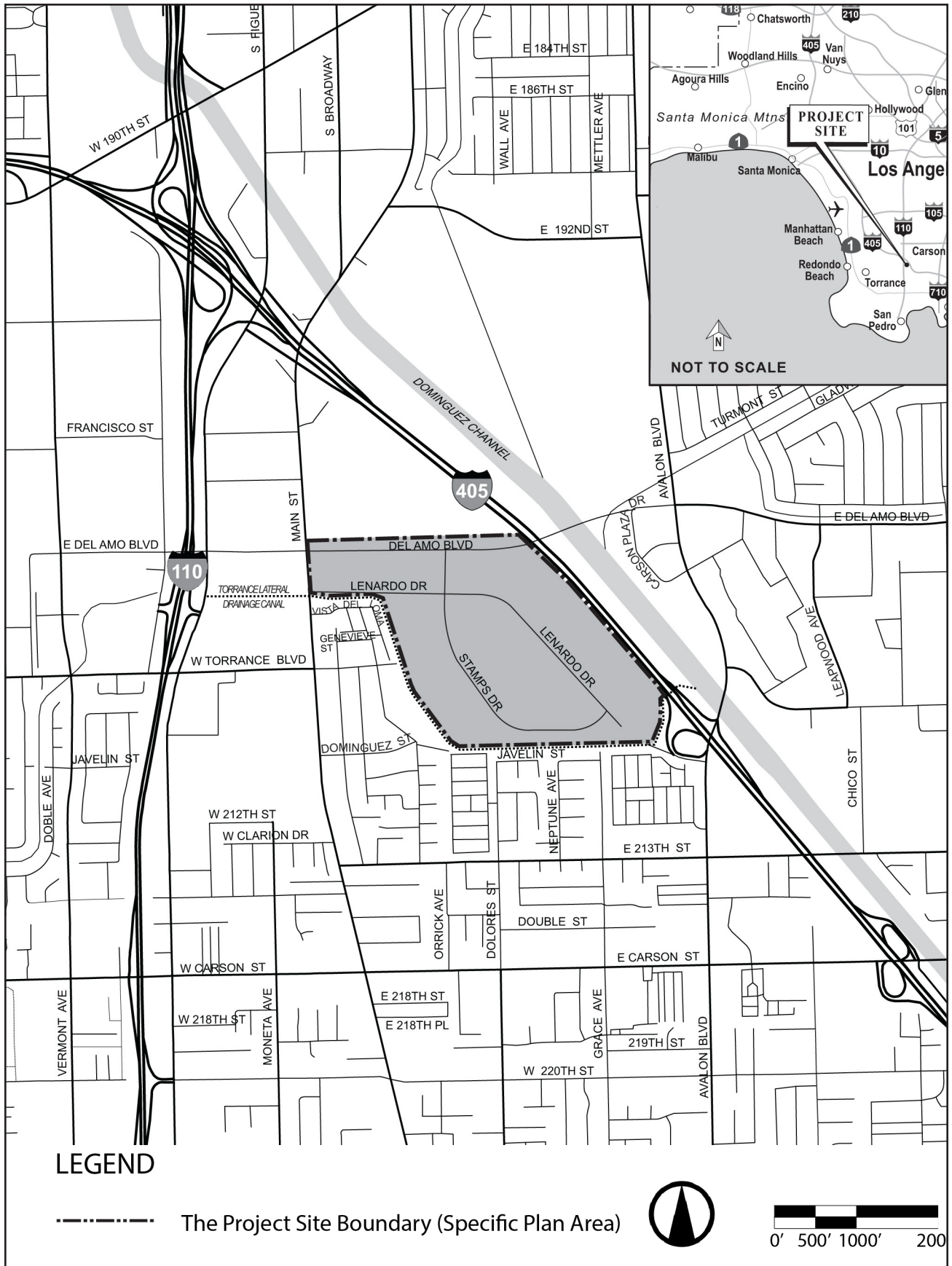
On a local scale, the Project Site is surrounded by multiple uses. East of the I-405 Freeway, land uses include neighborhood and regional retail, most notably the South Bay Pavilion at Carson. To the north and east of the Project Site are the Porsche Experience Center and the Victoria Golf Course, respectively. Residential areas, consisting of one-story and two-story detached residences and mobile homes, are located to the south and west. The residences are separated from the Project Site by the Torrance Lateral Flood Control Channel (Torrance Lateral), a concrete-lined drainage channel which parallels the southern and western border of the Project Site. To the west of the Project Site, extending away from the site on Torrance and Del Amo Boulevards, are commercial and light industrial uses. Further north on the west side of Main Street are light industrial uses, with the StubHub Center and California State University, Dominguez Hills, located northeast of the Project Site.

2.2 Existing Project Site Conditions

The Project Site has been essentially vacant since the closing and covering of the landfill in 1965 with the exception of the remediation-related improvements described in Section 5.3.5. The Project Site is predominantly bare soil that becomes green with nonnative grasses following winter rains and turns brown by summer. The Project Site’s elevation is basically at grade with Del Amo Boulevard to the north and approximately 20 feet uphill of the I-405 Freeway, which is immediately to the east. It sits approximately 16 feet above the top of the Torrance Lateral and the neighborhoods to the south and west, while it is approximately 8 feet uphill from the Main Street grade elevation to the west.

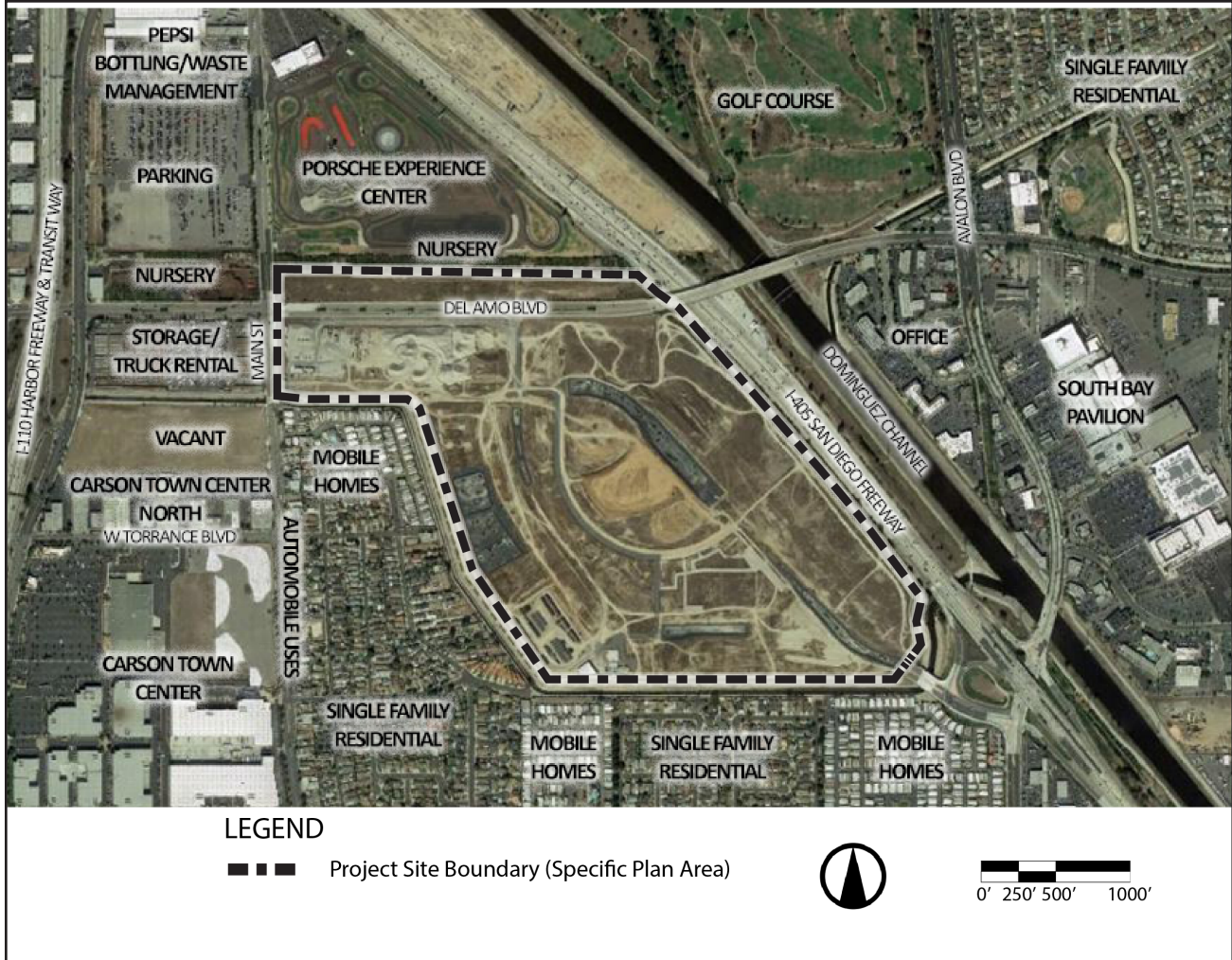
On-site, the land is relatively flat with elevations varying in a somewhat random pattern between 26 and 50 feet above the invert of the Torrance Lateral. Generally, the Project Site is elevated above existing grades at the edges (except on the north where it abuts Del Amo) and generally slopes inward.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

There is an existing street circulation pattern offering single access points to both Del Amo and Main Street. The streets are generally located in areas that originally functioned as a haul road system for trash trucks traveling within the landfill, but may also be constructed on non-native soil.



Source: RE|Solutions LLC, 2017

Figure 2.1a Project Site Vicinity



Source: RE|Solutions LLC, 2017

Figure 2.1b Project Aerial

2.3 Existing Land Use Designations

2.3.1 General Plan

In 2006, the Project Site was designated as Mixed Use – Residential in the City’s General Plan. The existing land use designation allows for horizontal or vertical retail, commercial, office, and residential mixed uses, but does not require uses to be mixed. Per the City of Carson General Plan, the Mixed Use – Residential land use designation currently allows a maximum of 60 residential dwelling units per acre, which is consistent with this Specific Plan. However, an applicant may request the right to develop residential uses in certain portions of the Project Site at densities of greater than 60 dwelling units per acre, provided that a general plan amendment permitting such increase in density is then or previously approved by the City. A further explanation of this issue is provided in Section 2.4.

2.3.2 Zoning

The area governed by the Specific Plan has been zoned Specific Plan SP-10 since 2006. In 2015, a Stadium Overlay was added to the property through a ballot initiative, in anticipation of the proposed development of the property for a National Football League stadium. Per Section 4, Item B of the Stadium Overlay District Ballot Initiative (Ordinance 15-1555) approved by City of Carson voters on April 21, 2015, the “initiative shall not apply, and the Boulevards at South Bay (now The District at South Bay) Specific Plan shall apply” since the Stadium is not being developed at the Project Site. As the Project Site has not been chosen as the location for the future stadium, the Stadium Overlay District no longer applies.

2.4 Consistency with the General Plan

State law requires that the Specific Plan be consistent with and demonstrate implementation of the City’s General Plan.

The Specific Plan is consistent with and furthers a number of goals and objectives identified in the City’s General Plan. Overall, the Project represents a productive reuse of a brownfield site that is compatible with surrounding uses, and offers Carson residents new opportunities for residential, retail, entertainment and employment. The cumulative, 168-acre project features up to 1,550 residential units, with 1,250 permitted in the 157 acres south of Del Amo, bringing needed housing to the City and generating a unique mixed-use environment that can serve as a signature project for Carson. The City’s General Plan also envisions an expanded commercial base, including encouraging specialty retail development.

The Specific Plan allows for a total of 1,550 units on the 168-acre development site. Consistent with the City of Carson General Plan designation for the Project Site of Mixed Use – Residential, the Specific Plan provides a maximum residential dwelling unit density of 60 dwelling units per acre (du/ac) in Planning Areas where residential is allowed and DD3. Densities above 60 du/ac and up to 80 du/ac are authorized by this Specific Plan only in Planning Area 1 and only upon a General Plan amendment. With respect to DD3, a maximum of 300 dwelling units are permitted under the Specific Plan. Within Planning Area 1 and a portion of Planning Area 2, a maximum of 1,250 units are permitted under the Specific Plan.

A complete analysis of the Specific Plan for consistency with the City of Carson General Plan is provided in Appendix C.

3.0 LAND USE PLAN

3.1 Approach

The Specific Plan provides for a potential mix of approximately 1.83 million square feet of commercial, retail and entertainment uses, including a total of 350 hotel rooms in two hotels, and up to 1,550 residential units. The Land Use Plan (see Figure 3.4) is designed to accommodate these uses through the creation of three Planning Areas in the areas previously comprising Development Districts 1 and 2, and keeping Development District 3. The Planning Areas remain subject to Mixed-Use Marketplace (MU-M) and Commercial Marketplace (CM) land use referenced in Table 6.1. DD3 also remains subject to the MU-M designation. The MU-M and CM land use categories allow for a greater variety of land uses and customized development standards. This approach enables The District at South Bay to create a truly unique and vibrant center for the City of Carson.

3.2 Project Objectives

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

1. Achieve productive reuse of a large brownfield site by approving a project capable of generating the revenue necessary to pay for and effectuate remediation of the environmental conditions on the project site.
2. Promote the economic well-being of the City by encouraging the diversification and development of its economic base, and assist in creating both short and long-term employment opportunities for the residents of the City.
3. Maximize shopping and entertainment opportunities to serve the population and maintain a sustainable balance of uses by approving a mixed-use project that allows entertainment, retail shopping, restaurants, and residential uses.
4. Provide a diversity of both short term and long-term employment opportunities for local residents by approving a project that will generate substantial construction work opportunities and long-term jobs in the commercial and hospitality industries.
5. Improve the housing stock by approving a project that includes a substantial residential component.
6. Provide a signature/gateway project that contributes to the creation of a vibrant urban core for the City, taking advantage of the site's proximity to the San Diego Freeway.
7. Stimulate private sector investment in the project site by implementing a project that is fiscally sound and capable of financing the construction and maintenance of necessary infrastructure improvements.
8. Develop the project site in a manner that enhances the attractiveness of the City's freeway corridor and the major arterials that adjoin the project site.

9. Increase revenues to the City by approving a Project that provides for a variety of commercial and retail activities with the potential to generate substantial sales- and property-tax revenue.
10. Promote the economic well-being of the project site by approving a project that is attractive to consumers and residents and that would ensure long-term success of the development.
11. Provide hotel rooms to meet an identified market need, and in so doing serve nearby businesses, community activities, and proposed on-site uses.
12. Consistent with other objectives, provide a project design that interfaces with surrounding uses in a manner that provides for a transition between the project and adjacent areas.

3.3 Planning Areas and Development District 3

As shown on Figure 3.3b, three “Planning Areas” have been delineated to describe the different uses planned for Development Districts 1 and 2. Each Planning Area has its own land use designation, allowed uses and development standards. Planning Areas 1, 2, and 3 cover the 157-acre reclaimed landfill, and the Planning Area designations have been utilized to reflect the different uses and design guidelines anticipated in each of the Planning Areas and to reflect changes to internal boundaries as compared to the previous Development District 1 and 2. The revised boundaries also correspond more closely to the landfill cells where waste was deposited when the landfill was active. The 11 acres north of Del Amo Boulevard continue to be designated as DD3 in this Specific Plan.

To provide for flexibility, the exact location of uses within an area will be determined during the development review process. The graphics showing the proposed location of buildings are for conceptual purposes to illustrate a likely development plan that can occur within the controls established by the development standards. The following is a brief description of the conceptual uses proposed within the three Planning Areas.

Planning Area 1



Planning Area 1 (PA 1) is approximately 15 acres north of Street A (previously referred to as Lenardo Drive and currently named Stadium Way) and abuts the eastern edge of Main Street and the southern edge of Del Amo Boulevard. PA 1 is designated as Mixed-Use Marketplace (MU-M) and may contain residential properties or, with the approval of an Administrative Permit and CEQA review as applicable, commercial uses. The residential and commercial uses may be either vertically or horizontally integrated. For example, commercial uses such as a gym/health club could be located on the ground floor of multi-family apartments. The mixed-use designation does not, however, require a mix of uses and PA 1 could be dedicated entirely to residential or commercial uses allowed by the MU-M designation. Residential density is authorized up to 60 du/ac by right, and up to a maximum of 80 du/ac with a General Plan amendment.

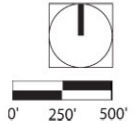
Planning Area 2

Planning Area 2 (PA 2) is comprised of approximately 46 acres with its primary frontage running along the I-405 Freeway. This area is adjacent to PA 1 to the west, the I-405 Freeway to the east, and PA 3 to the southwest. PA 2 is designated for Commercial Marketplace (CM) and may contain any combination



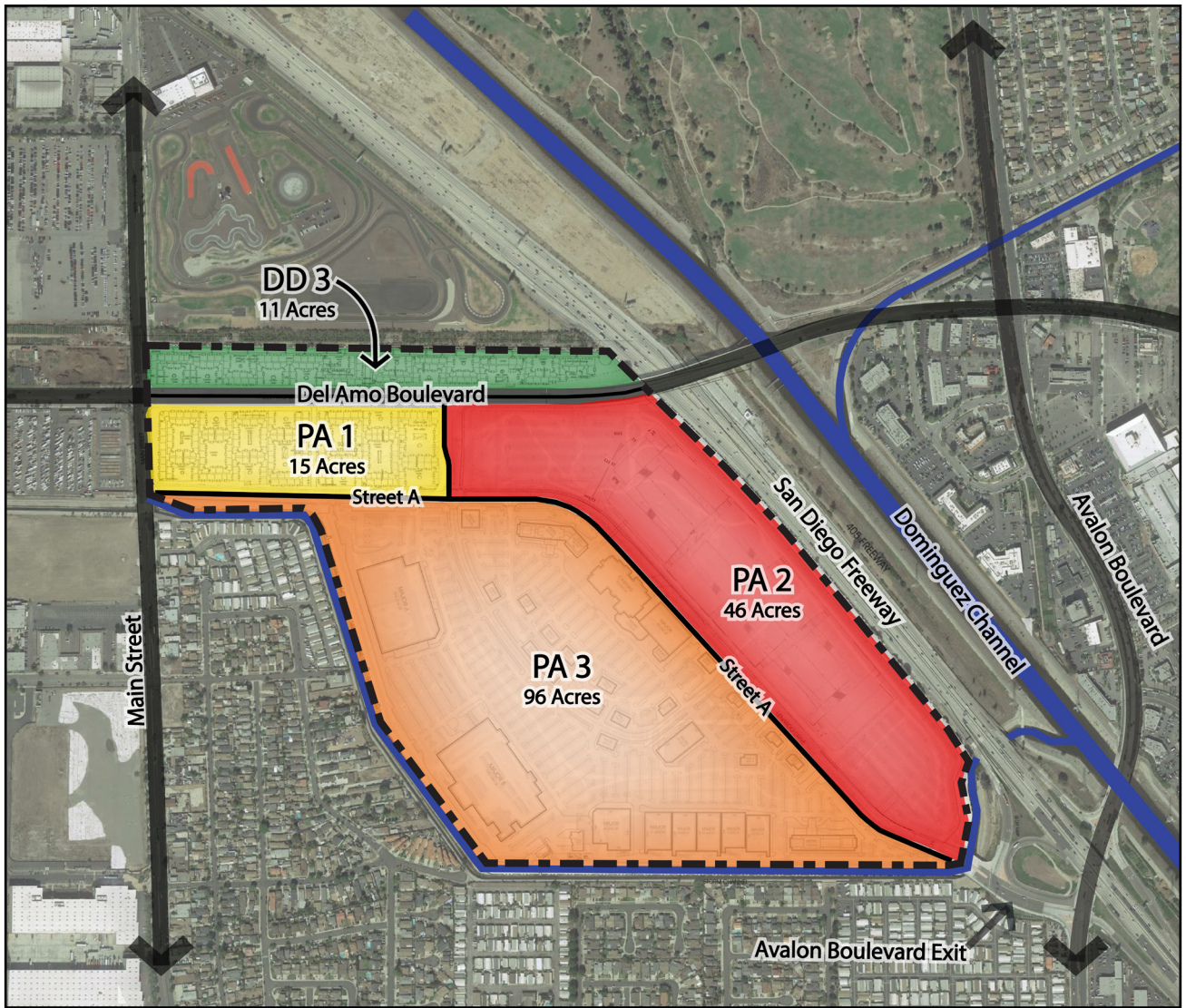
Legend

-  Development District Boundary
-  DD
- Development District



Source: The Planning Center, 2009.

Figure 3.3a Development Districts



LEGEND

- Planning Area 1
- Planning Area 2
- Planning Area 3
- Development District 3

Source: RE|Solutions LLC, 2017

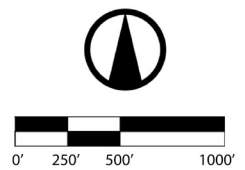


Figure 3.3b Planning Areas and DD3

of commercial uses, including without limitation, regional commercial (which may include outlets), neighborhood commercial, restaurant, or entertainment and hospitality uses. In addition, portions of PA 2 can accommodate certain residential uses up to 60 du/ac with issuance of an Administrative Permit and CEQA review as applicable.¹

Planning Area 3

Planning Area 3 (PA 3) represents approximately 96 acres, and is bounded on the west and south by the Torrance Lateral Channel, and to the north and east by Street A. Like PA 2, PA 3 is also designated for Commercial Marketplace (CM) use, and is intend for general commercial, regional commercial, large-format retail, neighborhood-scale retail, restaurant, entertainment, and hospitality uses. Residential development is not permitted in PA 3.

Development District 3

DD3 is designated for Mixed-Use Marketplace (MU-M) uses. DD3 is unaffected by the land use restrictions imposed by the landfill status of PA 1, 2, and 3, and may contain at-grade housing. As noted above, DD3 has already received entitlement approvals for 300 units of multi-family residential which includes no commercial development. As such, DD3 is not provided with an allocation of commercial square footage under this Specific Plan. Although commercial uses would typically be permitted on DD3 under the MU-M land use category, in order to obtain an allocation of commercial square footage, a Specific Plan amendment and CEQA review as applicable would be required.

3.4 Land Use Categories

Below is a brief description of each land use category in the Specific Plan and the location of each land use by Planning Area. An illustration of the land use categories is provided in Figure 3.4a.

Commercial Marketplace (CM)

This category includes commercial uses intended to serve a broad population base and offer a wide range of services to both the community and the region. Typical uses in this category include regional commercial uses such as outlets, major department stores and promotional retail-type stores, smaller neighborhood commercial uses, grocery stores and banks. Additional uses include commercial recreation and entertainment uses such as movie theaters and arcades, hotels, restaurants and highway-oriented and smaller neighborhood retail and service uses. Residential uses with densities of up to 60 du/ac are permitted in portions of PA 2, as shown in Figure 6.1a, with the approval of an Administrative Permit and CEQA review as applicable. The densities and intensities will vary within this land use designation based on proposed uses. The overall floor area ratio (FAR) allowed for commercial uses established pursuant to this land use category shall be 0.5 FAR. Except as otherwise noted, the uses permitted in this land use category are allowed in all planning areas with a CM designation. This land use designation may contain any combination of commercial uses, including, without limitation, regional commercial (which may include outlets), neighborhood commercial, restaurant, or entertainment and hospitality uses, and, with issuance of an Administrative Permit, certain residential uses in PA 2. The Commercial Marketplace category is applicable to PA 2 and PA 3.

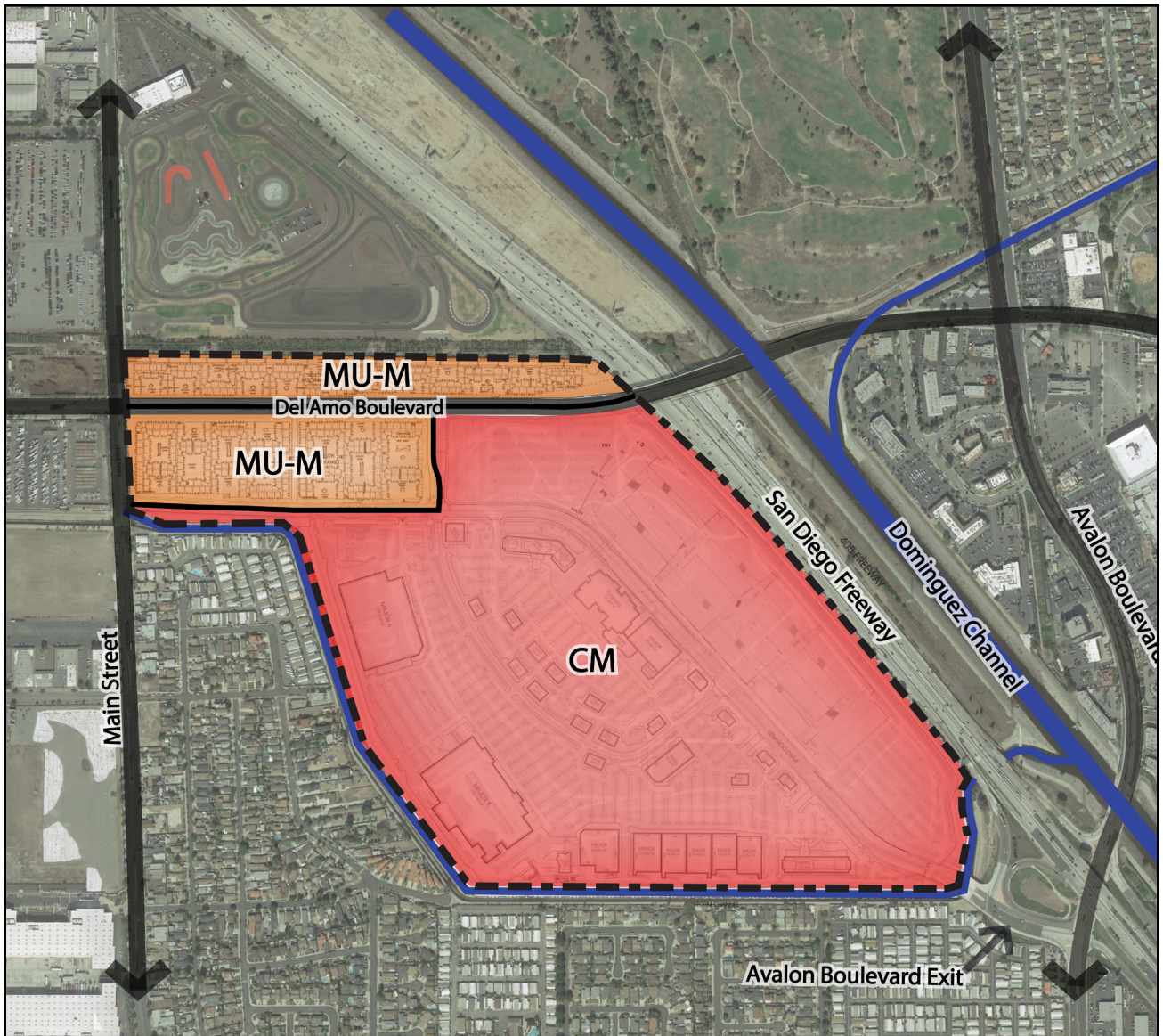
¹ Residential shall only be permitted for the northernmost portion of PA 2, as shown in Figure 6.1a

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



Mixed-Use Marketplace (MU-M)

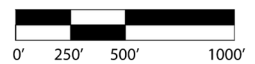
The “Mixed-Use Marketplace” land use category allows for residential uses, and with an Administrative Permit and applicable CEQA review, provides opportunities for the vertical or horizontal integration of housing with commercial services. MU-M does not, however, require a mix of uses and development can consist entirely of either residential or, with an Administrative Permit, commercial uses. This category is applied to PA 1 and DD3. The densities and intensities will vary within this land use designation based on actual uses proposed. Residential densities up to 60 du/ac are permitted by right, and densities up to 80 du/ac may be constructed in PA 1 only, with the approval of a General Plan Amendment. In addition, stand-alone retail uses of greater than 50,000 square feet are permitted in the MU-M category in PA 1 only, with approval of an Administrative Permit and CEQA review as applicable.

The density and floor area limitations established pursuant to this land use category shall be calculated separately for each Planning Area and DD3 and if at any future date commercial square footage is allocated to Planning Area or DD3 such allocation will not reduce permitted residential unit counts.



LEGEND

-  Commercial Marketplace (CM)
-  Mixed-Use Marketplace (MU-M)



Source: RE|Solutions LLC, 2017

Figure 3.4a Land Use Categories

3.5 Transfers of Commercial Square Footage or Residential Uses

Table 4.0 below establishes maximum permitted residential unit counts and commercial square footage within each Planning Area and DD3. This Specific Plan allows transfers of commercial square footage among Planning Areas with approval of an Administrative Permit and consent of the owner of the underlying property from which the transfer is proposed to be made. It also allows transfers of residential units between PA 1 and the portions of PA 2 in which residential uses are permitted, with approval of an Administrative Permit and consent of the owner of the underlying property from which the transfer is proposed to be made. No transfers of commercial square footage shall result in development exceeding 0.5 FAR for the receiving Planning Area, or overall commercial square footage allowed under this Specific Plan. No transfers of residential units shall result in allowable residential densities exceeding 60 du/ac on PA 1 or PA 2, except that, on PA 1, with a General Plan amendment, residential densities of up to 80 du/ac are permitted. In addition, this Specific Plan does not contemplate transfers of commercial square footage or residential uses between DD3 and the Planning Areas.

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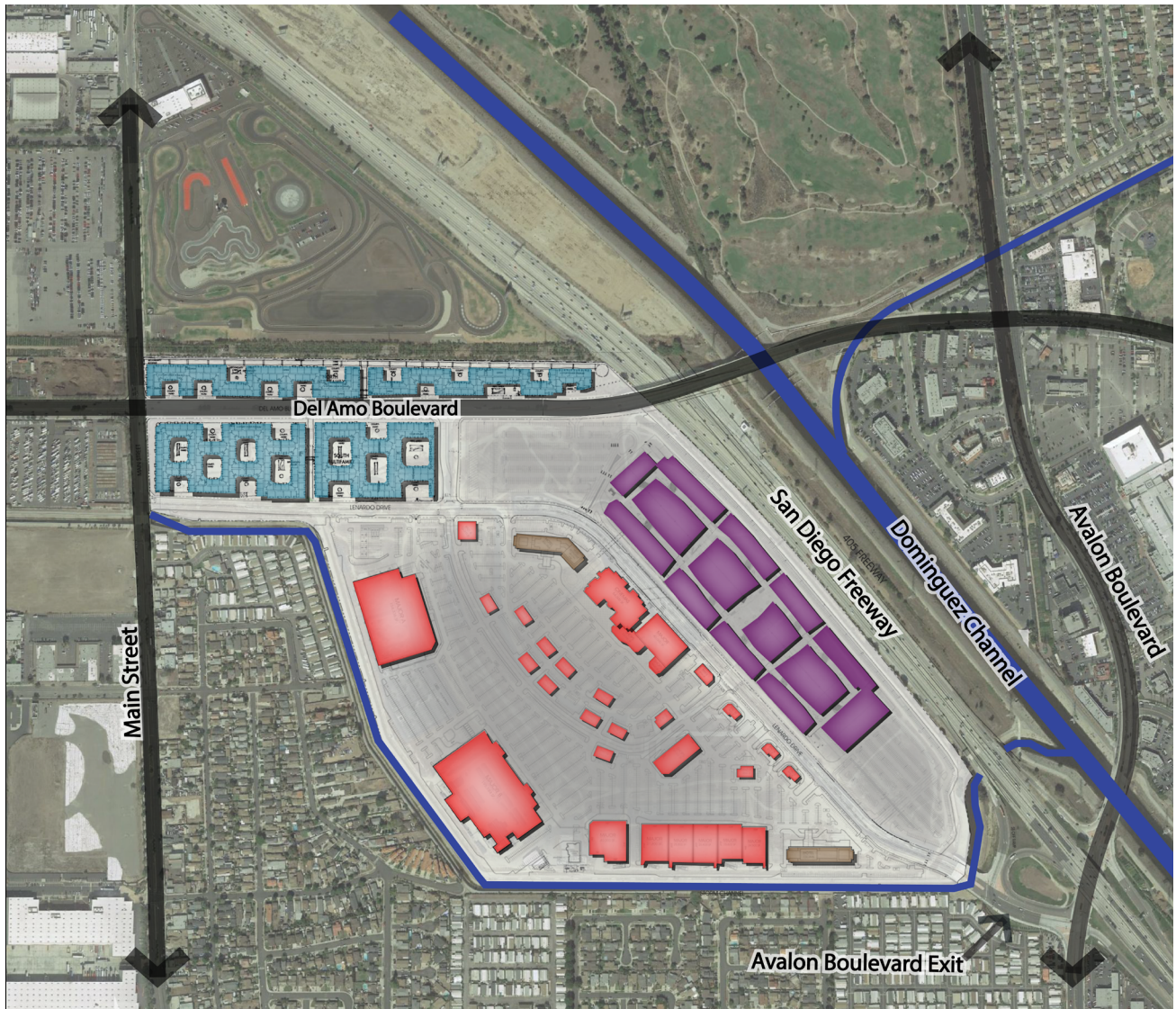
4.0 LAND USE ILLUSTRATIVE

The development standards and guidelines contained within the Specific Plan permit a range of uses and intensities. To gain an understanding of what could be developed under the Specific Plan, the following illustrative presents conceptual drawings of building footprints and locations. It is important to note that the illustrative plan (Figure 4.0a) based on this land use chart is conceptual and that a final plan may vary provided it complies with the regulations proposed herein, as further described in Section 1.3.

Table 4.0 provides a breakdown of the permitted mix of residential and commercial uses. Table 4.0 is not conceptual, and establishes maximum allowed development for the Project Site and each Planning Area and DD3, subject to the ability to transfer commercial square footage or residential units as noted in Section 3.5. Figure 4.0 presents a conceptual illustration of the maximum permitted development in each Planning Area and DD3. The illustrative seeks to create a vibrant mix of commercial and residential uses by integrating up to 1,550 residences with approximately 1.83 million square feet of retail and service stores, including 350 hotel rooms in two hotels, restaurants and entertainment venues.

Table 4.0 ¹ Land Use Summary: Planning Areas 1,2 and 3 and DD3 ²		
Land Use Types	Specific Plan Land Use Category	Units or Square Footage
Development District 3 (11 Acres)		
Residential	MU-M ³	300
Subtotal		300 units
Planning Area 1 (15 Acres)		
Residential	MU-M	1,250
Subtotal		1,250 units
Planning Area 2 (46 Acres) ⁴		
Regional Commercial	CM	696,500 sf
Restaurant	CM	15,000 sf ⁵
Subtotal		711,500 sf
Planning Area 3 (96 Acres)		
Regional Retail Commercial	CM	585,000 sf
Neighborhood-Serving Commercial	CM	90,000 sf
Restaurant	CM	85,000 sf
Commercial Recreation/Entertainment	CM	130,000 sf
Hotel	CM	233,333 sf (including 350 hotel rooms)
Subtotal		1,233,333 sf⁶
TOTAL		1,834,833 sf 1,550 units

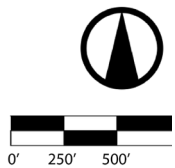
1. Variations in square footage and types of commercial uses and location and number of residential units in each Planning Area may occur at the time of final design, depending upon the product identified for development. Change of restaurant uses to regional commercial uses is permitted; change of commercial square footage to restaurant square footage is also allowed, subject to the approval of an administrative permit, and any further environmental review required under CEQA, as applicable.
2. Residential uses may be transferred from PA 1 to the portion of PA 2 shown in Figure 6.1a, provided such transfer does not cause an exceedance of the then allowable residential density under the General Plan or this Specific Plan, or the maximum unit count of 1,250 units. The transfer of residential units shall not require a corresponding decrease in maximum permitted commercial square footage, provided that the proposed development does not exceed the maximum allowable commercial square footage for the Project Site as a whole or the FAR within each individual Planning Area. Similarly, commercial square footage may be transferred among PA 1, PA 2 and PA 3 and the transfer of commercial square footage shall not require a corresponding decrease in maximum number or density of residential units permitted.
3. The MU-M category allows for residential and, in PA 1 only with an administrative permit, commercial development and mixed-use development. Commercial or mixed-use development within PA 1 may require further environmental review under CEQA, as applicable. Although commercial or mixed-use development within DD3 is permitted under the MU-M land use category, DD3 is not provided with an allocation of commercial square footage under this Specific Plan. Therefore, although commercial uses typically would be permitted on DD3 under the MU-M land use category, in order to obtain an allocation of commercial square footage, a Specific Plan amendment and additional CEQA review as applicable would be required.
4. All regional commercial uses, including outlet, are permitted in PA 2.
5. The 15,000 sf allocated for “restaurant” uses are intended to address full service restaurant uses in PA 2, if any. All other food service uses, including, without limitation, VIP lounges, food halls, kiosks, and similar food or beverage serving uses, shall be included in the GBA square footage for regional commercial established above for PA 2.
6. Includes 350 hotel rooms.



LEGEND

- Commercial
- Regional Commercial
- Hotel
- Residential

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



Source: RE|Solutions LLC, 2017

Figure 4.0a Project Illustrative

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5.0 PLAN ELEMENTS

The Specific Plan contains a number of elements in addition to the land use plan. Elements such as circulation, urban design, open space and recreation, infrastructure and utilities, and public services are just as critical to the success of the project. These plan elements are discussed below in detail.

5.1 Circulation Concept

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

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

5.1.1 Regional Access

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

As of 2011, the City of Carson was pursuing improvements to the Avalon Boulevard/I-405 interchange as an off-site improvement for The District at South Bay and to improve general freeway access and circulation in the area surrounding the Project Site. Interchange improvements include: (1) the extension of Street A to Avalon Boulevard; (2) realignment and reconfiguration of the I-405 southbound on and off-ramps that currently intersect with Avalon Boulevard; (3) a new I-405 southbound on-ramp to be the east leg to the new Avalon Boulevard/Street A intersection, and (4) reconfiguration of the I-405 northbound off-ramp to allow left-turn movements to southbound Avalon Boulevard. These proposed improvements have since been completed.

5.1.2 Internal Circulation

Project access and the proposed internal circulation system is shown on Figure 5.1a. Internal circulation will be provided by two primary routes, referred to as Street A and Street B. Street A (previously known as Lenardo Drive, Corridor Road, or Stadium Way) connects the Main Street entry with the Avalon

Boulevard/I-405 entry. Street B (previously known as Stamps Road or Loop Road) begins at Del Amo Boulevard and ends at Street A in a semicircular manner. Street A will be a public street, and will retain a similar alignment to the original haul road. The alignment of the proposed Street B is an adaptation of the current roadway, Stamps Drive, which was also originally a haul road. The portion of Street B north of Street A and south of Del Amo Boulevard (also referred to as the “Del Amo Entrance”) has been shifted west of the location shown in the Original Specific Plan; the new alignment corresponds to the location of the original haul road. This portion of Street B will be a public street, while the portion of Street B south of Street A will be privately owned and maintained.

Including two points associated with DD3, the Project Site can be accessed at seven points, each of which will be attractively landscaped and signed for vehicles and pedestrians. For clarity, landscape is not included in the street sections provided in Figures 5.1c-m below; however, tree wells may be added in the public right-of-way at the discretion of the City Engineer and the Planning Manager. At the discretion of the Planning Manager, parkway width can be transferred to medians.

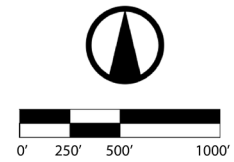
Access points for Planning Areas 1, 2 and 3 would include the intersections of Del Amo Boulevard and Street B and Main Street and Street A, as well as the Avalon Boulevard exit from I-405. The primary ingress and egress location for DD3 would be provided at the intersection of Del Amo Boulevard and Street B, where the north leg of the intersection would provide for entry and exit.

While a conceptual circulation configuration has been provided, the internal circulation system is subject to approval by the Planning Manager and City Engineer, and will be finalized with the approval of development plans. Subject to CEQA review if applicable, half street improvements to Streets A and B may be approved by the City Engineer and the Planning Manager to allow for the phasing of the construction of the streets to accommodate the phased development of the site.



LEGEND

- Street A
- Street B (Del Amo Entry)
- - - Street B (Typical)
- MTA Route 45
- MTA Route 246
- MTA Route 205
- M Potential Bus Pullout
- ◊ Signalized Access
- ▶ Right-In/Right-Out Access
- Torrance Lateral Channel



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

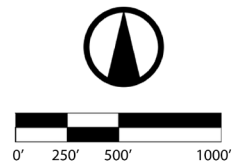
Source: RE|Solutions LLC, 2017

Figure 5.1a Vehicular Circulation Concept



LEGEND

- A. Del Amo Entrance
- B. Del Amo Boulevard
- C1. Street A with Auxiliary Lanes
- C2. Street A without Auxiliary Lanes
- C3. Street A with Multi-Purpose Trail
- C4. Street A at Bus Stop
- D. Street B
- E. Avalon Entrance
- F. Freeway Edge (Commercial/I-405 Interface)
- G. Channel - Adjacent Slope
- H. Main Street Entrance

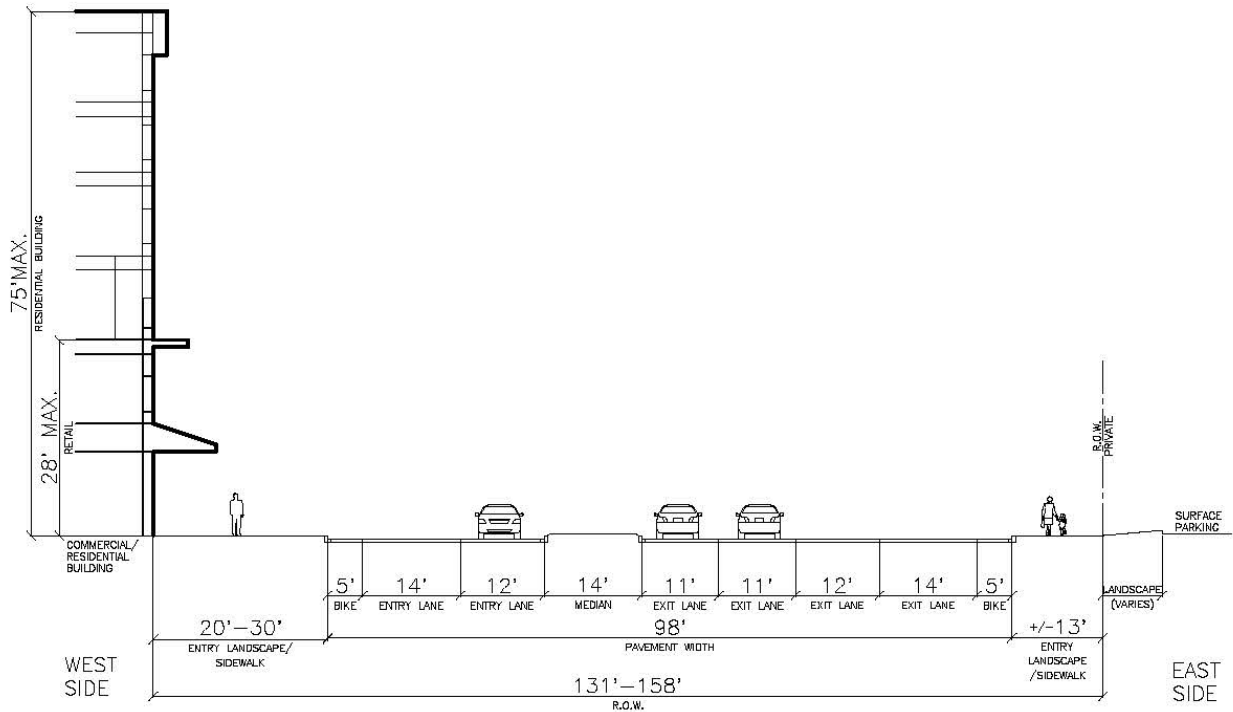


Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes

Source: RE|Solutions LLC, 2017

Figure 5.1b Circulation Sections

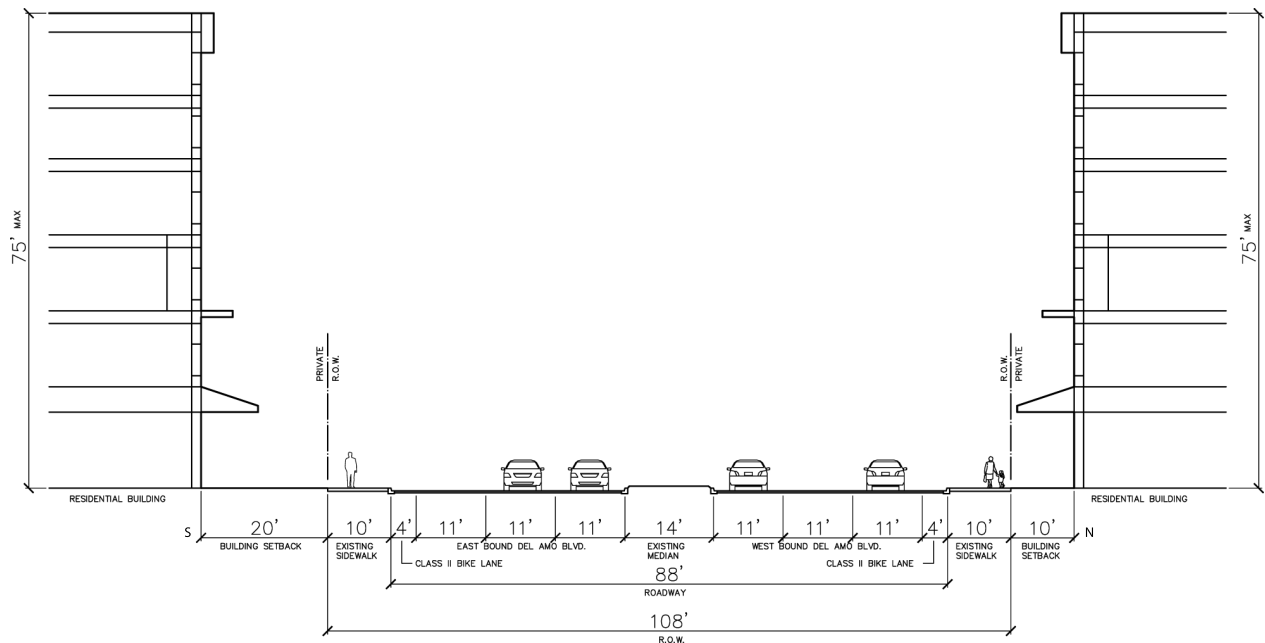
Figure 5.1c Section A - Del Amo Entrance



Note: The building setbacks of 20 to 30 feet vary according to the height of the building adjacent to the roadway. The setback is 20 feet for buildings up to 28 feet in height. For buildings above 28 feet in height, a 30-foot setback is required. Building heights refer to the base building height as defined in Table 6.2-2.

Source: RE|Solutions LLC, 2017

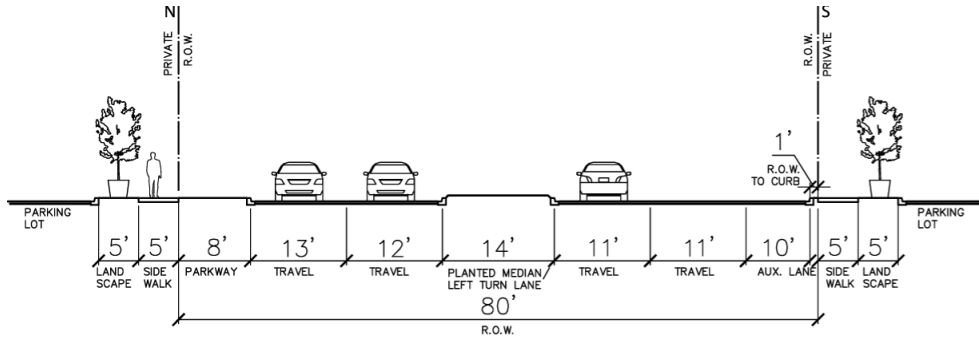
Figure 5.1d Section B - Del Amo Boulevard



Source: The Planning Center, 2010.

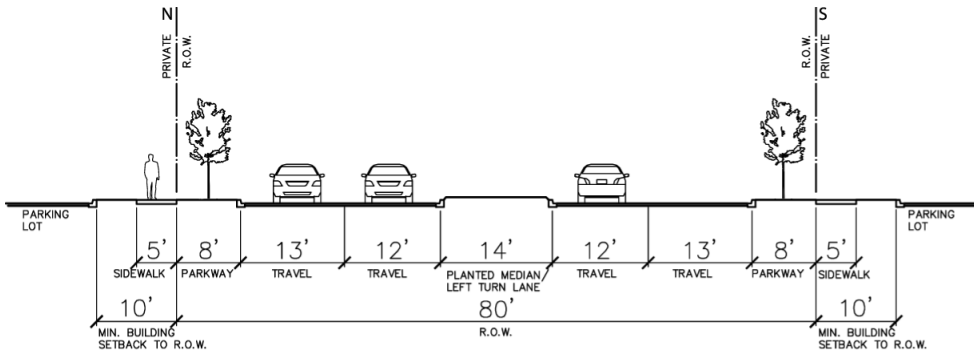
Note: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes

Figure 5.1e Section C1 - Street A with Auxiliary Lanes



Source: The Planning Center, 2010.

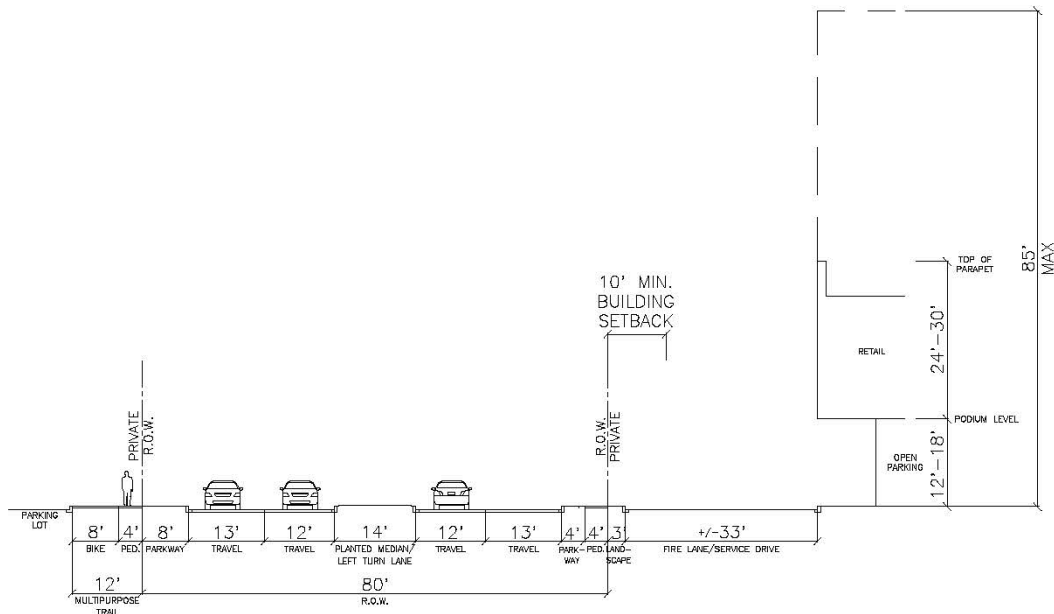
Figure 5.1f Section C2 - Street A without Auxiliary Lanes



Source: The Planning Center, 2010.

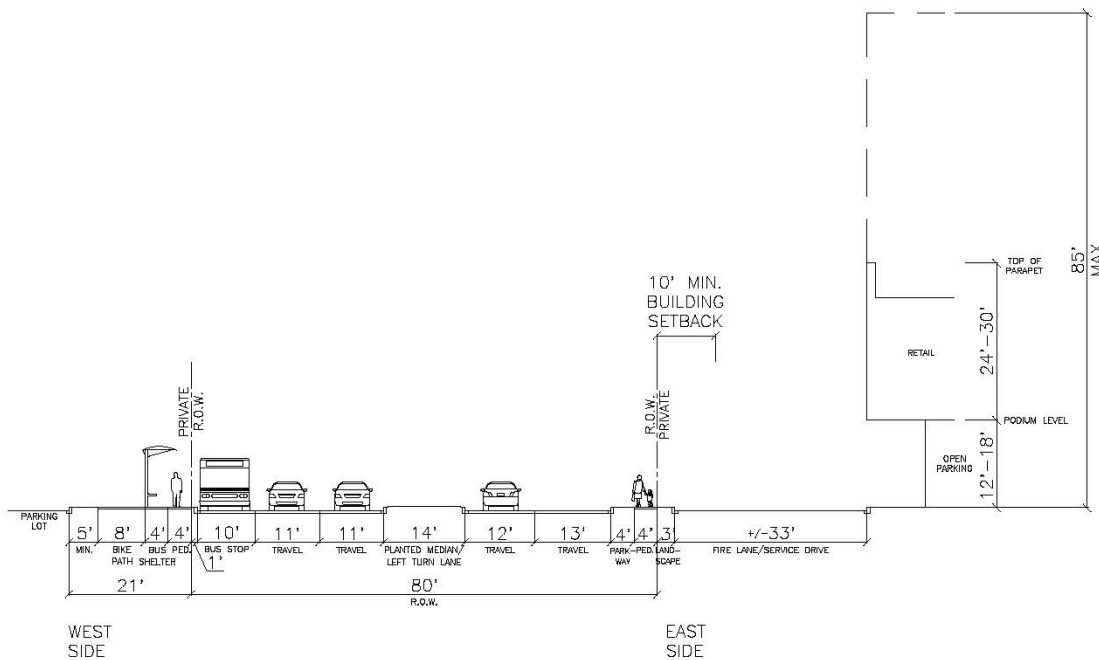
Note: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes

Figure 5.1g Section C3 - Street A with Multi-Purpose Trail



Source: RE|Solutions LLC, 2017

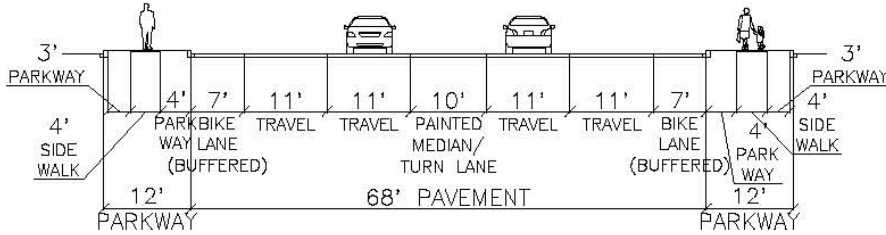
Figure 5.1h Section C4 - Street A at Bus Stop



Source: RE|Solutions LLC, 2017

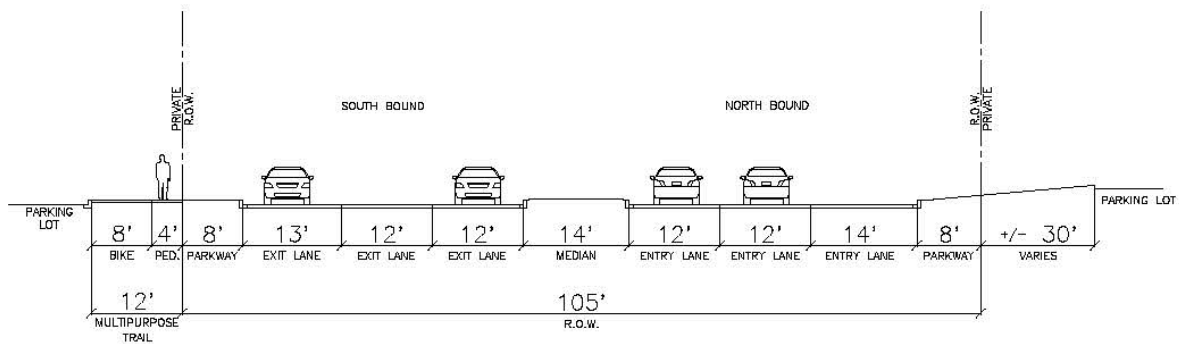
Note: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes

Figure 5.1i Section D - Street B (Private)



Source: RE|Solutions LLC, 2017

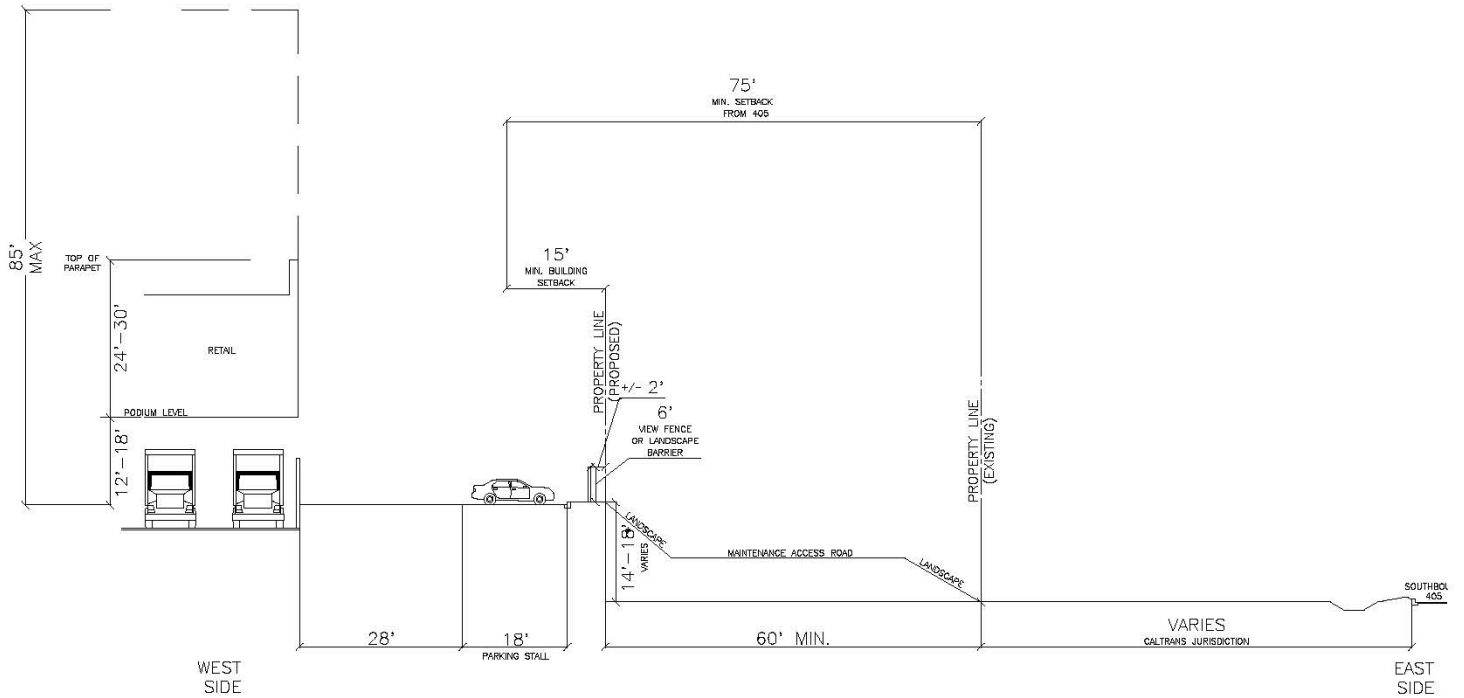
Figure 5.1j Section E - Avalon Entrance



Source: RE|Solutions LLC, 2017

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

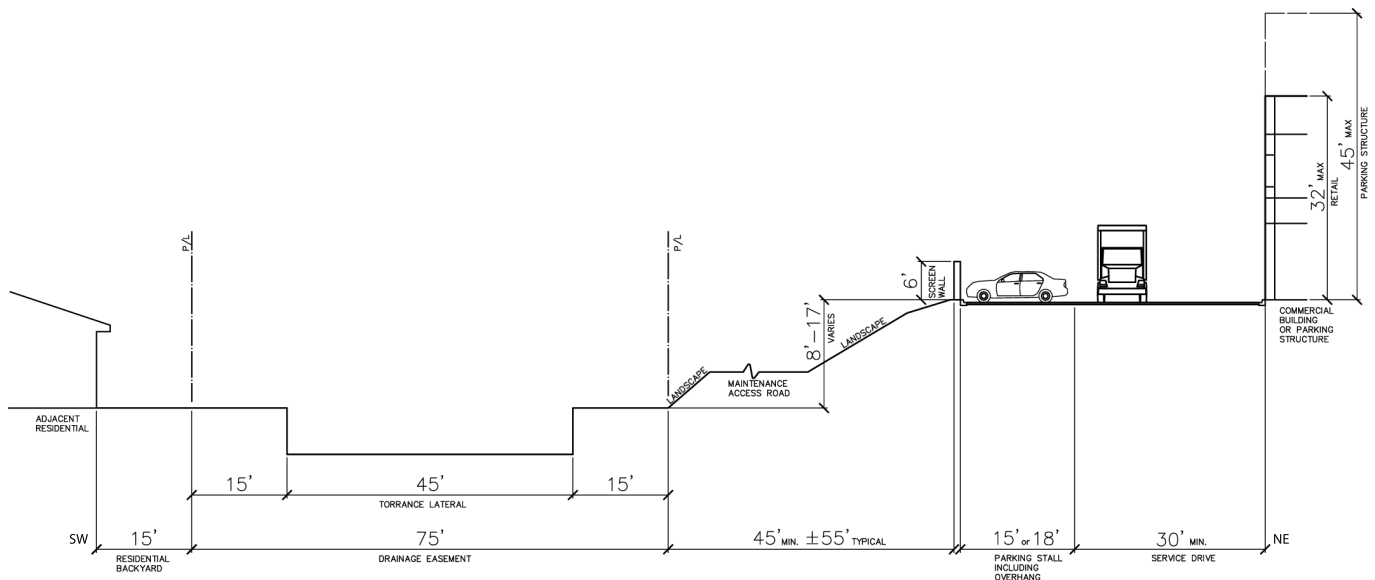
Figure 5.1k Section F - Freeway Edge (I-405/Project Interface)



* Parking stall and 6' high green screen presence vary according to location of section along freeway edge. Parking stall is optional. Refer to Figure 6.5d for green screen location.

Source: RE|Solutions LLC, 2017

Figure 5.1l Section G - Channel-Adjacent Slope (Residential/Project Interface)

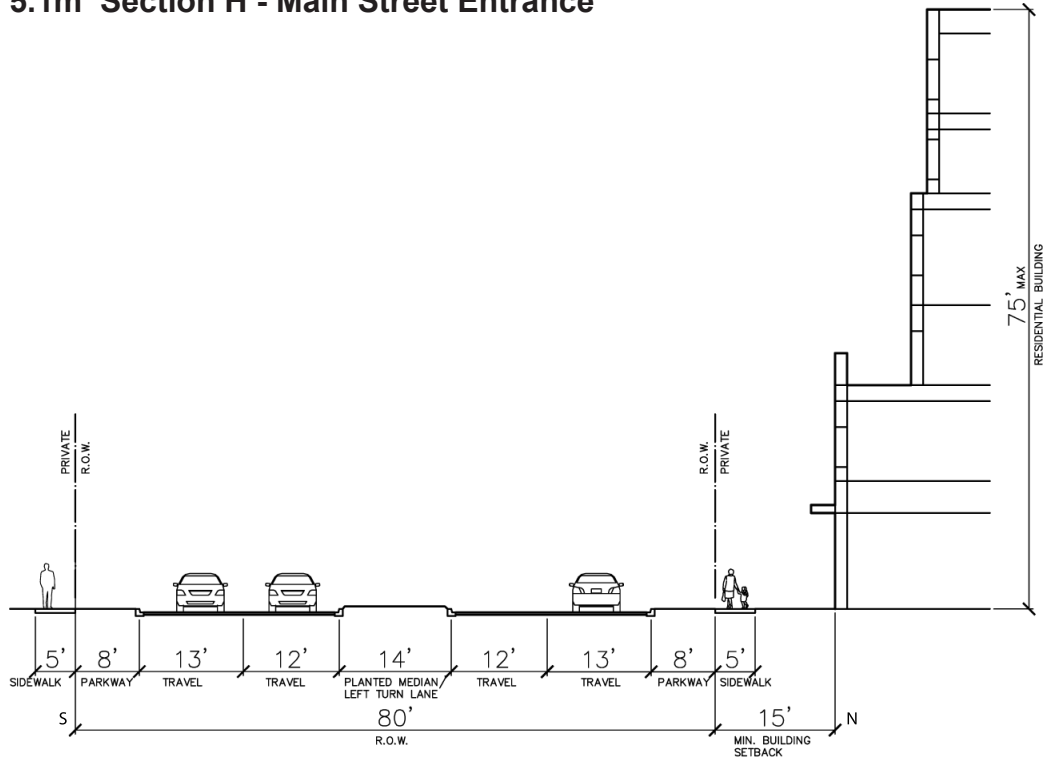


* Parking stall presence varies according to location of section along the channel. Parking stall is optional.

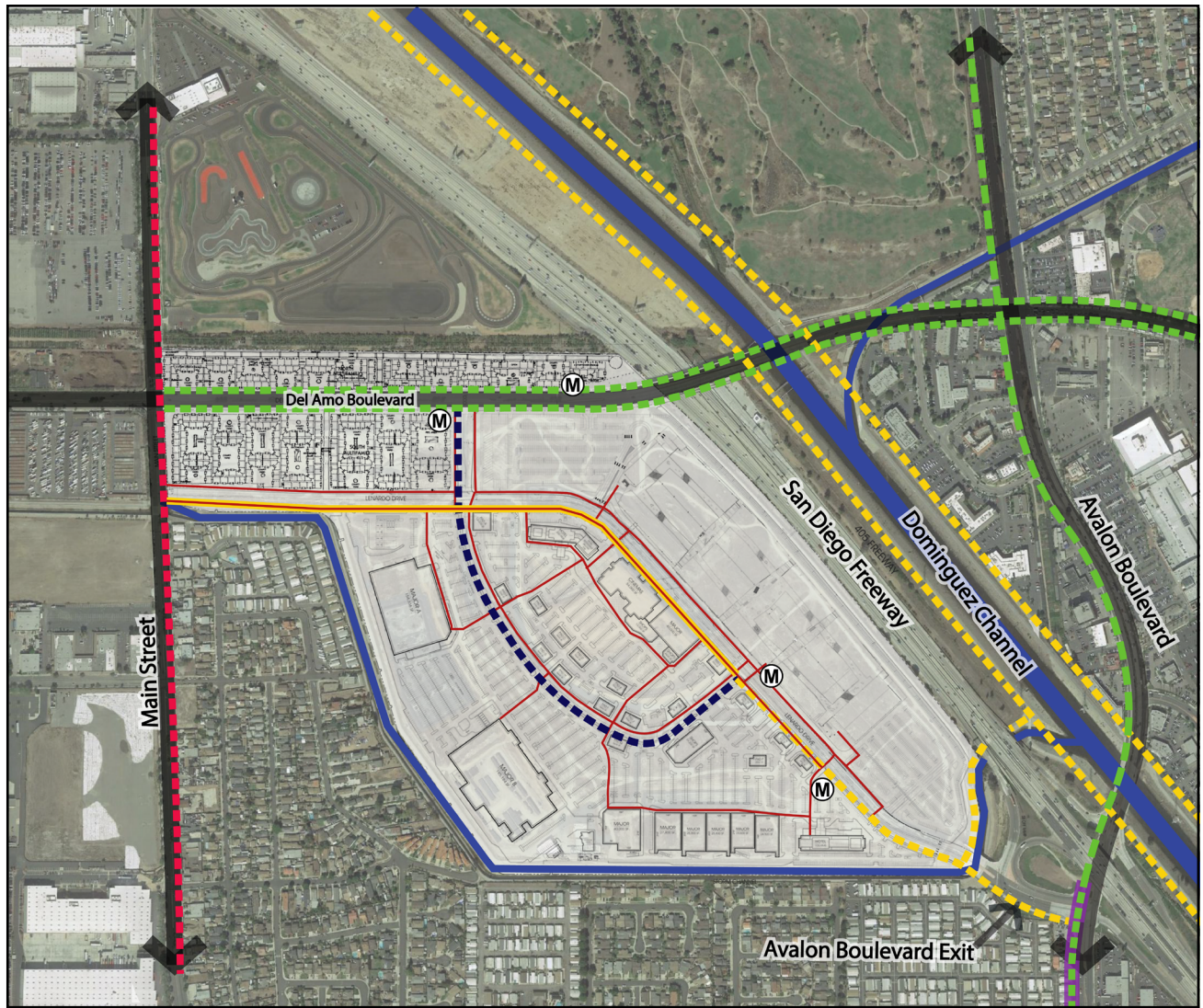
Source: The Planning Center, 2010.

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

Figure 5.1m Section H - Main Street Entrance



Source: The Planning Center, 2010.



LEGEND

- - - - - Buffered Bike Lane
- - - - - Bike Lane
- - - - - Colored Buffered Bike Lane
- - - - - Colored Bike Lane
- - - - - Bike Path (Multi-Purpose Trail)
- Bike Path - Alternative to Buffered Bike Lane on Street B
- Road Diet
- Primary Pedestrian Path
- M Potential Bus Pullout

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

Source: RE|Solutions LLC, 2017

Figure 5.1n Non-vehicular Circulation Concept

5.1.3 Parking

The various uses, such as residential, commercial, restaurant, entertainment and hotel, will be required to meet the parking standards specified in Section 6.0 of this Specific Plan. The number of parking spaces will vary depending on the number of units proposed and square footage of the particular non-residential use, and will be calculated using the parking ratios shown in Table 6.2.1. The parking will be provided through a combination of open surface parking and parking structures, with the structures having a maximum height limit of 50 feet and parking under elevated podium (which shall not be subject to the 50-foot height limitation). Minimum width for internal drive aisles (non-fire lane) may be 24 feet.

As described in Table 6.2-1, shared parking is permitted to help maximize the efficiency of parking lots. Shared parking is permitted subject to the completion of a parking study and approval by the Planning Manager. For instance, shared parking would be ideal in a situation with offices adjacent to restaurants, since parking could be used by the offices during the day and by restaurants during the evening.

5.1.4 Pedestrian and Bicycle Circulation

The intent of the Specific Plan is to provide connectivity between the diverse uses within the Specific Plan for pedestrians and bicyclists. External bicycle access will be primarily from an unbuffered bicycle lane along Main Street and a buffered and painted bike lane on Del Amo Boulevard, while external pedestrian access will come from sidewalks on those same streets. A multi-purpose path, which provides for concurrent, side-by-side use by both bicyclists and pedestrians, is proposed from Avalon Boulevard into the Project's southeastern entrance. From the Avalon entrance to its first intersection with Street B, the multi-purpose path will continue along the west side of Street A, and will be divided for safety.

Internally, bicycle circulation is provided along Street B in the form of a buffered bike lane. From the south intersection of Street A and Street B to the Avalon Boulevard entrance, a bike lane is provided as part of the multi-purpose trail described above. As an alternative to the scenario described above and shown in the Master Plan of Bikeways, the buffered bike lane along Street B may be substituted with a multi-purpose path along the length of the south or west side of Street A.

Pedestrian circulation will be provided throughout the Project Site via sidewalks and pathways. Sidewalks are proposed in various locations as shown on Figures 5.1n. However, these Figures are conceptual and, under the Specific Plan, flexibility is retained to reduce or eliminate sidewalks and to vary the width of the landscape areas along Street A and Street B. All landscape and parkway areas are measured from the front-of-curb. An at-grade pedestrian crossing shall be constructed across Street A to maximize pedestrian access between Planning Areas 2 and 3. The routing of pedestrian and bicycle circulation is conceptually shown on Figure 5.1n.

5.1.5 Public Transportation

Los Angeles Metropolitan Transit Authority (Metro) Bus Routes 246 and 45 are located along Avalon Boulevard and Metro Bus Route 205 is located along Del Amo Boulevard east of Avalon Boulevard. The Project shall be designed to allow for at least four bus stops to service the Project Site by Metro, as well as other transportation services. Bus pull-outs located on Del Amo Blvd. near the entrance of the project shall be 10 feet by 100 feet in dimension. Where feasible, the bus pull-outs located on the southerly part

of Street A shall be 10 feet by 160 feet in dimension, which will include 100 feet for the bus and 60 feet for a three vehicle pull-out area. Where not feasible, buses may stop in the traffic lane to provide service. Conceptual locations of bus pull-outs are shown on Figure 5.1a.

5.2 Open Space/Recreation

The City parks and open space requirement for all residential development of three acres of park per 1,000 residents will be met through a combination of land dedication, improvements, private recreation, and in-lieu fees per Section 9207.19, Park and Recreational Facilities, of the Carson Municipal Code (CMC). The intent is to provide an appropriate amount and distribution of public and/or private open spaces through a combination of open spaces in and near the Project Site. This requirement is applicable to residential developments of both for-sale and rental units, but is not applicable to commercial developments.

Residents living within The District at South Bay will enjoy a combination of common and private open and recreation spaces within the Project boundaries. Amenities such as pools, clubhouses, courtyards, lawn areas, and jogging paths are just some of the features that could be provided. The requirements for common and private open space are listed in Table 6.2-1.

Public open spaces are also important components for the commercial uses in The District at South Bay. Public open spaces such as walkways, multi-purpose paths and plazas provide gathering spaces for people shopping, eating or just enjoying the atmosphere. These spaces are an especially important feature of the Entertainment Area of The District at South Bay (defined as the portion of PA 3 bounded by Street A and Street B), which features multiple entertainment and hospitality uses. Section 6.0 Development Standards requires a minimum amount of public plaza space for the Entertainment Area, and prescribes minimum dimensions for walkways and pathways throughout the Project Site. Specific standards are outlined in Table 6.2-1 and in Section 6.3 of this Specific Plan.

It is envisioned that public open space areas within the Specific Plan area may also include water features at the Entertainment Area in PA 3.

5.3 Public Services and Infrastructure

5.3.1 Police and Fire

Police services are provided by the Los Angeles County Sheriff's Department. There is one existing Carson Sheriff Station, located at 21356 South Avalon in Carson. This station also provides police services for West Compton, Gardena, Torrance, and Rancho Dominguez. To ensure the safety of residents and patrons of The District at South Bay, the project will provide private security services that will patrol the entire Project Site and coordinate with the Sheriff's Department. Additionally, a one-person unit operated by the Sheriff's Department will patrol the commercial portions of the Project Site.

A Sheriff's substation will likely be integrated into the commercial component of the Project, although the exact location will be determined as part of the Site Plan and Design Review consistent with the procedures identified in Section 8.0, Implementation.

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

In addition to existing stations, the LACoFD "Five-Year Fire Station Plan" identifies a proposed station near the I-405/110 interchange. A future LACoFD fire station in the proximity of the I-405/110 interchange could be located west of the Project Site and be particularly accessible to the its primary entrances. As of 2017, this station has not yet been built, but the Fire District is currently investigating potential sites for a new fire station to serve the area.

5.3.2 Drainage

Permanent drainage systems for the Specific Plan Area will be designed to protect the landfill cap. In general, surface drainage from rooftops, parking lots, and hardscape and landscape areas will be picked up by inlets and conveyed to the existing Torrance Lateral Storm Drain Channel owned by the Los Angeles County Flood Control District. Storm drain pipes will be sealed to reduce the potential for leakage and to prevent the migration of landfill gas. Surface water above the cap will be conveyed to the backbone storm drain system and discharged into the Torrance Lateral Channel. The quality of the water discharged into the Torrance Lateral Channel will be maintained by the use of on-site filtering systems to be designed prior to installation.

The storm drainage backbone infrastructure will be installed during the rough grading phase of construction, while inlets, area drains systems, and permanent water quality Best Management Practices (BMPs) will be installed during precise grading activities. Storm drainage systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of these utility corridors that fall outside of public right-of-way. The Project Site will be designed to avoid the placement of buildings over these utility corridors, where feasible. A conceptual map of the drainage system is provided in Figure 5.3a.

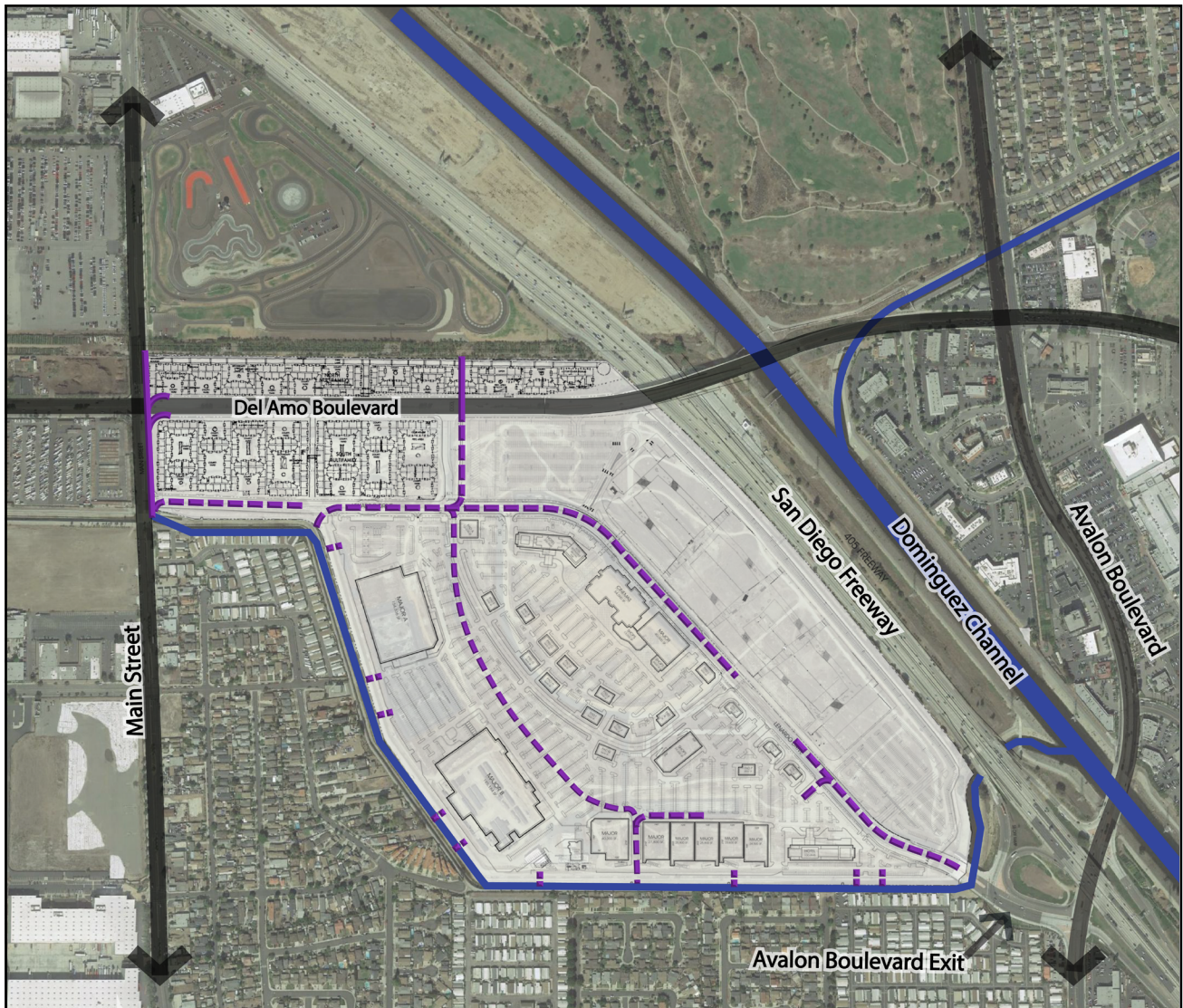
5.3.3 Water and Sewer Systems

The local utility will supply water to the Project Site. An existing 16-inch line in Del Amo Boulevard and an existing 12-inch line in Main Street will serve the Project Site. Based on discussions with the current utility (Cal Water), it is not anticipated that any upgrades to off-site facilities will be needed. An on-site water system will be designed to supply both domestic service, with individual meters, and fire protection to the development. Water for irrigation and proposed water features will come from reclaimed water, if feasible. The balance, if any, will be drawn from the domestic water system. A fire line serving the landfill operations center has already been installed.

Domestic water infrastructure will be installed at the same time as street improvements are made. Connections to buildings for potable and fire protection water will be made prior to certificate of occupancy. Reclaimed water infrastructure will be installed with street improvements, as shown in Figure 5.3c, and connected to the West Basin reclaimed water line.

The sewer system is owned and maintained by the Los Angeles County Sanitation District. For the Project Site, an on-site system will be designed to pick up sanitary flows from points of connection at each building to the existing 42-inch trunk sewer in Main Street. It is anticipated that the on-site sewer will be constructed with airtight joints to prevent the migration of landfill gas. Sewer infrastructure will be installed with street improvements. Connections to buildings will be made prior to certificate of occupancy. A conceptual map of the sewer and water systems are provided in Figures 5.3b and 5.3c.

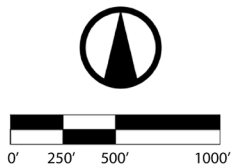
Water and sewer systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of these utility corridors that fall outside of public right-of-way. The Project Site will be designed to avoid the placement of buildings over these utility corridors,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



LEGEND

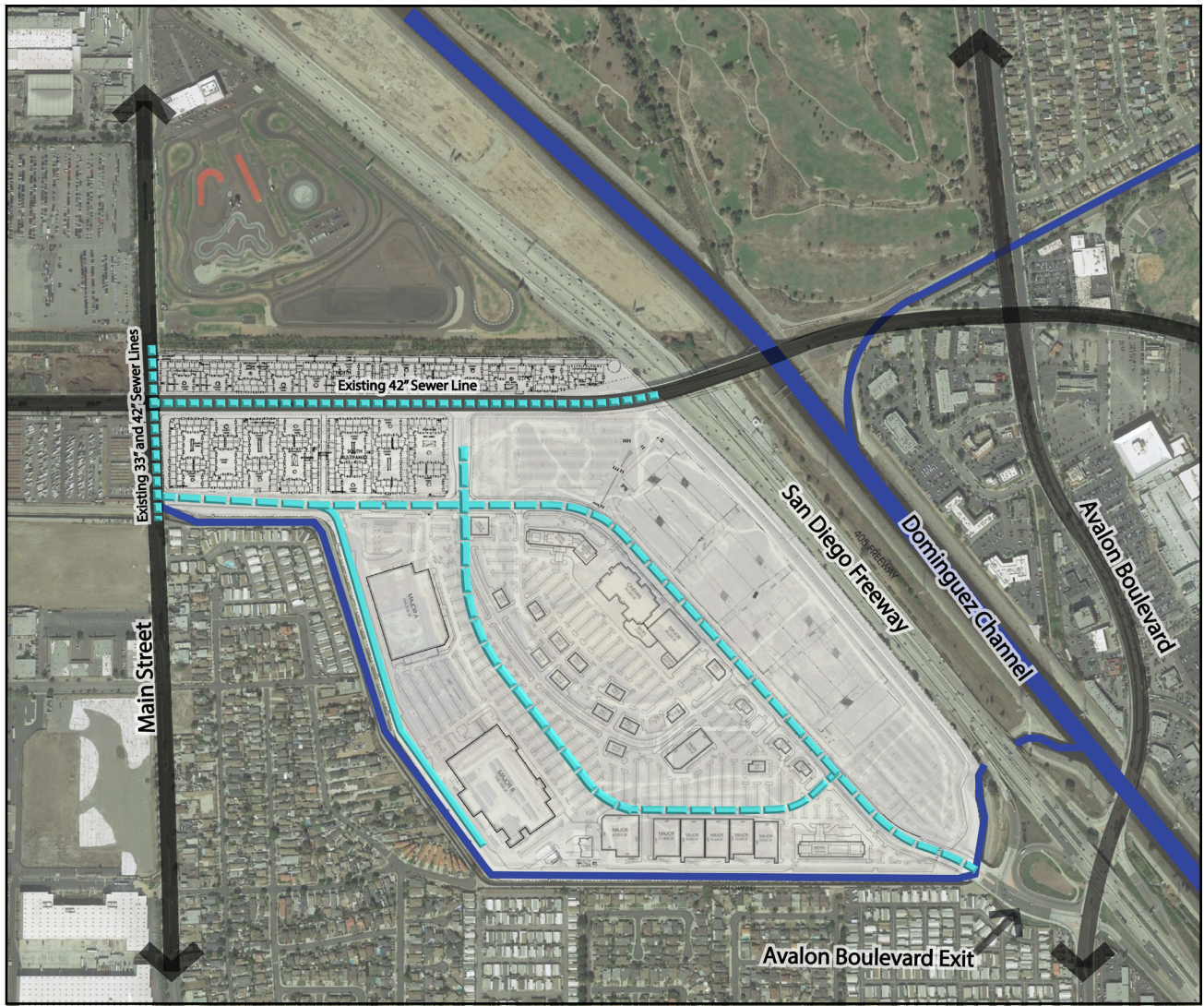
- Existing Storm Drain
- Proposed Storm Drain

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






Source: RE|Solutions LLC, 2017

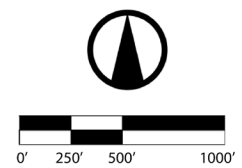
Figure 5.3a Storm Drainage Concept



LEGEND

-  Existing Sewer Line
-  Proposed Public Sewer Line
-  Proposed Private Sewer Line

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



Source: RE|Solutions LLC, 2017

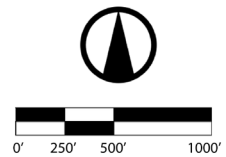
Figure 5.3b Sanitary Sewer Concept



LEGEND

- Proposed Domestic Water Line
- - - Proposed Domestic and Reclaimed Water Line
- Existing Domestic Water Line

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or



Source: RE|Solutions LLC, 2017

Figure 5.3c Domestic and Reclaimed Water Concept

5.3.4 Electricity and Solid Waste

The District at South Bay will obtain electricity from the local utility's Compton Service Center, which provides electric service to the Carson area. The Project Site may contain on-site electric distribution substations. Their precise location will be determined upon the submittal of future tract maps. Refer to Section 6.11 for additional guidance related to methods of energy conservation. If feasible, new utility lines will be placed underground unless such placement conflicts with the RAP or is otherwise approved by the Director of Public Works.

The District at South Bay will contract with a private waste hauler for the collection, disposal and recycling of solid waste. A comprehensive recycling plan shall be included with plan submittals prior to building permit approval. The comprehensive recycling plan shall consist of a construction debris recycling program and a general recycling program for residential and commercial uses. The recycling program shall specifically require the incorporation of permanent, clearly marked, durable, source-sorted recycling bins for all structures. The bins shall be continuously maintained to ensure proper operation and adequate access.

Recycling will also extend to construction activities. All construction debris may be recycled in a practical, accessible manner, to the extent feasible, during the construction phase.

Compaction facilities for non-recyclable materials shall be provided for every occupied commercial building greater than 20,000 square feet in size to reduce both the total volume of solid waste produced and the number of trips required for collection, to the extent feasible. Trash compaction facilities may be provided in centralized locations for multiple commercial buildings. Alternative trash collection methods may also be used for retail and non-retail uses if approved by the waste management provider and the Planning Manager. The trash collection system must be approved by the Planning Manager prior to issuance of the first building permit for a commercial building greater than 20,000 square feet in size.

5.3.5 Grading, Subsurface Remediation and Cap

Rough grading operations on the 157-acre former landfill site (landfill site) will be done in conjunction with the capping of the landfill that is part of the 1995 Remedial Action Plan (RAP), as modified by the 2011 Explanation of Significant Differences (ESD), both as approved by the California Department of Toxic Substances Control (DTSC).

The remedial actions to be implemented at the former landfill site per the approved 1995 RAP, as modified by the approved ESD, are a combination of the following.

- A. Construct a low-permeability cover system (Cap) for the entire landfill site to contain the buried waste and the impacted soil on-site. The Cap shall be constructed after the application of deep dynamic compaction (DDC) where necessary (see description below) to assist in settlement control and before the rough grading of the landfill site for development purposes. A portion of the Cap was installed after the approval of the Carson Marketplace Specific Plan, but the Cap was not completed in all areas of the landfill site.
- B. Install groundwater systems along the down-gradient side of the landfill site to

- intercept/capture groundwater contamination coming from the landfill site. The perimeter groundwater system is intended to capture off-site migration of the groundwater contamination that exceeds the remediation goals. The groundwater system is fully installed and has been operational on the site since 2014.
- C. Install a landfill gas extraction, collection, control and treatment system along the landfill site boundary and beneath proposed occupied buildings within the waste zone. The landfill gas system will be used to minimize potential off-site migration and remediate potential impacts to on-site indoor/outdoor air quality in compliance with the relevant regulations. The landfill gas treatment system (burner, backup carbon filters and flare) has been constructed and landfill gas collection wells have been installed on a portion of the landfill site. Additional elements of the landfill gas system, including additional collection wells, remain to be installed.
 - D. Implement long-term monitoring of the groundwater and landfill gases.
 - E. Provide for long-term maintenance of the Cap.

The RAP assumed that remediation activities would be completed for the entire landfill site at the same time. A phased remediation and occupancy plan has been submitted to DTSC to allow vertical construction and occupancy on a cell after it has been remediated, regardless of the stage of remediation on the other landfill cells. The approval of phased occupancy is subject to DTSC approval of a cell-specific Health Risk Assessment (HRA) that would allow occupancy of the portions of the landfill site that have been remediated for the intended use/users.

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

Portions of the landfill site have undergone DDC.¹ It is anticipated that additional DDC may be utilized in some portions of the landfill area prior to Cap placement. The landfill gas collection and treatment system, foundation layer and associated sub-drainage systems for the Cap, and the landfill membrane, all as required by the RAP and the ESD, will be installed and covered with material stockpiled on-site, or with other suitable soil to construct the protective soil cover for the Cap. The grading plan for the foundation layer and soil cover constitute the remediation grading, and will be informed by the site plan and development grading plan. When complete, the Cap will be at approximately rough development grade. Once the protective soil cover layer of the Cap is in place, the landfill site will be brought to design grades under a development grading plan to be approved by the County of Los Angeles.

¹Deep dynamic compaction is a site preparation method used for compacting and strengthening loose or soft soils to support buildings, roadways and other heavy construction. The method involves the systematic and repetitive dropping of heavy weights in a pattern designed to remedy poor soil conditions at a proposed construction site. Because the energy imparted is considerable, compaction can be achieved at substantial depths below the ground surface. Deep dynamic compaction has proven to be an effective and economical means to eliminate or minimize foundation piling and assist in controlling differential settlement in landfills.

6.0 DEVELOPMENT STANDARDS

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

6.1 Permitted Uses

Permitted Uses, uses requiring a Conditional Use Permit or an Administrative Permit, and prohibited uses within the Specific Plan Area are provided in the following table. This matrix organizes potential uses within each Planning Area and DD3. Those uses not specifically listed in the table are subject to review based on the consistency with the purpose and intent of the land use categories and are subject to the Specific Plan Interpretation procedure of Section 8.1.6. The following additional special provisions apply:

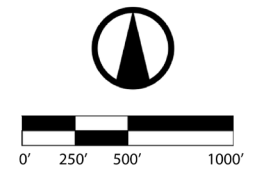
- A. A conditional use permit shall be required for any proposed residential use north of Del Amo Boulevard and within 300 feet of the freeway pavement edge.
- B. An Administrative Permit shall be required for any proposed residential use located on PA 2 and for transfers of residential units and commercial square footage between Planning Areas where otherwise permitted by this Specific Plan.

Of special note is the fact that at-grade residential uses are only permitted within Development District 3, as Planning Area 1, 2 and 3 occupy the former landfill site. Only elevated residential uses, which separate first-floor units from the ground level using at least one level of parking, retail uses, or other nonresidential space, are permitted in PA 1 and portions of PA 2 as shown in the Figure 6.1a. Any addition residential uses on the former landfill site will require the approval of DTSC. Restrictions on ground level residential within the landfill site are the result of regulations provided by the Department of Toxic Substances Control that prohibit ground-floor residential units on former landfill soil.



LEGEND

- Commercial
- Regional Commercial
- Hotel
- Residential Permitted (By Right or with Administrative Permit)
- Residential



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

Source: RE|Solutions LLC, 2017

Figure 6.1a Permitted Residential Areas

**Table 6.1
Permitted Uses**

P-----	Automatically Permitted Use				
A-----	Use Permitted with an Administrative Permit				
C-----	Use Permitted on Approval of a Conditional Use Permit				
[blank cell]-----	Not Permitted				
Use Category	Typical Permitted Uses	MU-M		CM	
		DD3	PA1	PA2	PA3
Retail					
Food Sales and Service and Eating and Drinking Establishments	Bars/Night Clubs/Lounges serving beverages for consumption on premises	C	C	C	C
	Cocktail lounge or VIP lounge with alcohol ancillary to outlet center			P	
	Food catering (only direct retail sales or retail distribution)	A	A	P	P
	Food store: supermarket, grocery, fish, meat, fruits and vegetables, retail bakery, pastry, candy, health food, take-out food, other foods or ancillary uses	A	A	P	P
	Full service restaurant, drive-in or drive-through restaurants	A	A	P	P
Health	Medical or dental laboratory (as an incidental use in a medical/dental office building or clinic)			P	P
	Medical or dental office or clinic, public health center	A	A	P	P
	Optical services (for the fitting, grinding or mounting of eyeglasses)	A	A	P	P
	Pharmacy	A	A	P	P
Office	Business, professional, financial, insurance, real estate, utility payments, telegraph, telephone answering service, messenger service, advertising, newspaper or publishing (no printing), ticket agency, travel agency, employment agency, collection agency, detective agency, security service	A	A	P	P
	Wholesale business, manufacturer's agent, broker (no storage or deliveries other than samples)			A	A
Public Assembly	Arcade, pool hall, night club			C	C
	Auditorium, meeting hall, wedding chapel, event hall	A	A	P	P
	Community center, lodge hall, private club	A	A	P	P
	Indoor Golf Range	A	A	P	P
	Indoor theater (motion picture or live stage)			P	P
	Outdoor theater (live stage, not a drive-in)	C	C	P	P
	Outdoor performances, concerts and entertainment ¹			A/P	A/P
Public and Quasi-Public Uses	Church, temple, or other place of religious worship ²	A	A	A	A
	Fire station, police station, post office, library, museum	A	A	P	P

**Table 6.1
Permitted Uses**

P-----	Automatically Permitted Use				
A-----	Use Permitted with an Administrative Permit				
C-----	Use Permitted on Approval of a Conditional Use Permit				
[blank cell]-----	Not Permitted				
Use Category	Typical Permitted Uses	MU-M		CM	
		DD3	PA1	PA2	PA3
Retail Sales and Service	Animal services: dog clip & wash, veterinary office or clinic (no animal hospital/kennel)	A	A	P	P
	Barber shop, beauty shop, reducing salon, manicure parlor	A	A	P	P
	Big box retail (stand-alone retail stores with 50,000 square feet or more)		A	P	P
	Copying, addressographing, mimeographing, photostating, instant printing, blueprinting, silk screening, photography, picture framing	A	A	P	P
	Clothing services: laundry or dry-cleaning agency, self-service laundry or dry cleaning, hand laundry, sponging and pressing, tailor, dressmaker, seamstress, shoe repair	A	A	P	P
	Gas Station ³	C	C	C	C
	Health club/gym		A	P	P
	Hotel			P	P
	Indoor mini-mart, auction house ⁴			C	C
	Locksmith, watch repair, small appliance repair, bicycle repair	A	A	P	P
	Non- restaurant retail food services (including kiosks, food halls, refreshment stands, soda fountain)	A	A	P	P
	Outlet Retail			P	
	Parcel delivery service	A	A	P	P
	Specialized stores for apparel, household supplies, business supplies, promotional retail, service retail	A	A	P	P
Studios	Costume design, interior decoration, photography, writing, drama, dance, music, arts and crafts (including stained glass)	A	A	P	P
	Motion pictures (indoor) ⁵		C	C	P
	Radio, television, recording	A	A	P	P
Residential/Mixed-Use					
Residential/Mixed-Use	At-grade apartments, townhomes, condominiums	P			
	Elevated apartments, townhomes, condominiums	P	P	A	
	Live-Work Residential	A	A	A	

**Table 6.1
Permitted Uses**

P-----	Automatically Permitted Use				
A-----	Use Permitted with an Administrative Permit				
C-----	Use Permitted on Approval of a Conditional Use Permit				
[blank cell]-----	Not Permitted				
Use Category	Typical Permitted Uses	MU-M		CM	
		DD3	PA1	PA2	PA3
Parking					
Parking	Parking lot, parking building/structure or shared parking facilities associated with an approved use	P	P	P	P
	Parking lot or structure – primary use	A	A	A	A
Accessory Uses ⁶					
Public Park or Playground	Park, playground	P	P	P	P
Private Recreational Facilities	Swimming pool, tennis court, skating rink, gym/fitness center ancillary to residential uses	P	P	P	P
Passenger Station	Bus station, rail station, taxi stand	P	P	P	P
Alcoholic Beverage Sales and Service	Alcoholic beverage sales and service in conjunction with a restaurant, department store, drugstore, supermarket	A	A	P	A
	Alcoholic beverage sales and service in conjunction with a variety store, take-out food, mini-market, liquor store, bar, billiards, indoor theater	C	C	P	C
Communication and Utilities Stations	Transmitter, receiver, or repeater station; gas distribution, control, or measurement station; electric distribution substation; pumping station; major wireless telecommunication facilities ⁷	C	C	P	C
Temporary Uses ⁸					
Offices	Contractor office, real estate office, office flex space, election campaign office, construction storage	P	P	P	P
Outdoor Sales	Sidewalk, parking lot, and tent sales; Christmas tree sales; pumpkin sales; food trucks	A	A	A	A
Outdoor Festivals	Farmer's market, carnival, pony rides, swap meet, flea market			P	P
Prohibited Uses					
Sexually oriented business establishments					
Vehicle sales and service					
Fireworks Stands					
Convenience store					
<ol style="list-style-type: none"> At Planning Manager discretion, an Administrative Permit may be required for events anticipated to attract large crowds or which could have security or public health or safety considerations. Smaller scale events shall be allowed by right. See CMC 9138.22 and 9182.25. Gas stations shall only be permitted when ancillary to other uses. Ord. 86-763U, §1; Ord. 87-813, §1. See CMC 9133. 					

6. Accessory use: A use of the land or of a building which is: (1) clearly incidental and subordinate to the principal use of the land or building; (2) located on the same lot with the principal use; (3) not a generator of additional auto trips, parking needs, or adverse environmental impacts; and (4) occupies equal to or less than 10 percent of the area of the principal use. Where more than one accessory use occurs on a development project site, the total aggregate of all accessory uses must be equal to or less than 10 percent.
7. Major wireless telecommunication facilities shall be permitted subject to a Conditional Use Permit from the Planning Commission and the requirements of Section 9138.16 of the Carson Municipal Code. Minor wireless telecommunication facilities, as defined in Section 9138.16 of the Carson Municipal Code, are permitted by right and do not require a Conditional Use Permit.
8. For Temporary Uses, the Planning Manager has discretion whether to require design review.

6.2 General Development Standards

Development standards control the building envelopes for the proposed residential, commercial, service and entertainment uses. These regulations have been designed to provide for flexibility in site design while ensuring a consistent and coordinated built environment for The District at South Bay.

Table 6.2-1 General Development Standards				
Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	
	DD3	PA 1	PA 2	PA 3
Density/Intensity				
At-grade multifamily	60 du/ac max.	n/a	n/a	
Elevated multifamily	60 du/ac max.	60 du/ac max. ¹	60 du/ac max. (with AP)	n/a
Vertical mix of uses ²	Commercial not to exceed .5 FAR and residential not to exceed 60 du/ac ¹		Commercial not to exceed .5 FAR and residential not to exceed 60 du/ac	n/a
Commercial uses (including hotel)	0.5 FAR max.		0.5 FAR max.	
Building Setbacks				
Perimeter Setbacks:				
Interstate 405	110 feet min.	n/a	75 feet min.	n/a
Del Amo Boulevard	10 feet	20 feet	10 feet	
Main Street	10 feet	20 feet	n/a	20 feet
Northern Border (north of DD3)	20 feet		n/a	
Storm Channel	n/a		70 feet min. from property line for commercial buildings with base building height up to 52 feet 250 feet min. from property line for commercial buildings with base building height over 52 feet	
Internal Setbacks:				
Building to Street B within Del Amo Entry Area	n/a	20 feet min. from the back of curb for buildings with base building height up to 28 feet; 30 feet min. from the back of curb for buildings with base building height greater than 28 feet	20 feet min. from the back of curb for buildings with base building height up to 28 feet; 30 feet min. from the back of curb for buildings with base building height greater than 28 feet	n/a

Commercial building to Street A/Street B other than Del Amo Entry Area	Street A: 10 feet min. from the property line Street B: 10 feet min. from the property line or if private street, 10 feet min. from the back of curb	Street A: 10 feet min. from the property line	Street A and Street B: 10 feet min. from the property line or if private street 10 feet min. from the back of curb
Residential building to Street A/Street B other than Del Amo Entry Area	15 feet min. from the property line	Street A: 15 feet min. from the property line	n/a
Commercial building to commercial building (if detached)	20 feet min. from building to building	20 feet min. from building to building	
Residential building to commercial building or parking structure (if detached)	25 feet min. from building to building	25 feet min. from building to building	n/a
Encroachments³			
Encroachments	See Municipal Code §9126.29/§9136.29	See Municipal Code §9126.29/§9136.29	
Walkways/Parkways			
Internal Sidewalk Widths	4 feet min.	4 feet min.	
Adjacent to:			
Street A	8 foot parkway minimum	8 foot parkway minimum	
Del Amo Entry Area	10 foot parkway minimum	10 foot parkway minimum	
Street B	5 feet minimum	5 feet minimum	
Multi-Purpose Path	8 feet minimum of bike path, 4 feet minimum of pedestrian path (may be connected)	n/a	8 feet minimum of bike path, 4 feet minimum of pedestrian path (may be connected)

Open Space ⁴			
Private Open Space ⁵	<p>Development 25 du/acre or more in density: studios and 1 bedroom: 60 square feet average, 50 square feet min. per unit; 2 bedrooms: 75 square feet average, 65 square feet min. per unit; 3+ bedrooms: 100 square feet average, 80 square feet min. per unit; all with a minimum dimension of 5 feet in any direction.</p> <p>Development less than 25 du/acre in density: 100 square feet min. per unit, with a minimum dimension of 5 feet in any direction.</p>		<p>PA 1 standards applicable to residential development with approval of Administrative Permit</p> <p>n/a</p>
Common Open Space ⁶	<p>300 square feet min. per unit, with a minimum dimension of 15 feet in any direction</p>	<p>Studio and 1 bedroom: 150 square feet min. per unit</p> <p>2 bedrooms: 200 square feet min. per unit;</p> <p>3+ bedrooms: 250 square feet min. per unit;</p> <p>all with a minimum dimension of 15 feet in any direction.</p>	<p>PA 1 standards applicable to residential development with approval of Administrative Permit</p> <p>n/a</p>
Private Storage Space ⁷	<p>Development 25 du/acre or more in density: 100 cubic feet of private storage space</p> <p>Development less than 25 du/acre in density: 200 cubic feet of private storage space</p>		<p>PA 1 standards applicable to residential development with approval of Administrative Permit</p> <p>n/a</p>
Public Plazas ⁸	n/a	n/a	Each commercial use shall provide or contribute towards public

			plaza space equal to 15 percent of the total square feet (GLA) of building. This standard applies only to buildings within the Entertainment Area
Parking			
Auto Parking ^{9,10}	<p>Residential: 0 bedrooms (not more than 450 square feet.) 1 space/unit; 1 bedroom, and 0 bedroom units larger than 450 square feet: 1.5 spaces per unit; 2 bedrooms or more: 2 spaces per unit. Guest parking: 1 space per 4 units</p> <p>Commercial: 4 spaces per 1,000 sq. ft. of gross leasable area, except: Theatre = 1 space/ 4 seats Hotel = 1.0 space/room</p>	<p>Residential: Same as PA 1 and DD3 with approval of Administrative Permit Commercial: 4 spaces per 1,000 sq. ft. of gross leasable area, except: Theatre = 1 space/ 4 seats Hotel = 1.0 space/room</p>	<p>Commercial: 4 spaces per 1,000 sq. ft. of gross leasable area, except: Theatre = 1 space/ 4 seats Hotel = 1.0 space/room</p>
Preferential Auto and Bicycle Parking	Per City Code Section 9165.3	Per Section 5.1.3	
<p>1. On Planning Area 1 only, a General Plan Amendment shall be required to increase the maximum permitted residential density up to 80 du/ac.</p> <p>2. For developments with residential and commercial horizontal mixed use, maximum commercial FAR is not reduced by residential density, and maximum residential density is not reduced by commercial FAR.</p> <p>3. Outdoor dining, benches, outdoor displays, or any other ancillary uses as approved by the Planning Manager may encroach into the sidewalk area a maximum of 8 feet from the building frontage.</p> <p>4. For residential uses, at least 40 percent of common and private open space must be usable for recreation, which is defined as open space that serves a specific function with an average gradient of not more than 5 percent and excludes sidewalks within the public right-of-way. Usable open space shall be designed in a manner to be appropriate for the end users of the dwelling units. Usable open space excludes space located within roadway setback areas. The recreational areas shall be located within reasonable proximity of the dwelling units. Usable open space may include, but is not limited to, balconies, terraces, roof gardens, children’s playgrounds, pools, clubhouses, BBQ pits, fire pits, seating areas, and landscape areas within or immediately surrounding these open space areas. Walkways and their associated landscaping that serve no purpose other than connecting these spaces shall not be considered usable open space.</p>			

5. Each bedroom category must address both its minimum size and average size private open space requirements. Any unit that does not meet the minimum requirement will not have any of its private open space counted towards the overall average. No more than 10% of 1 BR, 2 BR or 3 BR units may provide less than the minimum size requirement. If any bedroom category has a shortfall in average private open space, that shortfall must be replaced by additional usable open space above the required amount at a one-to-one ratio.
6. Open space includes accessible walkways, landscaping areas and non-private courtyards. Common areas such as clubhouses, pools and spas can satisfy up to 50 percent of the common open space requirement. Up to 1/2 of the common open space can be satisfied on other development sites within reasonable proximity to the dwelling units.
7. Refer to Section 6.12 for additional guidance on the provision of private storage space
8. Refer to Section 6.3 for additional guidance on the provision of public plazas.
9. Shared parking will be allowed per the Planning Manager's approval and subsequent to a parking study if deemed necessary by the Planning Manager.
10. If DD 3 is developed with only residential units (no commercial), the guest parking requirement shall be 0.5 space per unit. If DD 3 is developed with a combination of residential and commercial use, the guest parking requirement shall be 0.25 space per unit.

**Table 6.2-2
Building Height Development Standards**

USE	AREA	BASE BUILDING	WITH SECONDARY FEATURES ¹		WITH MAJOR FEATURES ¹	
			Max. Height	Max. Height	Max. Width of Feature (% of elevation length)	Max. Height
RESIDENTIAL						
Multifamily ²	n/a	75 feet	75 feet	n/a	75 feet	n/a
COMMERCIAL						
Retail	>100,001 SF	32 feet	42 feet	30%	52 feet	15%
Retail	60,001–100,000 SF	30 feet	38 feet		48 feet	20%
Retail	40,001–60,000 SF	28 feet	36 feet		46 feet	30%
Retail	15,001–40,000 SF	28 feet	34 feet		44 feet	40%
Retail	<15,000 SF	26 feet	30 feet		36 feet	50%
Theater	n/a	60 feet	70 feet		80 feet	20%
Hotel	n/a	75 feet	79 feet		85 feet	15%
Commercial – Elevated Podium ³	n/a	85 feet	85 feet	n/a	85 feet	n/a
MIXED-USE						
Vertical mix of uses: two-story office/retail over at-grade retail	10,000–30,000 SF	35 feet	40 feet	30%	45 feet	30%
Other vertical mix of uses ^{2,3}	n/a	75-85 feet	75-85 feet	n/a	75-85 feet	n/a
PARKING						
Parking Structure ⁴	n/a	45 feet	50 feet	n/a	55 feet	n/a
ACCESSORY STRUCTURES						
Accessory Storage	maximum height to be determined according to standard for principal use					
<p>1. Major and secondary features are building elements that are added to building faces to provide architectural interest, without adding to interior floor area. Major features are more prominent than secondary features, and are often used to focus visual attention with a vertical element that rises above the base building. Major features may sometimes incorporate secondary features, which are physically connected to them. Where such secondary features are an integral part of the major feature, the overall assemblage can be considered collectively as the major feature, with the height limitation applying to the highest-most point of the assemblage.</p> <p>2. The maximum height of any living space in residential structures cannot exceed 74 feet, 11.9 inches, so as not to be classified as a high-rise structure as defined by Los Angeles County Fire Department regulations.</p> <p>3. The maximum height for Commercial – Elevated Podium and vertically mixed-use buildings is 85 feet when located within 1,000 feet of the project's easterly border (loosely defined as I-405) as measured along the southern edge of Del Amo Boulevard. For buildings along the northern edge of Del Amo Boulevard or beyond the 1,000-foot area described above, the maximum height is 75 feet.</p> <p>4. Maximum parking structure height applies to the height of the primary structure only; elevator shafts are excluded. Maximum parking structure height does not apply to on-grade parking under Commercial-Elevated Podium retail.</p>						

6.3 Public Plazas

This Specific Plan requires each commercial use within the Entertainment Area in PA 3 to provide or contribute towards public plaza space equal to 15 percent of the total gross leasable square footage (GLA) of building. Shown conceptually in Figure 6.4a, the Entertainment Area could consist of commercial uses such as a movie theater, restaurants, arcades and various retail shops bounded by Street A and Street B. For example, the conceptual Project Illustrative proposes approximately 235,500 GLA square feet of entertainment uses in PA 3, as shown in Table 4.0. Based upon the requirement stated above, 35,325 GLA square feet of public plaza space would be provided within the Entertainment Area (235,500 multiplied by 15 percent). The following are public plaza requirements and guidelines applicable to the Entertainment Area in PA 3; no public plaza shall be required elsewhere within Development District 3 or the Planning Areas.

6.3.1 Public Plaza Requirements

- A. Public plazas may consist of pedestrian-accessible spaces, including outdoor seating areas, open space, water features and landscape areas. Please refer to Section 7.0, Design Standards and Guidelines, for further information.
- B. Outdoor eating areas provided as part of private eating establishments cannot be counted towards the public plaza requirement, unless:
 - 1. The eating areas are open and accessible to the public, and have intermittent fencing and/or landscaped obstructions.
 - 2. If the eating areas are enclosed by fencing or landscaping no greater than four feet in height, these areas may count towards up to 20 percent of the total public plaza requirement.
- C. Public plazas shall exclude parking areas, roadways (except for Fire Department access) and the first five feet surrounding all sides of the buildings.
- D. Public plazas shall be provided with a minimum of 20 percent shade coverage, which can be provided through containerized trees, trellises, gazebos, awnings, or other similar improvements. 30 percent of the plaza area shall be soft-scaped.
- E. In order to enhance the pedestrian environment, plazas shall contain a minimum of three engaging public functions, such as outdoor seating, public art, water features, or other similar improvements.
- F. Public plazas shall have a minimum dimension of 20 feet in width and 20 feet in length.
- G. Public plaza areas are not intended to serve as space for outdoor sidewalk sales.
- H. Uses in the Entertainment Area do not need to satisfy the public plaza space requirement immediately next to their buildings, and are instead encouraged to

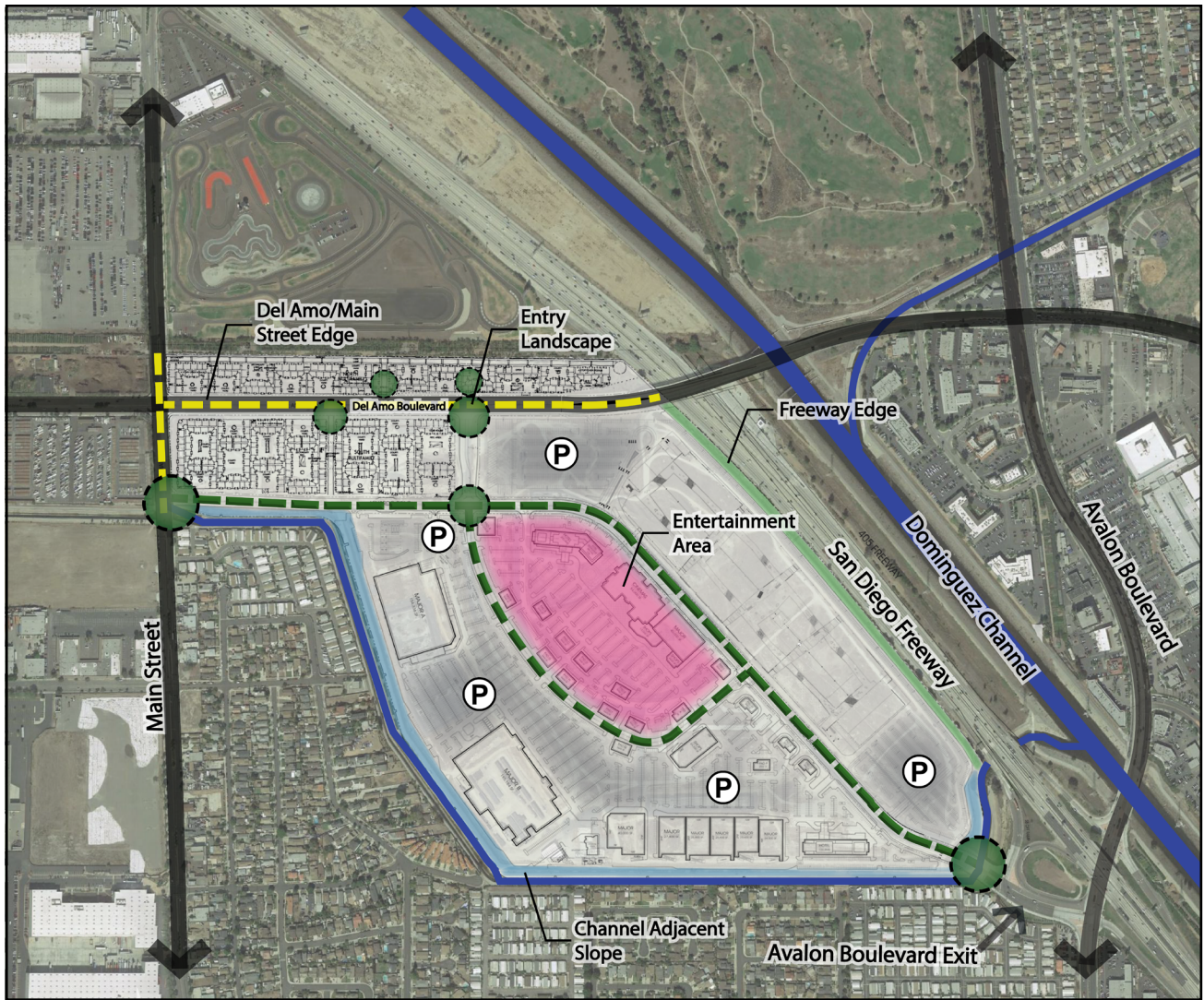
coordinate public plaza space with other uses to provide larger plaza spaces that are centrally located and serve multiple buildings. Public plazas are encouraged to be contiguous and connected via landscaped pedestrian walkways. In addition, public plazas are strongly encouraged to be buffered from parking and drive aisle areas.

- I. Development applications that incorporate public plazas shall be accompanied by design plans for the plaza areas, specifying location and extent of landscaping, irrigation systems, structures and circulation (vehicular, pedestrian and bicycle).
- J. If the Entertainment Area is not constructed, public plaza space is not required.

6.4 Landscaping

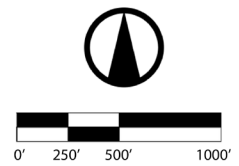
6.4.1 General Provisions

- A. Due to the subsurface constraints posed by the landfill site, trees shall generally not be permitted to be planted in the soil in the landfill portion of the Project Site unless there is reasonable certainty that the proposed tree and its location are not determined to pose a threat to the Cap by DTSC.
- B. For plantings that will be directly in the soil within the landfill portion of the Project Site, the landscape palette shall consist primarily of small to medium shrubs, members of the grass family and other plants with fibrous root systems, bulbs, culms or rhizomes. Taller species with fibrous and/or surficial root systems, this includes, among others, members of the palm and bamboo families. For plantings outside of the landfill limits there are no restrictions as to roots systems for shrubs and or trees.
- C. The taller species of trees that have a typical woody root structure shall be containerized either above or below grade. For containerized trees below grade, a subsurface drainage conveyance system will be necessary to convey drainage off-site.
- D. Although Pampas Grass (*Cortaderia sellowiana*) and Giant Reed (*Arundo donax*) are plants that have fibrous root systems, they are invasive exotic plants and their use is strongly discouraged due to their ability to escape and naturalize off-site.
- E. The plant palette includes, but is not limited to, Bob Perry's Landscape Plants for Western Regions since these plants are either native or adapted to the local climate and can survive with limited amounts of water. The plant palette is located in Appendix A.
- F. The intent is for irrigation of the landscape to be kept to a minimum to conserve water and to avoid the impact irrigation may have on the shallow soils and the Cap. Therefore, drip irrigation and a native-plant palette shall be used to the maximum extent feasible.



LEGEND

- Del Amo/Main Street Edge Landscaping
- Interior Streetscape
- Torrance Lateral Edge
- Freeway Edge
- Entertainment Area
- P Parking Lot
- Torrance Lateral Channel
- Entry Landscape



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

Source: RE|Solutions LLC, 2017

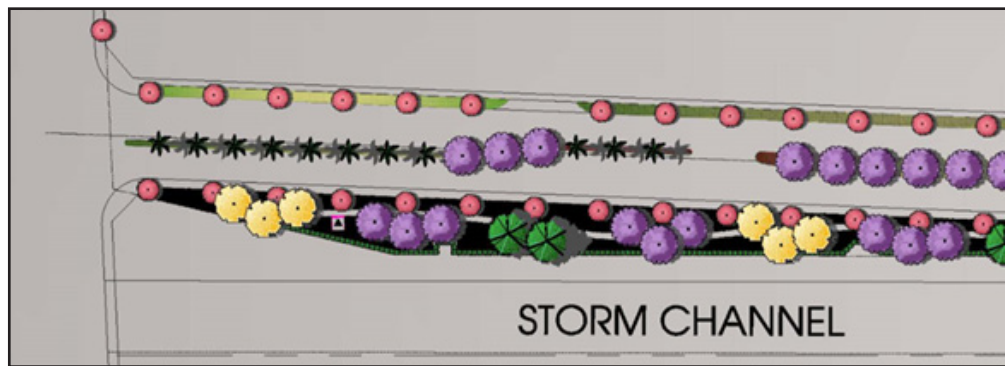
Figure 6.4a Landscape Themes

6.4.2 Landscape Theme Areas

The District at South Bay includes several landscape theme areas with unique qualities or goals to address the diversity of edge conditions and planned uses. These themes are conceptual in nature and therefore not precise and will be clarified further during plan submittal. The following is a description of the landscape themes for various areas within the Project Site and a brief discussion of their design intent. For the conceptual delineation of these themed areas, see Figure 6.4a.

Del Amo Boulevard and Main Street Edges

The Del Amo and Main Street edges shall have landscaped setbacks to buffer the proposed residential and/ or commercial uses from the street. It is envisioned that a landscape treatment will be applied within the parkways and landscape areas. These edges may be designed to coordinate with the landscape themes of the adjacent properties. A comprehensive image for the area will be developed to complement the landscape themes of adjacent properties while maintaining a unique project character. Tree wells may be placed within the sidewalk in the public right-of-way at the discretion of the Planning Manager and the City Engineer.

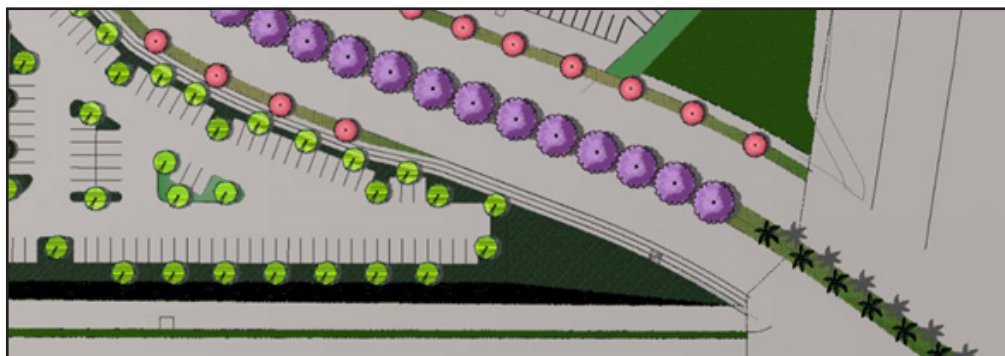


Source: CCA, 2017.

Figure 6.4b Main Street at Street A

Entries

There will be seven ingress-egress/points of access to the Project Site (see Figure 6.4a for the proposed points of access). These points of access shall have landscaping that identifies the entries and clearly separates them from the surrounding context. To attract attention and create a focal point, entries shall typically have species that differ in height, color and texture from the streetscape treatment.



Source: CCA, 2017.

Figure 6.4c Entry Landscape: Avalon at Street A

Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.

Freeway Edge

This zone will primarily consist of the top of slope and slope bank that parallel the western edge of the I-405 Freeway and shall be designed by the City to work in conjunction with signage, building facades and view fence designs.

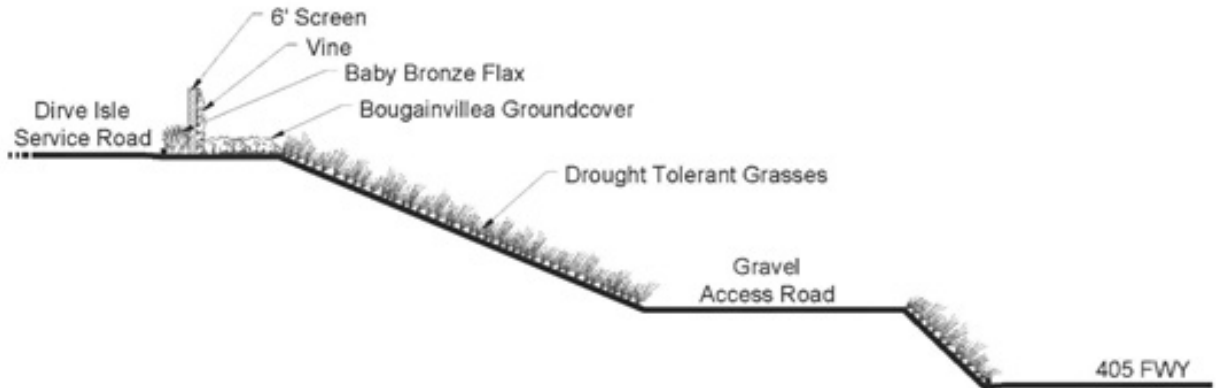


Figure 6.4d Freeway Edge

Entertainment Area

An entertainment component makes up a significant portion of PA 3. This area shall have a variety of plants from small to very large that will primarily be containerized in large and small pots, raised planters and trellises. The landscaping should be pedestrian friendly, providing areas of shade and accents. A minimum of 30 percent of the public plaza area must be soft-scaped.



Source: CCA, 2017.

Figure 6.4e Entertainment Area

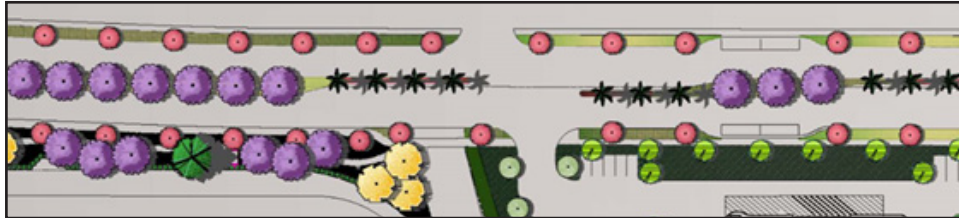
Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.

Internal Streetscape

The internal streetscape consists of entry drives and Street A and Street B (see Figure 5.1a). These form a hierarchy of streetscapes with the opportunity to design them together as an integral element of the overall plan. Although portions of these streets are located on top of the original haul roads where planting is not restricted, the portions of the streets that are not within the original haul roads will be subject to DTSC requirements for landfill properties, including containerized trees and non-woody root system shrubs and ground cover.

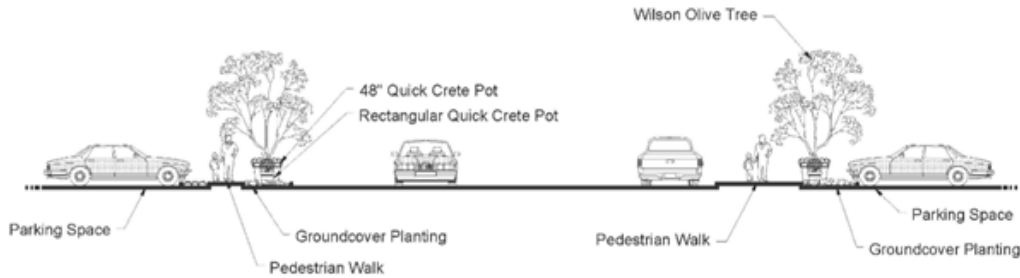
It is expected that these internal streets will typically have landscaped medians and edges (see Figure 6.4f and 6.4g). There shall be continuous shrub and ground-cover plantings in the medians and edges with vertical landscape and/or hardscape elements at an average of every 50 feet along the edges. In addition,

in order to protect view corridors and signage visibility, trees may be planted outside the right-of-way, provided that the number of trees is greater than or equal to the number of trees that would otherwise be required in the right-of-way. Trees may also be clustered, so long as the number of trees planted is greater than or equal to the number of trees that would otherwise be required, and the landscape plans are visually pleasing and harmonious with the rest of the development. Clustered trees may be placed at entry driveways, on-site drive aisles, and pedestrian plaza entries that face Street A. The landscape plans for the median and parkway on the public road (Street A) must be approved by the City Engineer.



Source: CCA, 2017.

Figure 6.4f Internal Streetscape: Street A South of PA 1

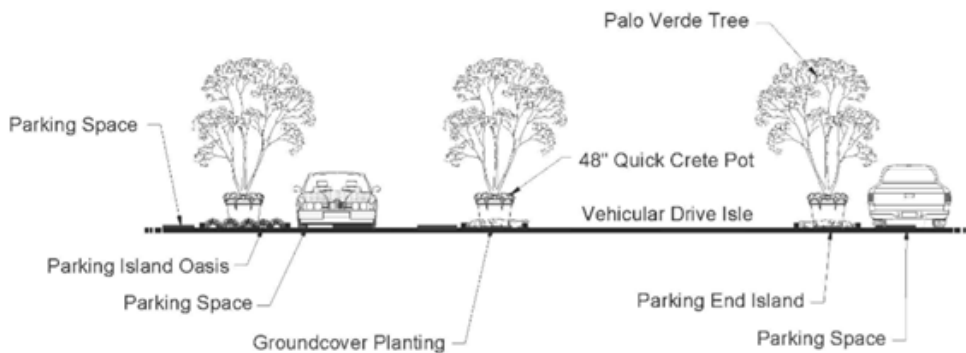


Source: CCA, 2017.

Figure 6.4g Internal Streetscape: Typical Street B (Private)

Parking Lot

The parking lot areas shall achieve, across the Project Site, a minimum of 5 percent landscape coverage, which shall include parking fields, parking drive aisles, and landscape areas adjacent to limits of parking fields. The landscaping may consist of tall vertical elements such as containerized trees and palms or low-lying shrubs and/or groundcovers. The shrubs and groundcovers should not exceed three feet in height at maturity to keep sight distances clear for vehicles. In DD3, landscaping in the parking lot areas may be grouped or focused to facilitate stormwater uptake and filtration.



Source: CCA, 2017.

Figure 6.4h Typical Parking Island Landscaping

Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.

Parking Structure Edge

Parking structure (excludes Commercial-Elevated Podium, which is addressed below) facades visible from the freeway should be designed with enhanced aesthetic treatments to soften the visual appearance of the structure. Treatments may include, but are not limited to, landscaping, signage, or special treatment of building materials (use of color or patterns) as approved by the City. If parking structures are adjacent and visible to residences, the edge of the structure shall achieve 50 percent coverage of visible concrete surfaces with landscaping. Coverage can be achieved through measures such as planters along the visible edge of the structure planted with cascading vines, or through a vertical trellis surface with vines planted at each parking level, or by other means.

Parking on Grade Under Podium (Commercial-Elevated Podium)

Parking on-grade located under raised podium at Commercial - Elevated Podium shall be an open garage with up to 3 foot high enhanced treatment of landscaping plant material screen or other screen material (other material up to 50% open) to prevent automobile light and glare viewed from Street A. Openings in the landscape plant material and screen material are permitted for customer convenience. Building elevations of open parking area under podium facing adjacent open parking fields and freeway side service drive/fire lane may remain open without screening. A view fence may be provided at the top of the freeway embankment for screening of perimeter parking stalls and to provide screening to open parking under the podium from the top of the embankment.

Channel-Adjacent Slope

There is, and will continue to be, a slope bank along the southern and western edges of the Project Site immediately adjacent to the access road that serves the Torrance Lateral. The intent of the landscaping for this area will be to improve upon the existing unimproved condition, stabilize slopes with minimum maintenance and water requirements, and soften the development edge as viewed from outside the southern and western edges. This area shall consist of a combination of native and adapted drought-tolerant trees, shrubs and groundcovers.

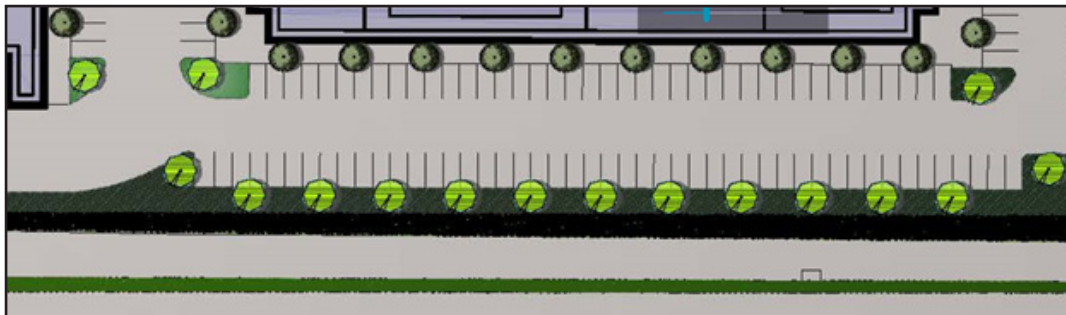


Figure 6.4i Channel-Adjacent Slope

Source: CCA, 2017.

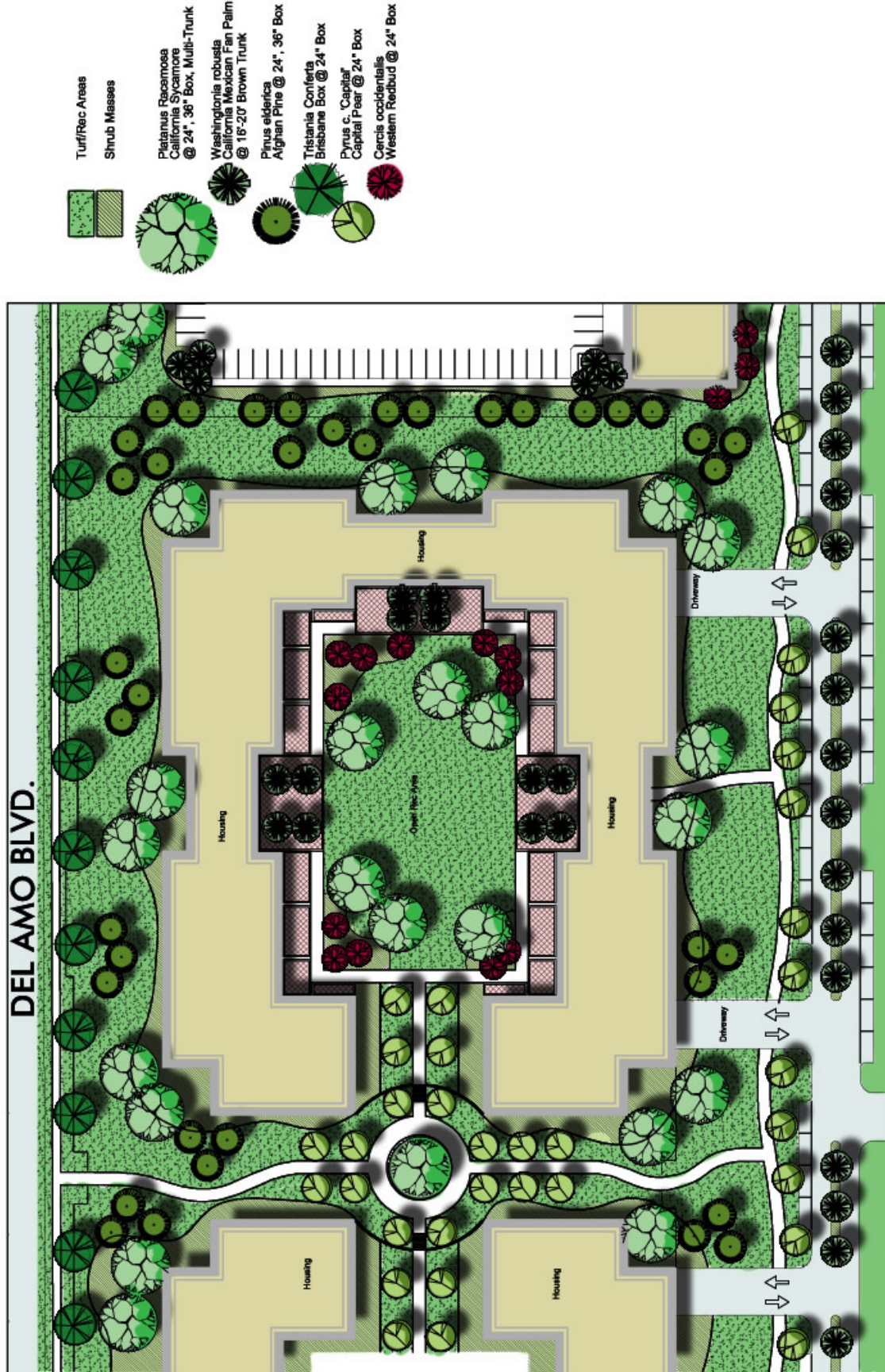
Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.



Source: CCA, 2005.

Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.

Figure 6.4j Conceptual Landscape for Residential North of Del Amo



Source: CCA, 2005.

Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.

Figure 6.4k Conceptual Landscape for Residential South of Del Amo

6.5 Walls and Fences

The need for walls or fences within the Project Site is a function of the location and building orientation of commercial and residential uses. A primary goal is to achieve an aesthetically and functionally integrated mix of uses. Convenient access (pedestrian and auto) and visual access from residential to commercial uses on the Project Site are main components of integration. This can be accomplished through creative site planning techniques without compromising privacy and the quality of living environments.

Another objective is to ensure the visual compatibility of on-site commercial uses with existing surrounding residential areas. Rather than a traditional, complete separation of residential from commercial uses by walls, barriers within the Specific Plan area will be incorporated only as needed to provide for privacy or noise control.

The District at South Bay incorporates various types of walls and fences, each with its own purpose and function. Wing walls and screening walls are primarily intended to screen the Project Site from surrounding land uses and to prevent noise pollution to adjacent residential uses. As such, these walls should be designed to be opaque and consist of slump or split-faced block, or solid panel at heights of six to eight feet. Perimeter walls can also be used to screen trash enclosures, utilities and other similar functional uses.

View fencing serves to buffer residential uses from surrounding traffic or, when desired, commercial uses. As the name implies, however, view fencing does not completely shield residential uses from the remainder of the Project Site. The District at South Bay is intended to function as an integrated, mixed-use project, and visual connectivity is an important component. View fencing, therefore, should consist of a semi-opaque combination of slump or split-faced block, architectural open wire fence with landscaping, wrought iron and/or landscaping to provide a secure yet friendly border. View fencing may also consist entirely of landscaping. Chain link fencing is only permitted along the Torrance Lateral. Other materials may also be used with approval of the Planning Manager, so long as the design is consistent with the design theme and intent outlined in the Specific Plan.

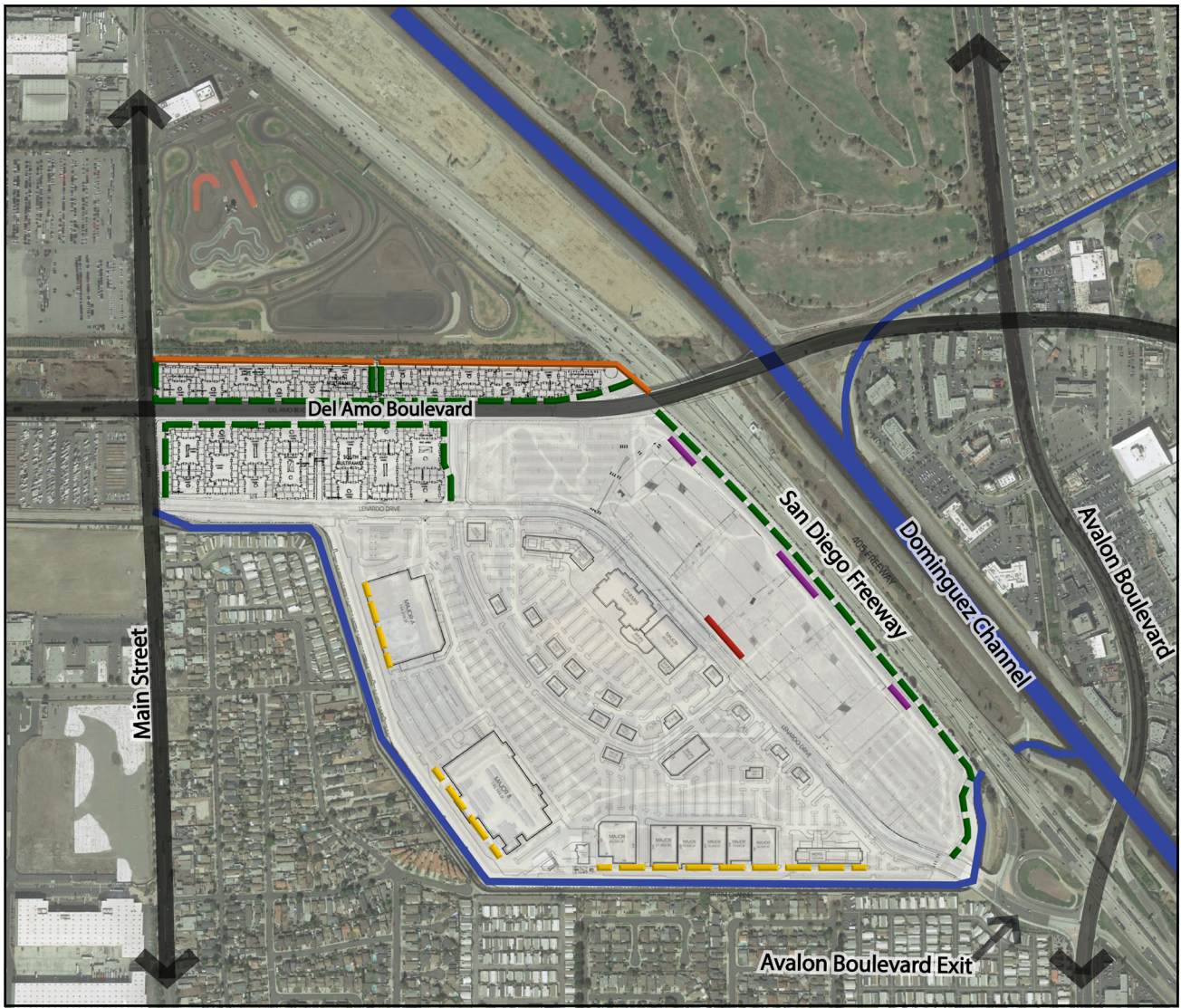
6.5.1 General Provisions

The conceptual locations of walls and fencing, as they relate to the Project Site perimeter, are shown on Figure 6.5a. The following guidelines are established to guide the location and treatment of walls and fences.







- A. A combination of solid and transparent barriers should be used to separate the residential components of The District at South Bay from Del Amo Boulevard and Main Street. Fencing shall be designed with variations using accent elements in combination of pilasters, landscapes and setbacks to reduce the monotony of fencing design.
- B. A maximum 6-foot wall or fence may be incorporated for ground-floor screening of private outdoor space of residents. Other barrier alternatives such as a landscape screen may be used if noise is not a major consideration.
- C. Entrances and exits (both auto and pedestrian) for residential projects should be

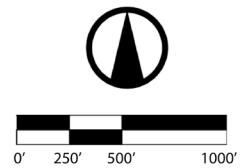
integrated with the entries of adjacent commercial sites so that internal access opportunities between uses are maximized.

- D. Common open space areas for commercial development, such as plaza or outdoor dining, should be accessible to adjacent residential uses.
- E. A landscape treatment shall be applied to spaces between a wall or fence and the adjacent sidewalk.
- F. Commercial loading areas shall be screened and located appropriately, where it is feasible, to minimize visual and noise impacts. Wing walls or other architectural features may be used for this purpose.



LEGEND

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|---|--|---|---|
|  | Potential Perimeter Wall, View Fence or Landscape Screen |  | Screen Wall at Service/Loading/Trash Compactor (Maneuver Area Not Screened) |
|  | Potential Wing Wall |  | Screen Wall at Service/Loading (Trash Compactor and Maneuver Area Not Screened) |
|  | Perimeter Wall |  | Torrance Lateral Channel |



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

Source: RE|Solutions LLC, 2017

Figure 6.5a Walls and Fences

6.6 Signage

Because of their high visibility, signs are prominent elements of the physical environment of Specific Plan area. Signs announce the presence of The District at South Bay, welcome visitors and residents, and help users navigate the Project Site. The sign development standards set forth below are intended to maximize the identification of The District at South Bay as a distinct location in a manner that complements the overall image of the City of Carson. All signs proposed for the Project Site will be governed by a comprehensive sign program for each proposed development that will provide internal consistency in design style and direction for placement and size of signs, including a standardized way-finding 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 may be submitted and approved as part of any Site Plan and Design Review application pursuant to Section 8.1.8 or if submitted under separate cover, shall be reviewed and approved pursuant to the applicable procedures and findings for Site Plan and Design Review set forth in Section 8.1.8 of this Specific Plan.

General sign standards are provided in Table 6.6, while a conceptual map of sign locations is shown in Figure 6.6a. Final sign designs, including designs for any digital signage, may vary and will be provided as part of a comprehensive sign program that shall be reviewed and approved by the Planning Manager.

SIGN TYPE ¹	MAXIMUM NUMBER	MAXIMUM SIGN DIMENSIONS		NOTES	MAX. NIGHTTIME LUMINANCE ²	
		Height	Width		Digital	Static
Freeway Icon Pylon: ^{3,4} Double Faced LED Digital Display	1 – PA2 Developer	88 feet	65 feet	The supporting pylon width will be 10 to 25 feet. The 20 foot high and 60 foot long LED digital display board with Changeable Message Display, Color Changing Illumination and Electronic Message Display will be attached to sign panels or a sign frame that will be a maximum of 25 feet high and 62 feet wide. The top of the reader board will be located no higher than 88 feet above measured I-405 Freeway elevation. Height is measured from the elevation of I-405 Freeway immediately adjacent to the sign location. Off-site advertising may be permitted on this sign, subject to City Council approval and the obtaining of appropriate permits.	500 cd/m ²	-
Freeway Icon Pylon: ^{3,4} Digital Display allowed	1 – City of Carson	70 feet	48 feet	The base width will be 10 feet to 25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. The sign face will be 14 feet by 48 feet LED digital or static billboard display attached to the pylon. Height is measured from the elevation of the I-405 Freeway immediately adjacent to the sign location. This sign would allow off-site advertising if appropriate permits are obtained.	500 cd/m ²	500 cd/m ²

Table 6.6
Sign Standards

SIGN TYPE	MAXIMUM NUMBER	MAXIMUM SIGN DIMENSIONS		NOTES	MAX. NIGHTTIME LUMINANCE ²	
		Height	Width		Digital	Static
Freeway Icon Pylon ^{3,4}	2 – PA3 Developer	70 feet	25 feet	The base width will be 10-25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. Up to 6 tenant signs on 2 sides. Tenant signs may be 6 feet by 20 feet each. PA 3 Center ID may be placed on pylon. Height is measured from the elevation of I-405 Freeway immediately adjacent to the sign location.	-	500 cd/m ²
Vertical Project Name ID	6- PA2 Developer	38 feet	15 feet	Sign consists of three components: 7 foot by 15 foot base, 4 foot by 5 foot by 38 foot high project tower, 2 foot by 8 foot by 18 foot high tenant sign panel with up to 6 tenant signs of that size on each side. Height is measured from the finished pad. Signage could alternatively, at developer's discretion, meet standards for Vertical Project Name ID established for PA3.	-	500 cd/m ²
Vertical Project Name ID	4 – PA3 Developer	38 feet	15 feet	While the overall height is 38 feet with tower element, the sign consists of 14 foot high by 8 foot wide base element with tenant signage up to 6 feet high by 8 feet wide. Height is measured from the finished pad. Signage could alternatively, at developer's discretion, meet standards for Vertical Project Name ID established for PA2.	-	500 cd/m ²
Main Street Entry Monument with Tower Element	1 – PA2 Developer 1- PA3 Developer	38 feet	15 feet	While the overall height is 38 feet with tower element, the sign consists of 14 foot high by 8-foot-wide base element with tenant signage up to 6 feet high by 8 feet wide. Height is measured from the finished pad.	-	500 cd/m ²
Parking Garage Signage and Commercial – Elevated Podium Wall Signage	Multiple – PA2 Developer	30 feet	300 feet	The multiple letter and graphic signs for tenant names, and static billboard display shall be allowed on parking garage and commercial elevated - podium wall area facing Freeway, Street A, and site parking fields with 60 percent maximum wall coverage.	-	500 cd/m ²
Wall Mounted Project ID Exterior ⁵	2 – PA2 Developer 2 – PA2 Developer	12 feet 8 feet	330 feet 230 feet	Individual illuminated sign letters located on building wall.	-	500 cd/m ²
Plaza Project ID Exterior (Entry SW and NW corners)	2 – PA2 Developer	10 feet	12 or 24 feet	Individual illuminated sign letters. 2 to 4 letters each location at grade level exterior plaza.	-	500 cd/m ²
Wall Billboard Exterior	4 – PA2 Developer	20 feet	60 feet	Static billboards with external front illumination. Billboards allowed to extend above top of building wall. Billboards allowed to convert to digital LED display board in the future.	500 cd/m ²	500 cd/m ²
Wall Billboard Exterior	2 – PA2 Developer	14 feet	48 feet	Static billboards with external front illumination. Billboards allowed to extend above top of building wall.	-	500 cd/m ²

Table 6.6 Sign Standards						
SIGN TYPE	MAXIMUM NUMBER	MAXIMUM SIGN DIMENSIONS		NOTES	MAX. NIGHTTIME LUMINANCE ²	
		Height	Width		Digital	Static
Roof Billboard Interior	8 – PA2 Developer	10 feet	34 feet	Static billboards with external front illumination. Billboards located on roof above top of building wall.	-	500 cd/m ²
Wall Billboard Interior	1 – PA2 Developer	14 feet	48 feet	Static billboard with external front illumination. Billboard allowed to convert to digital LED display board in the future	500 cd/m ²	500 cd/m ²
Integrated Identity Architectural Wall Graphic ⁶	6 – PA2 Developer	(2) 27 feet (1) 24 feet (1) 24 feet (1) 24 feet (1) 24 feet	330 feet 265 feet 235 feet 220 feet 105 feet	Painted Project ID Name integrated into architectural wall vertical fin design	-	-

1 All free-standing signs may be double-sided

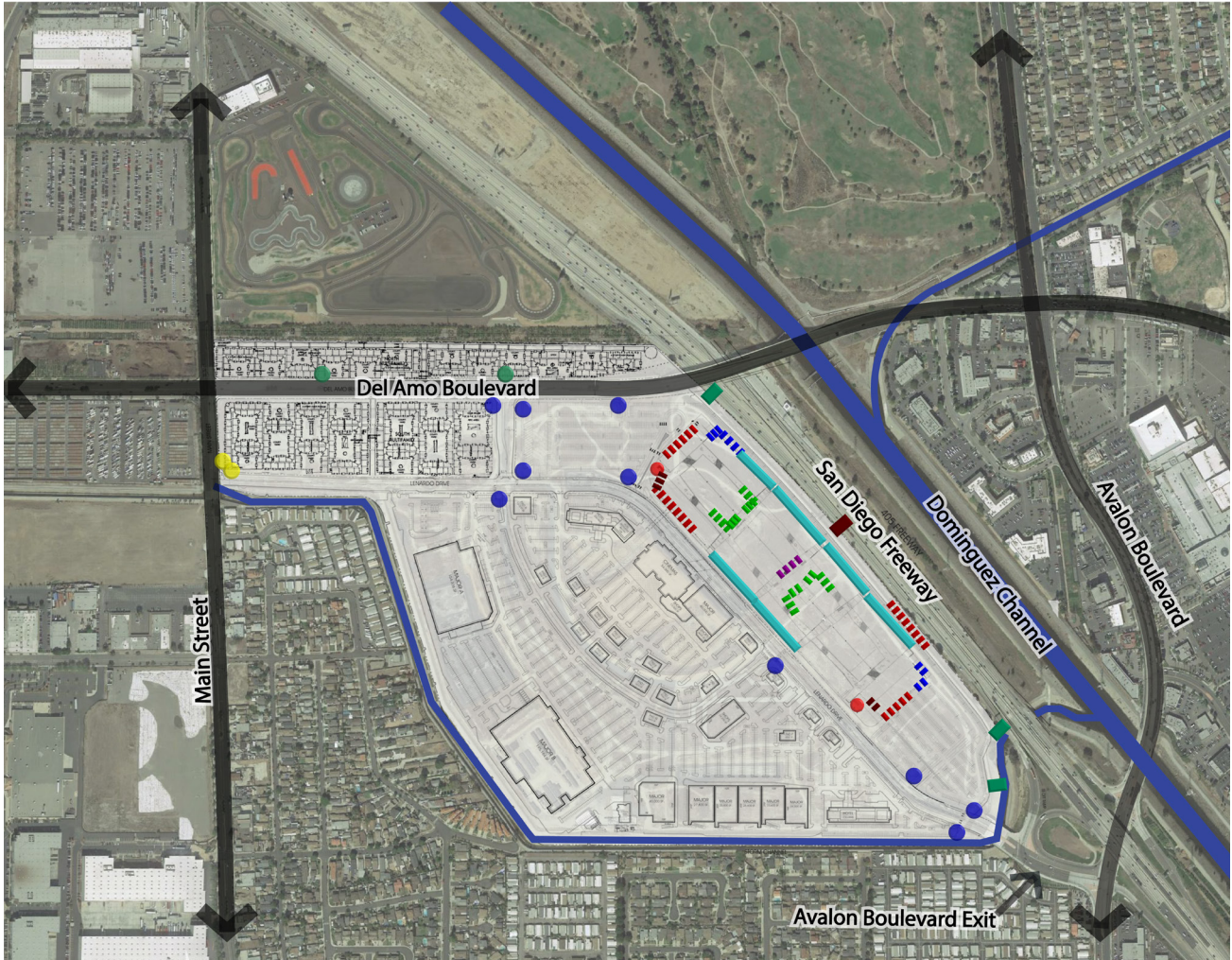
2 If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign at night, then the proposed modified Project sign luminance shall be reduced to less than 300 cd/m² at night.

3 Signage adjacent to the freeway will comply with applicable Caltrans standards and requirements.













4 Prior to approval of any Development Plan or comprehensive sign program, the applicant requesting approval of a Development Plan or comprehensive sign program shall conduct a view analysis to determine the exact location of the freestanding freeway oriented signs to ensure maximum visibility and maximum usability of all freestanding signs. Every effort shall be made to preserve the visibility of the freeway oriented wall mounted signs for PA2.

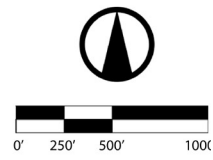
5 Wall mounted project ID exterior signs may project above top of building wall.

6 Integrated Identity Graphics/Murals are not considered signage; they are considered as architectural features, which are excluded from permitted signage area.



LEGEND

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|---|---|---|--|---|---|
|  | Integrated Integrity Architectural Wall Graphic (informational only, not included in permitted sign area) |  | Wall Billboard - Interior |  | North Del Amo Entry Element |
|  | Wall Mounted Project ID - Exterior |  | Wall Billboard - Exterior (May Convert to LED) |  | Vertical Project Name ID |
|  | Wall Billboard - Exterior |  | Freeway Icon Pylon |  | Main Street Monument with Tower Element |
|  | Roof Billboard - Interior |  | Freeway Icon Pylon, Double Faced, LED |  | Plaza Project ID - Exterior |



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

Source: RE|Solutions LLC, 2017

Figure 6.6a Conceptual Sign Locations

6.7 Lighting

The District at South Bay lighting standards establish a design framework to guide all future lighting improvements and meet specific lighting standards for each particular application and type of use anticipated within the proposed development options. These standards define the scale, brightness, direction, and shielding for all lighting installations within the Project Site and are intended to restrict light intensity, minimize off-site impacts, proscribe light control methods, and limit light pole heights. Design of lighting is focused on providing comfortable spaces for people to walk and ensuring the safety of residents, visitors, shoppers and employees. A Lighting Guideline Palette, consisting of various lighting styles, is included in Appendix B.

The lighting standards and the resulting lighting improvements establish the basis for evaluation of the proposed lighting impact of this development on the surrounding community. The information presented within the lighting standards establish criteria based upon standard practices established by the Illuminating Engineering Society of North America (IESNA) for measurement and design of light sources, illuminated surfaces, and lighting systems.

Generally, all light sources will be shielded to prevent direct view of high brightness light sources from adjacent properties. The lighting standards provide for specific control of the direction of light so as to limit glare and any off-site view of glare. This control limits the light distribution angle so that light is primarily directed down to the ground or up to a vertical surface. Special Event Lighting, Entertainment Lighting, and Construction Lighting are exempt from these angular criteria if the light is focused to restrict any direct illumination of adjacent residential properties.

To provide for safe illumination for vehicles and pedestrians within Project Site, pole-mounted lights will be required for roads and sidewalks. To prevent direct view of these pole-mounted light sources off-site and to reduce the overall brightness of the Specific Plan area, the standards establish maximum heights for street and pedestrian lighting fixtures, maximum horizontal illuminance (foot-candles) at the ground plane, and average to minimum uniformity ratios for light at the ground plane. The lighting standards define special lighting criteria for parking areas to prevent direct view of lighting fixtures. The recommended criteria are summarized below as a table of measurable numerical criteria based on the various options for at-grade commercial, Commercial-Elevated Podium commercial, residential, and mixed-use development within the Project Site.

Lighting conditions and narrative prototypical solutions are presented for the following: Perimeter Roadways, Interior Roadways, Retail Exterior, Office Exterior, Residential Exterior, At-Grade Parking, Parking Structures, Parking under Raised Podium, Pedestrian Sidewalks and Walkways, and Landscape Illumination. Design performance standards are established for each of the above-mentioned project components by the following issues and their listed measurable criteria:

Light Level Requirements: Task Illuminance (foot candles)

Light Control Methods: Glare/Light Distribution (luminaire photometrics)

Visibility: Pole Height Limits (section diagram)

Design Style or Character: Luminaire and pole characteristics, pattern of light, and color of light

6.7.1 Light Level Requirements

The commercial and social use of The District at South Bay is dependent upon activities at night, which will require illumination for vehicular and pedestrian access, advertising, and on-site tasks or functions. Each of these activities has a defined light level requirement (illuminance, measured in foot-candles) as well as unique color, brightness, pattern, and architectural features. Low-pressure and high-pressure sodium lamps will not be considered for design purposes within these standards. To provide for more aesthetically pleasing environmental conditions, the use of low-pressure and high-pressure sodium lamps is not recommended due to their low correlated color temperature (CCT), particularly less than 2,100K.

Table 6.7-1 summarized light intensity levels (illuminance, foot-candles) recommended by the IESNA for safe operation of vehicles and pedestrian security. Future lighting improvements should meet or exceed these minimum standards to provide adequate light for the Project Site for public access. These standards are the recommended average maintained horizontal illuminance values for each specified use within the Project Site. As used below, “entrances” refers to entrance areas where lighting is required for entrance identification and “egress lighting” applies to areas where lighting is required for safe path of travel.

Table 6.7 Light Intensity Minimum Requirements			
SPECIFIC USE/AREA	LOCATION OF FOOT-CANDLES	FOOT-CANDLES AVERAGE	UNIFORM RATIO (MIN TO MAX fc)
PERIMETER AND INTERIOR ROADWAYS			
On-Site Circulation Roads	Pavement	1.0	5:1
Entrance Roads	Pavement	2.0	5:1
RETAIL EXTERIOR			
Entrances	Doorway	5.0	-
Facade Floodlighting	Building	3.0 to 15	-
Elevated Podium Building Façade Lighting	Building	3.0 to 15	-
Elevated Podium Building Concourse	Building	3.0 to 15	-
Elevated Podium Building Canyons ¹⁵	Building	3.0 to 15	-
OFFICE EXTERIOR			
Entrances	Doorway	3.0	-
Façade Lighting	Building	3.0	-
RESIDENTIAL ROADWAYS			
Roadway	Pavement	0.6	5:1
ON-GRADE PARKING			
Parking	Parking Surface	1.0	15:1
PARKING STRUCTURES/PARKING UNDER RAISED PODIUMS			
Parking	Parking Surface	5.0	10:1
SIDEWALKS			
Residential	Pavement	0.6	-
Commercial	Pavement	1.0	-
LANDSCAPE			
Tree Up-Lighting	Foliage	1.0	-

Perimeter Roadways

The lighting for perimeter roadways shall provide adequate illumination for safe and efficient vehicular travel. Roadway lighting fixtures shall either be equipped with glare shields or be of a full cutoff type reflector system. On-site circulation roads will conform to an “Intermediate” classification characterized by medium-sized residential and business developments with frequent moderately heavy nighttime pedestrian activity. The entrance roads will be designed to conform to a “Commercial” classification characterized by dense business developments with heavy nighttime vehicular and pedestrian traffic.

Interior Roadways

The lighting for interior roadways shall provide adequate illumination for safe and efficient vehicular travel. Roadway lighting fixtures shall either be equipped with glare shields or be of a full cutoff type reflector system. Lighting of roadways categorized as Scenic Byways shall be of a minimal level, with fixtures being shielded to prevent glare. Circulation roads within the mixed-use/residential sites will be designed to conform to an “Intermediate” classification defined by medium-sized residential and business developments with frequent moderately heavy nighttime pedestrian activity. Entrance roads to the Project Site will be designed to conform to a “Commercial” classification defined by dense business developments with heavy nighttime vehicular and pedestrian traffic.

Retail Exterior

The lighting for the exterior of retail buildings and spaces shall be safe and attractive to customers. This can be achieved mainly with entrance accent lighting and façade floodlighting. “Entrances” and “Façade Lighting,” as listed in Table 6.7-1, refer to entrances of dense retail developments with heavy nighttime vehicular and pedestrian traffic. Commercial-Elevated Podium uses should be illuminated with static white light from extended armatures at base of façades.

Office Exterior

The lighting for the exterior of office buildings and spaces shall be to a level that provides security and egress. If the office use is part of a mixed-use building, then the retail criteria can override the values shown in Table 6.7-1. “Entrances,” as shown in Table 6.7-1, refer to entrances that are unoccupied at nighttime, requiring lighting for entrance identification. Egress lighting shall be provided at a level that provides security and safe egress.

Residential Exterior

The lighting for the exterior of residential buildings and spaces shall be to a level that provides security and safe egress. If part of a mixed-use building, then the retail criteria can override the lower values.

At-Grade Parking

The lighting for at-grade parking lots shall be to a level that provides safe movement of vehicles and pedestrians, and the security and safety of customers and employees, as approved by the Sheriff’s Department. Lighting fixtures for parking lots shall either be equipped with spill control and/or with full cutoff capability at light poles at property perimeter with no cut-off at parking field interior poles. Lighting fixture standard height shall not be in excess of what is necessary to meet with recommended minimum illuminance levels identified in Table 6.7-1.

Parking Structures/Parking Under Raised Podiums

The lighting for parking structures and parking under raised podiums shall be provided at a level that

enhances pedestrian safety and visibility. These recommended values should apply to those parking structures used by apartment building and/or commercial developments.

Pedestrian Sidewalks and Walkways

The lighting for pedestrian sidewalks and bikeways shall be to a level that increases pathway visibility and safety of pedestrians. For the purposes of these standards and guidelines, “Intermediate” refers to medium-sized residential and business developments with frequent moderately heavy nighttime pedestrian activity, and “Commercial” refers to dense business developments with heavy nighttime vehicular and pedestrian traffic. Pedestrian scale lighting should be provided along interior streets, as deemed appropriate by the Planning Manager.

Landscape Illumination

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

6.7.2 Light Control Methods

- A. **Glare/Light Distribution:** Offensive or unattractive lighting results from excessive contrast, or glare. Glare conditions usually result from highly visible lamps (light bulbs) within landscape, streetlights, parking, security, or entertainment lighting. Proper design and selection of light fixtures, mounting heights, and placement will control the visibility and perceived brightness of light sources from outside or within the Project Site, and therefore limit the perception of glare. The lighting standards establish criteria to control the light output, mounting height, and placement of fixtures to reduce glare.
- B. **All Parking and Roadway light poles** from 12 ft. high to 40 ft. high shall be in accordance with Section 5.106.8 of the CALGreen Code which limits light fixture brightness adjacent to the property line of the Project Site.
- C. **Pole Height Limits:** Light pole height limits are established to prevent light trespass from the Project Site onto adjacent properties. These height restrictions will not eliminate complete visibility of the pole itself. Height restrictions in combination with the shielding and glare control restrictions will decrease visibility of the high brightness lamps within the pole fixtures and will prevent stray light from extending over the property line of the Project Site. Lighting shall be constructed, shielded and directed so that adjacent residences are not impacted by light or glare coming from the Project Site.

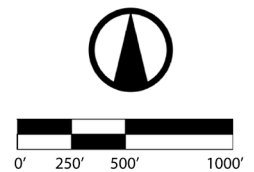
6.7.3 Site Lighting Exhibits

Lighting design exhibits as shown on Figures 6.7a through 6.7h demonstrate conceptual lighting design for each area with intended pole locations and heights, and luminaire head orientations. Location of streetlights is subject to the approval of the City Engineer and the Planning Manager, and may be placed in either the parkway or the medians.



LEGEND

- A. Del Amo Entrance
- B. Del Amo Boulevard
- C. Typical Street A
- D. Typical Street B
- E. Freeway Edge (I-405 Freeway/Commercial Interface)
- F. Typical Residential/Commercial Interface

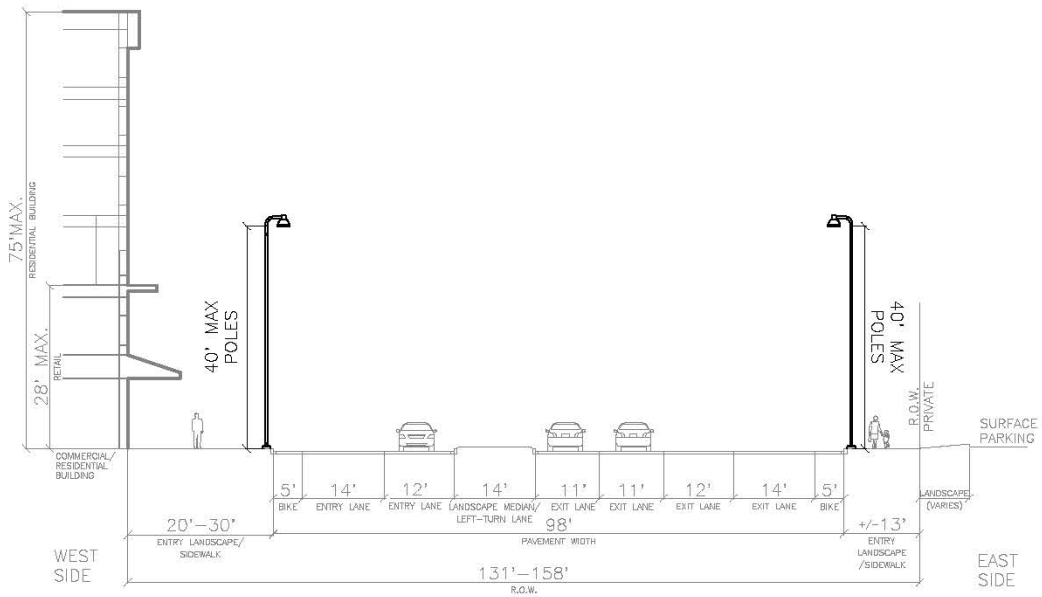


Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes

Source: RE|Solutions LLC, 2017

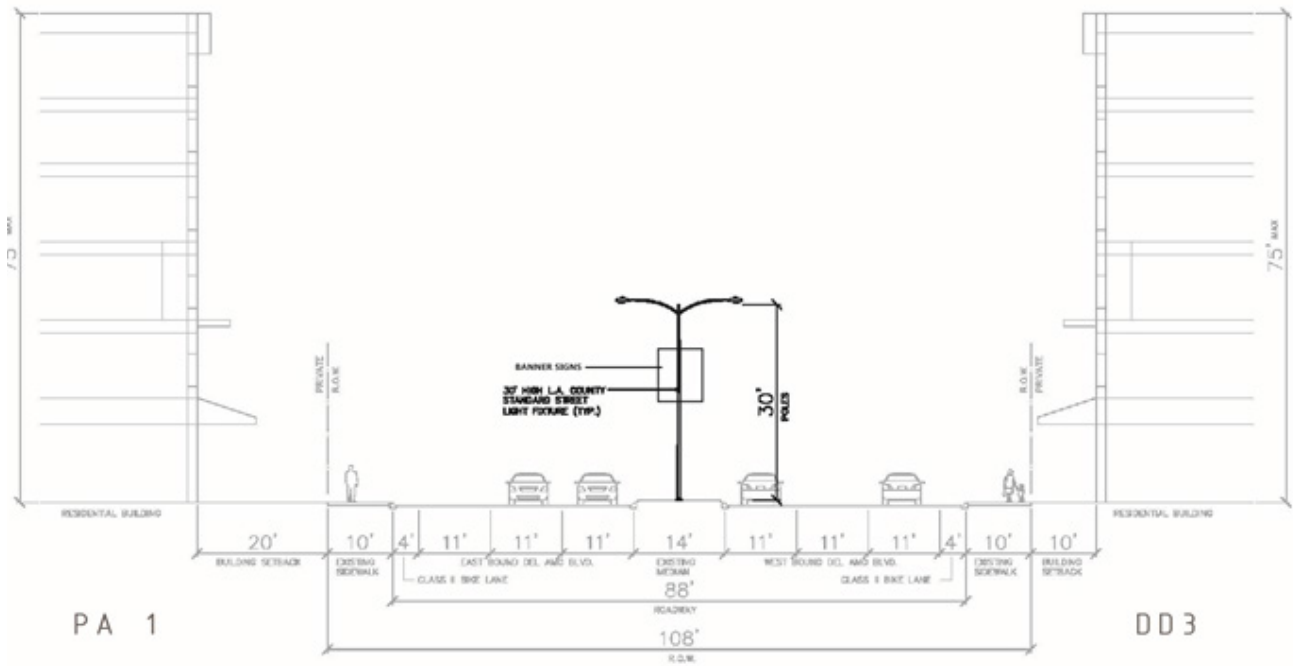
Figure 6.7a Conceptual Site Lighting Exhibit Key Map

Figure 6.7b Section A - Del Amo Entrance



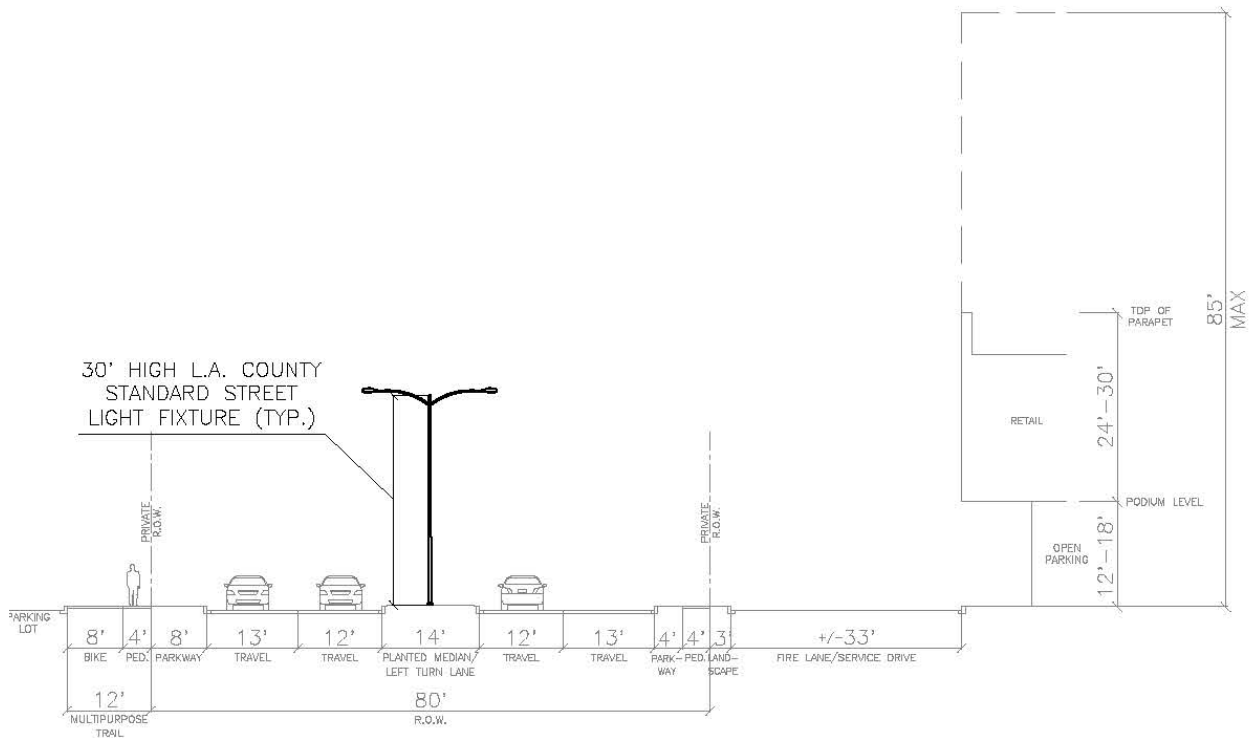
Source: RE|Solutions LLC, 2017

Figure 6.7c Section B - Del Amo Boulevard



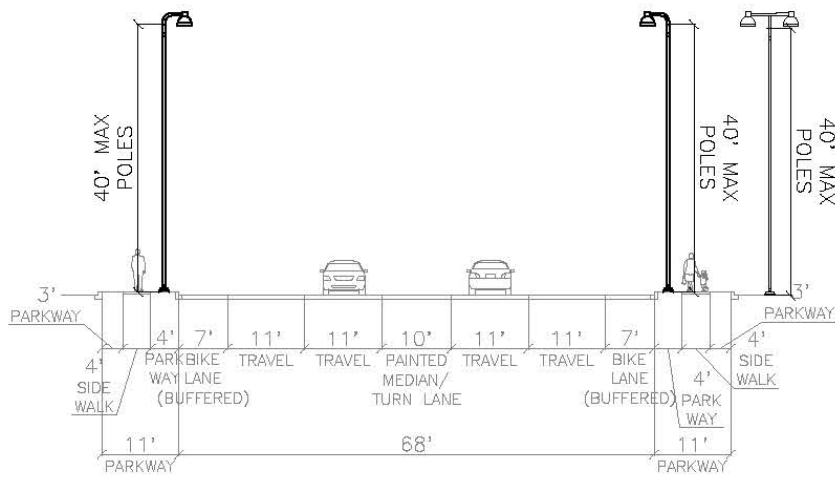
Source: RE|Solutions LLC, 2017

Figure 6.7d Section C - Typical Street A



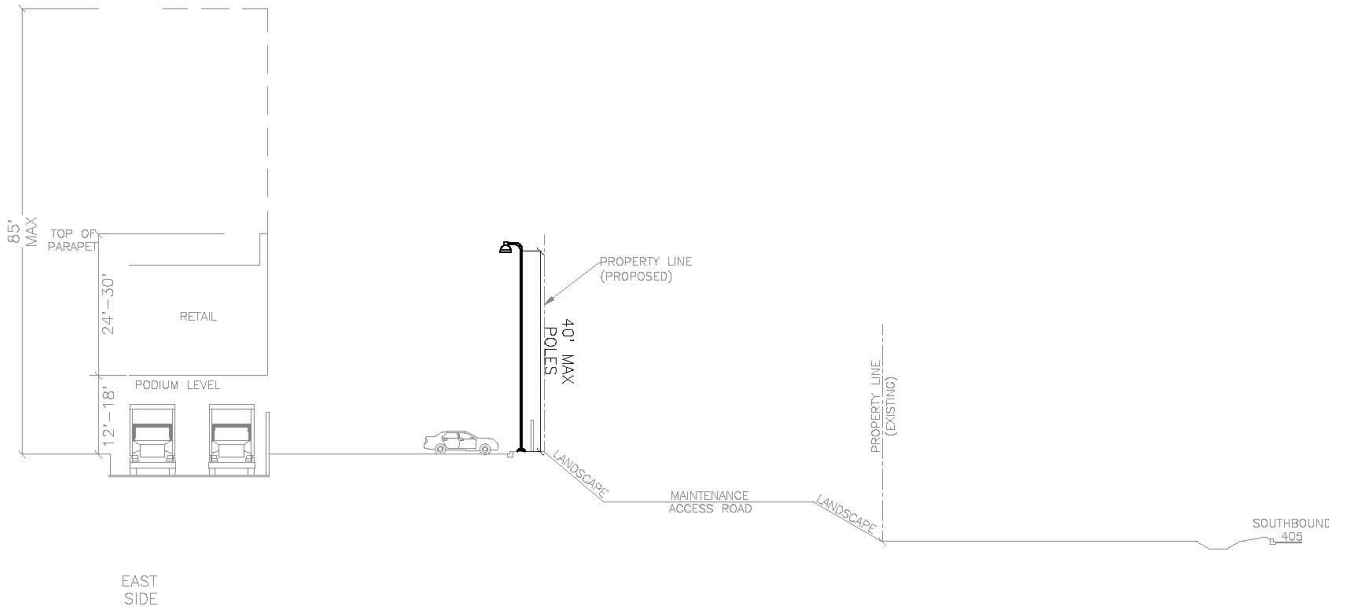
Source: RE|Solutions LLC, 2017

Figure 6.7e Section D - Street B (Private)



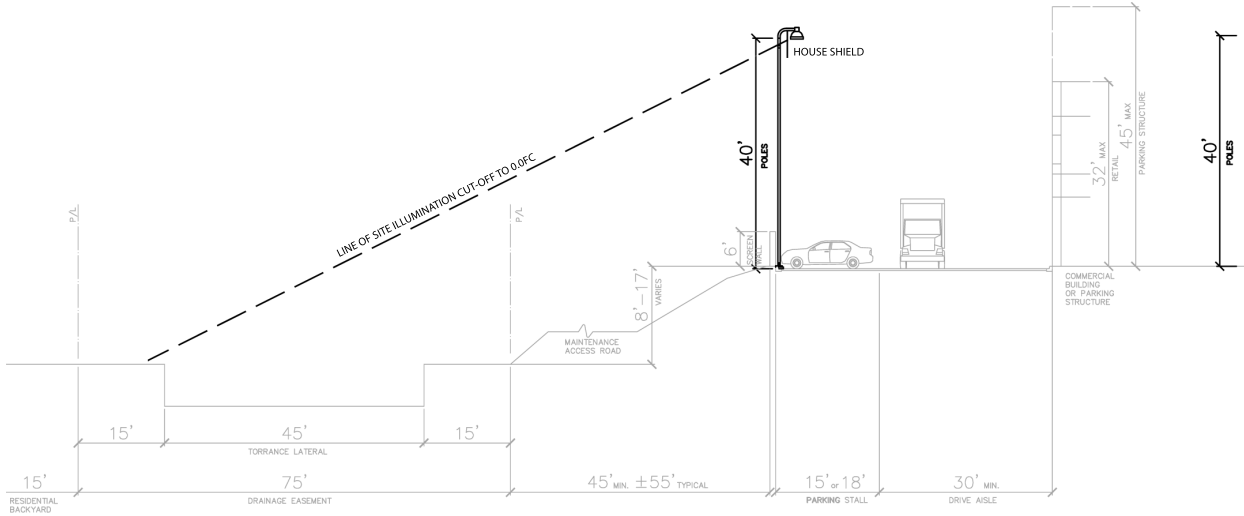
Source: RE|Solutions LLC, 2017

Figure 6.7f Section E - Freeway Edge (I-405/Project Interface)



Source: RE|Solutions LLC, 2017

Figure 6.7g Section F - Channel-Adjacent Slope (Residential/Project Interface)



Source: The Planning Center, 2010.

6.8 Service, Trash and Utility Areas

- A. Service, maintenance, storage and trash areas shall be located in discreet places to the extent feasible while still allowing convenient access for each tenant, and screened with landscaping from adjacent public rights-of-way, public plazas, pedestrian corridors and building fronts.
- B. Except as set forth in Section 6.8.D, all trash and garbage bins shall be stored in an enclosure and designed to architecturally integrate within the overall design theme of the development.
- C. Trash enclosures located in obscured areas such as behind buildings or adjacent to loading areas shall also be screened from view, but the design of the enclosure shall consist of solid fencing only—landscape and decorative treatments are not required in these areas. At the discretion of the Planning Manager, screening may not be required for trash areas not visible from public streets or pedestrian areas.
- D. Trash enclosures shall be constructed of substantial building materials used in the design of the building(s). Gates shall be constructed of durable building materials that screen a minimum of 80 percent of the view of the trash enclosure. Wood or chain link gates are not permitted.
- E. Trash enclosures shall include provisions for concrete pads or appropriately designed asphalt sections in front of the enclosure. The area in front of the trash enclosure shall be a minimum of six (6) feet to reduce pavement damage from disposal trucks.
- F. When non-residential buildings are to be constructed adjacent to existing residential uses, loading and delivery shall be planned to occur on the side of the building away from residences when feasible. Loading and delivery areas shall not be located in a required setback area.
- G. Service areas and loading docks shall be designed so that they are not directly visible from a public street or shall be appropriately screened. Screening shall match the design of the building and the overall landscape design theme of the development.
- H. Truck maneuvering/circulation areas adjacent to residential properties shall be designated to prohibit trucks from parking and idling in these locations, except in approved loading spaces or docks.

6.9 Public Art

Public art is an instrumental feature that can be used to create a connection between the public and any particular project or space. Public art makes spaces more interesting, helps to distinguish one place from another by creating landmarks that are easily recognizable, and creates a unique shopping, working or living environment. Art also revitalizes public spaces and makes them more welcoming. By enhancing the overall quality of a project and giving it a unique character, public art increases a project's value. The following public art requirements and guidelines shall apply to all construction within the Project Site, as further described below:

6.9.1 Public Art Requirements

- A. Public art within the Specific Plan area shall be provided for the following:
 - 1. New residential or commercial development having total project costs of \$300,000 or more, as determined by the City's valuation of building permits issued for the development;
 - 2. Expansion of existing buildings or remodeling of existing buildings when any such work has a building permit valuation of \$300,000 or more.
- B. Public art provided shall have a value equal to one-half of 1 percent (0.50 percent) of the total building costs (as measured by building permit valuations), excluding land, site development, off-site requirements and remediation costs. The value of the public art shall include the art piece itself and the cost of installation.
- C. Public art may be installed concurrently with each building that triggers the public art requirement; or the value of the required public art for each building can be consolidated, or banked, and applied to the provision of larger installations that serve multiple buildings.
- D. The public art requirements shall not apply to reconstruction of structures that have been damaged by fire, flood, wind, earthquake or other calamity.

6.9.2 General Provisions

- A. Artwork siting and its visibility are important design considerations. The artwork shall be easily visible to the general public and be located in an area specifically designated on the approved building plans. Appropriate locations may include entryways, greenbelts, pathways and building exteriors.
- B. Installation of the artwork shall be planned and implemented to enhance the piece and allow for unobstructed public viewing from as many angles as possible.
- C. The artwork shall be constructed of permanent materials with a high level of durability and weather resistance and requiring a low level of maintenance.

- D. The continued maintenance of the artwork in the Specific Plan area shall be the responsibility of the property owner. Stolen or vandalized art must be replaced or repaired as close as possible to its original form.
- E. Artwork must be designed by artists with experience and knowledge of monumental-scale public art.
- F. All forms of original visual art are encouraged, including, but not limited to:
 1. Painting of all media, such as portable and permanently affixed works such as murals;
 2. Sculpture, which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, architectural, etc. in any material or combination of materials; and
 3. Other visual media including, but not limited to: prints, drawings, stained glass, artistic lighting, mosaics, photography, clay, wood, metals, paving, plant materials, plastics, or other durable and weather-resistant materials.
- G. A wide range of styles, materials and types of artworks is encouraged to assure a balanced and interesting collection.
- H. Artwork shall be constructed in a size proportional to the scale of the development.
- I. Artwork shall be an integral part of the landscaping and/or architecture of the building.
- J. Exterior artwork(s) should be adequately lit to be clearly visible from sidewalks during evening hours. Interior artworks should be adequately lit during all hours of public access.
- K. To provide diversity in artwork and opportunity among artists, generally not more than five pieces by the same artist are permitted.
- L. All art within the Specific Plan area belongs to the project owner. The artist, project developer and architect should be credited for their roles in the art project with a plaque placed near the art piece.
- M. Artworks shall be a permanent part of any development within the Specific Plan area and must remain in place for the life of the development. If any development on the Project Site is rebuilt or remodeled, resulting in the movement or removal of art required by the Specific Plan, the required art shall be re-created according to this Public Art section of the Specific Plan.

When property within the Specific Plan area is transferred to new owners, they shall be informed of their responsibility to maintain the artwork and surrounding landscaping and lighting and of

their inability to remove any existing artwork without written City approval.

6.10 Noise

- A. Where residential uses are potentially exposed to interior or exterior noise levels greater than those permitted by Chapter 5 of the CMC, certification from a licensed acoustical engineer shall be obtained to document attenuation to those maximum levels. The exterior standards shall be measured either at the closer of the property line of the Project Site or the nearest noise sensitive use such as a patio, yard or landscaped open space.
- B. Commercial uses shall be designed and operated, and hours of operation limited, where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic, trash collection, routine deliveries or late-night activity. No use shall produce continual loading or unloading of heavy trucks at the Project Site between the hours of 10 p.m. and 7 a.m. within 250 feet of existing residential uses.
- C. Prior to issuance of building permits, the applicant shall submit a detailed acoustical study demonstrating that all structures on the Project Site will meet applicable City interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.
 - 1. The study shall be prepared by a City-approved acoustical expert, to the satisfaction of the Planning Manager.
 - 2. The study shall document projected ultimate noise exposure for interior office, retail and residential space and shall demonstrate that design plans have incorporated adequate sound attenuation measures to achieve the applicable noise standards.
- D. Noise mitigation and proper design may include, but shall not be limited to, building orientation, double or extra-strength windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed in order to achieve the required level, means shall be provided for ventilation/cooling to provide a habitable environment.

6.11 Energy Conservation

The California Energy Code, Part 6 of Title 24, has codified many ways to reduce energy usage. It addresses lighting, building construction and heating/cooling systems. Compliance with this Code results in a reduction of energy usage for any given building or complex. Additional steps can be taken to further reduce the energy usage and reduce operating costs of a building or complex. Development within the Project Site will meet or exceed the requirements of Title 24 through measures that may include:

- A. Use of light-colored roofing materials to reflect heat and reduce cooling requirements in residential and retail buildings. Energy Star-labeled roofing materials are encouraged.
- B. Installation of Energy Star-labeled appliances (e.g., water heaters) to the greatest feasible extent. Solar, electric (efficiency rating of at least 0.92) or lower-nitrogen oxides (as defined by the Air Quality Management District) gas-fired water heaters are strongly encouraged.
- C. Participation in programs offered by or sponsored by local utilities such as:
 - 1. California Energy Star New Homes Program
 - 2. Residential Property Development Program
 - 3. California Home Energy Efficiency Rating System (CHEERS) Program
 - 4. Savings by Design Program
- D. Development of a recycling program for residential and commercial uses to recycle paper, glass, plastic and other by-products of business or residential activities.
- E. Pre-wiring for and inclusion of electric vehicle charging spaces, complete with associated charging equipment. Future load demands shall be taken into account for the prewired spaces.

6.12 Residential Unit Requirements

6.12.1 Private Storage Space

- A. Private Storage Space. Units within the Project Site developed at densities of 25 units per acre or less shall have at least two hundred (200) cubic feet of enclosed, weather-proofed and lockable storage space for the sole use of the unit owner. Units within the Project Site developed at densities over 25 units per acre shall have at least one hundred (100) cubic feet of private storage space as described above.
 - 1. Such space may be provided within individual storage lockers, cabinets or closets, and may be split among two (2) locations. Moreover, it is the intention of this standard to require space over and above that normally associated with the day-to-day functioning of the unit, such as guest, linen or clothes closets or food pantries that are customarily within the unit. Thus, while providing such private storage space within the limits of the unit is not precluded, it shall be over and above that which would otherwise be provided within the unit.

2. If such space is located within a common area within the development project site, the residential association shall be responsible for the care and maintenance of the exterior surface of the space in order to assure that the surface is maintained in a manner compatible with the architectural treatment of the development project. Regardless of the location, the precise architectural treatment of such space shall be approved by the Planning Division to ensure that such areas are safe, convenient and unobtrusive to the functional and aesthetic qualities of the development project.

7.0 DESIGN STANDARDS & GUIDELINES

This section establishes design standards and guidelines to ensure that The District at South Bay will possess an identifiable look and feel. The standards and guidelines in this Section will shape the development by providing specific design criteria for building orientation, landscaping, walls and fences, and other design elements integral to creating development projects that fit into the theme of the community. Architecture standards and guidelines are also provided to ensure that buildings within The District at South Bay are attractive, relate to one another and create a sense of place.

The pictures and illustrations contained in this section are provided to convey the general design intent of the standards and guidelines and are not intended to require the specific design style depicted. Like development standards, design standards constitute regulations, requirements and by-laws by which development must abide, and are indicated by the use of the word “shall.” Design guidelines generally use the word “should” and identify actions or outcomes that are encouraged but not mandatory.

7.1 Site Design & Landscape

7.1.1 At-Grade Commercial¹

A. Building Orientation and Site Planning

1. Building placement and orientation shall be organized to create visual interest along public rights-of-way, particularly oriented at intersection nodes, and project entryways.
2. Buildings shall be oriented so that public access or windows face public spaces.
3. Multiple buildings in a single area should be grouped and organized to demonstrate a positive functional relationship to one another. The grouping of multiple buildings should be clustered to create functional plazas and pedestrian corridors. Where clustering is impractical, a visual link should be established between buildings through the integration of an arcade system, trellis, colonnade or other such open structure. Hotels, entertainment uses, restaurants, and other similar uses that could energize public spaces shall be oriented around a public plaza.
4. Buildings with special architectural elements, such as clock towers, should be positioned on corners of significant intersections or entryways to enhance the sense of arrival and monumentation. This does not preclude landmark structures, public plazas or entry



1. Standards for At-Grade Commercial shall not be applicable to Commercial – Elevated Podium developments.

monumentation/signage at these locations.

5. Stacking lanes for drive-through food service windows shall accommodate a stacking for at least eight (8) cars and all other service windows shall accommodate stacking for at least four (4) cars.
6. Drive-through businesses shall be visually screened and shall be situated so as to not block any other drive aisle or parking space.
7. Drive-throughs shall be separated from residential properties by an intervening building or a maximum six (6) foot high wall and a ten (10) foot wide buffering landscape strip.



B. Public Spaces and Pedestrian Circulation

1. In areas other than those spaces occupied by buildings, the first nine feet surrounding all public (non-service) sides of the buildings, parking, service drives or other surface circulation should be used as plaza areas with amenities such as enhanced landscape/ hardscape, outdoor seating areas, trellises, ornamental trees, benches, planters, open space, water features, public art, and pedestrian-accessible spaces.
2. Public plazas shall be located near building entrances or areas of high pedestrian traffic to ensure their use and highest functionality. Buildings clustered together should coordinate their public plaza space with one another to provide larger plaza spaces that are centrally located and serve multiple uses.
3. Public plazas shall be oriented to maximize the visual and physical link from public right-of-ways and pedestrian corridors.
4. Public plazas should be either contiguous or connected via landscaped pedestrian walkways.



5. Pedestrian circulation shall be located primarily along internal roadways and building frontages to provide safe pedestrian crossing and access through the commercial area. The space between the sides of buildings should incorporate seating areas and enhanced pedestrian connections where appropriate.
6. Pedestrian connections through the parking fields to Street B should provide landscaping and amenities to create visual interest, pedestrian access and rest breaks over longer distances of pavement. A minimum four (4) foot wide sidewalk with four (4) feet of landscaping (either on one side or in total on both sides) should be provided through these pedestrian connections. This standard shall not apply to Commercial – Elevated Podium.
7. Pedestrian circulation should be enhanced with landscape/hardscape treatments to provide a pedestrian-friendly shopping environment.
8. Bike racks shall be provided at convenient locations throughout the Project Site.

C. Parking Lots

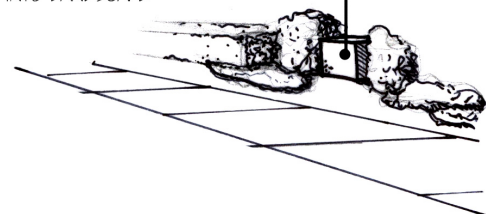
1. Parking lot entryways and primary intersection nodes should be treated with special landscape elements, such as special paving, graphic signage, specialty lighting, ornamental trees, or flowering plants, that will provide an identity to the project.
2. No more than 10 percent of the required parking should be in the rear service area of a development project, with the exception of the Entertainment Area.
3. Parking structures shall be screened and shall include architectural detailing, façade treatment, artwork, landscaping, or similar visual features to enhance the street façade.

D. Landscape

1. Landscape treatments shall be used to enhance intersection nodes, public rights-of-way, building fronts, pedestrian corridors, and public plazas.
2. All areas not utilized for parking, buildings, plazas or access/circulation should be landscaped to the back of curb.
3. Landscape treatments should be used to screen the visual impacts of parking areas, sides of buildings and service, trash and utility areas.
4. Landscaped areas should be irrigated with permanent automatic irrigation systems.



UTILITY BOX SHOULD BE INTEGRATED INTO LANDSCAPE



E. Walls and Fences

1. Walls and fences shall be utilized when necessary to minimize the visual impacts of commercial development along the perimeter of the Project Site visible from residential areas or public streets.
2. Solid walls shall be screened with ornamental trees and plant material at a minimum of three (3) feet in height in areas visible from residential areas or public streets.
3. A landscape treatment should be applied to spaces between a wall or fence and the adjacent sidewalk.
4. Design of all walls and fencing shall be consistent in terms of material, color and detail with the architecture of the development project.
5. The application of materials, colors, textures and alignment in the design of walls shall be used to relieve visual monotony. Pilasters should be placed at wall terminus points and as determined to be necessary for improved aesthetics.

F. Service, Trash and Utility Areas

1. All trash enclosures should be screened with landscape treatment if located adjacent to or within a landscaped area. Potted plants may be used in landfill areas.
2. Exterior on-site utilities, including sewer, gas, water, electric, telephone, and communications equipment should be installed underground, where feasible. Transformers and other utility equipment that must be above ground should be screened and incorporated into the landscape wherever possible.



3. Trash enclosures shall be located on a four-inch concrete pad screened by a six-foot-high decorative concrete block wall that is compatible with the architectural design of the main building. When adjacent to multistory buildings, said enclosure shall incorporate an opaque decorative gate, a screened pedestrian access door and decorative beams or other roofing material to provide visual screening from said multistory buildings. Trash enclosure design is to be approved by the Planning Manager prior to issuance of any building permit(s).

7.1.2 Commercial – Elevated Podium

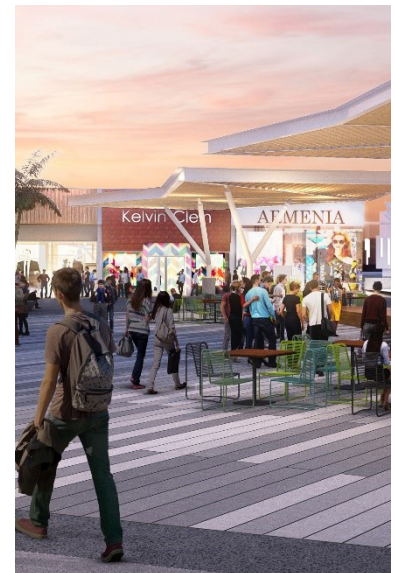
A. Building Orientation and Site Planning

1. Building placement and orientation shall be organized to create visual interest along the 405 Freeway frontage and Street A.
2. Buildings may be oriented inward (i.e., away from the freeway).
3. Single or multiple buildings on an elevated podium should be organized to demonstrate a relationship to one another, joined by wide (30'-40') open concourses, plaza/event area(s) and open "Canyons".
4. Buildings should be positioned such that building site entryways enhance the sense of arrival and project monumentation.
5. The ground level of buildings shall provide visual and functional interest for the pedestrian vertical circulation from covered parking areas and building corner(s) facing the Street A. Parking under the podium should be open garage without mechanical ventilation. Views from Street A to head in parking stalls under the podium shall be screened by low walls, low screens, plant materials, or any combinations thereof. Exit stairs leading from or to the elevated podium level may be open or enclosed.



B. Public Spaces and Pedestrian Circulation

1. Primary pedestrian circulation shall be provided along Street A with pedestrian circulation extended, where feasible, to locations of pedestrian vertical circulation up to elevated podium. Locations of pedestrian vertical circulation should be used as small plaza areas with amenities such as enhanced landscape/hardscape, outdoor seating areas, benches, planters, and open space.
2. Main public plaza(s) shall be located on elevated podium to ensure their use, ensure their highest functionality and to ensure multiple uses can be served.
3. Main public plaza(s) should be connected via enhanced open mall pedestrian concourse(s) that provide a pedestrian-friendly shopping experience.
4. Pedestrian connections from the parking below the elevated podium to be provided by circulation down drive aisles between parking stalls with



signage and way finding graphics provided. Drive aisles lead pedestrians to “Canyons” that are open to elevated podium above with landscape plazas and amenities to create visual interest at the Canyons that provide a pedestrian-friendly shopping experience.

5. Pedestrian circulation on the elevated podium should be located along internal, open, wide (30’–40’) concourses to provide safe pedestrian access.
6. Bike racks should be provided at convenient location(s) on ground level. No bike racks on elevated podium level.

C. Parking Lots and Parking Below Elevated Podium

1. Parking lot entryways should be treated with special landscape elements, graphic signage, and specialty lighting, that will provide an identity to the project.
2. Parking area below elevated podium should be 50% open to satisfy open parking code requirement with head-in facing parking stalls that face Street A to be screened with landscape material and/or site walls (up to 50% open) to a height of 3’ to screen vehicle lights.

D. Landscape

1. Landscape treatments shall be used to enhance locations of pedestrian vertical circulation up to elevated podium.
2. All areas not utilized for parking, building, plazas or access/circulation should be landscaped to the back of curb.
3. Landscape treatments should be used to screen the visual impacts of parking areas, and service, trash and utility areas.
4. Landscape areas should be irrigated with permanent automatic irrigation systems to current drought tolerant codes and regulations.

E. Walls and Fences

1. A View Fence or Landscape Barrier along the 405 freeway frontage should be utilized where necessary to minimize the visual impacts of service areas below the elevated podium visible from the 405 freeway.
2. Design of all walls, fencing, and landscape shall be consistent in terms of material, color



and detail with the architecture of the development project.

F. Service, Trash, and Utility Areas

1. All trash compactors and service bay truck loading docks fronting on public streets should be screened. Service bay maneuvering areas may remain unscreened.
2. Exterior on-site utilities, including sewer, gas, water, electric, telephone, and communications equipment should be installed underground, where feasible. Transformers and other utility equipment that must be above ground should be screened and incorporated into the landscape wherever possible.
3. Trash enclosure and service yard design is to be approved by the Planning Manager prior to issuance of any building permit(s).

7.1.3 Residential**A. Building Orientation and Site Planning**

1. Residential buildings shall emphasize pedestrian access and connections to public sidewalks, paths, recreational facilities and enhanced edges.
2. Structures should be configured and oriented to afford a sense of individuality and privacy and to create small-scale public spaces.
3. Where possible, the housing should be oriented to streets and pedestrian walkways.
4. Windows of interior living spaces should overlook streets and public spaces.
5. Front doors and entrances to buildings shall be clearly defined and articulated and shall be easily recognizable from pedestrian and vehicular vantage points.
6. Residential units shall be designed to ensure the security of residents through the provision of secure entrances and exits that are separate from non-residential uses and are directly accessible to parking areas. Non-residential and residential uses shall not have common entrance hallways or common balconies. These separations shall be shown on the development plan and shall be permanently maintained.

**B. Public Spaces and Pedestrian Circulation**

1. Recreational facilities shall be conveniently and centrally located for the majority of units.
2. Entrances and exits (both auto and pedestrian) for residential projects should be integrated with the entries of adjacent commercial sites so that internal access opportunities between uses are maximized.
3. Residential uses shall have one off-street loading space or moving plaza for every 150 units.
4. Loading spaces or moving plazas shall be located near the entries and/or elevators.
5. Loading spaces or moving plazas shall be incorporated into the design of vehicular access areas.
6. Decorative paving, removable bollards and potted plants are permitted and encouraged to enhance loading spaces and moving plazas.
7. Loading spaces and moving plazas may be located on a local or connector street with the approval of the Traffic Engineer. The adjacent parkway and setback landscape treatment shall be designed to allow for loading and unloading.

C. Parking

1. The size and placement of garages should be varied, although garage “rows” in service areas hidden from view are acceptable. Garages shall not dominate the street scene.
2. Parking structures shall be screened and shall include architectural detailing, façade treatment, artwork, landscaping, or similar visual features to enhance the street façade.

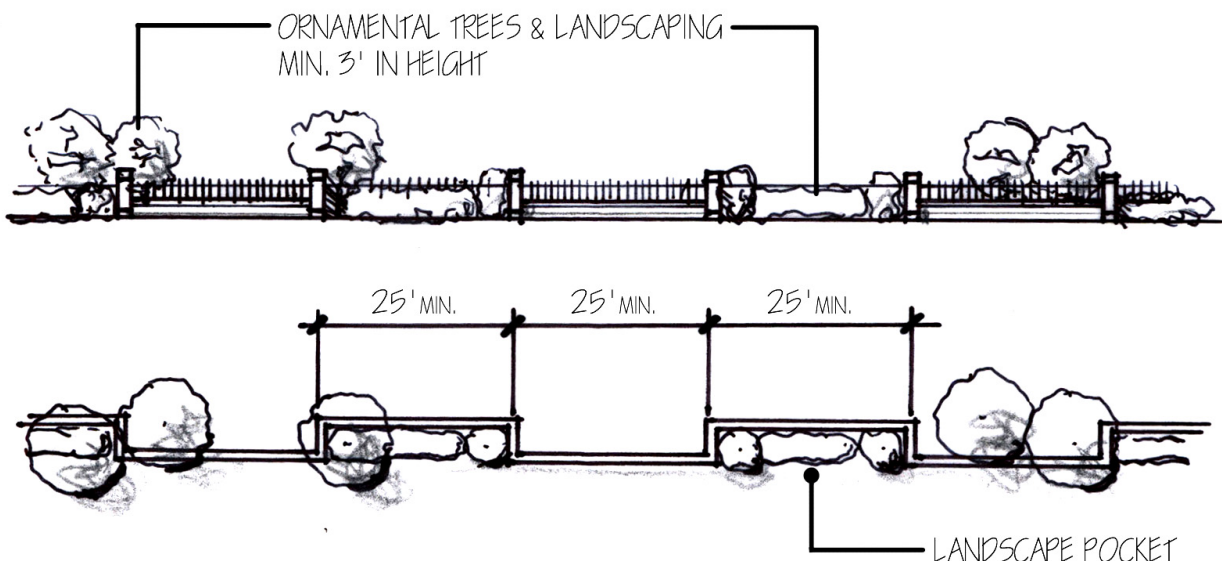
D. Landscaping

1. Landscape treatments shall be used to enhance intersection nodes, public right-of-ways, building fronts and pedestrian corridors.
2. Landscaping around the entire foundation base of buildings should be provided to enhance the area between the parking areas, walkways and the structures.



E. Walls and Fences

1. A combination of solid and transparent barriers should be used to separate the residential component of The District at South Bay from Del Amo Boulevard and Main Street. Fencing should vary in setback, providing landscape recesses and flat expanses of wall no longer than 25 feet in length.
2. View fences shall include landscape sufficient to screen views of private yards from adjacent properties and public rights-of-way



3. A maximum six-foot wall or fence may be incorporated for ground-floor screening of private outdoor space of residences. Other barrier alternatives such as a landscape screen may be used if noise is not a major consideration.
4. A landscape treatment shall be applied to spaces between a wall or fence and the adjacent sidewalk.
5. Design of all walls and fencing shall be consistent in terms of material, color and detail with the architecture of the project.



F. Service Areas and Trash Enclosures

1. Service, maintenance, storage, and trash areas shall be located in discreet places to the extent feasible while still allowing convenient access for each tenant, and screened with landscaping from adjacent public right-of-ways, public plazas, pedestrian corridors and building fronts.
2. Exterior on-site utilities, including sewer, gas, water, electric, telephone and communications equipment should be installed underground, where feasible. Transformers and other utility equipment that must be above ground should be screened and incorporated into the landscape wherever possible.
3. Trash enclosures shall be located on a four inch concrete pad screened by a six foot high decorative concrete block wall that is compatible with the architectural design of the main building. When adjacent to multi-story buildings, said enclosure shall incorporate an opaque decorative gate, a screened pedestrian access door and decorative beams or other roofing material to provide visual screening from said multi-story buildings. Trash enclosure design is to be approved by the Planning Manager prior to issuance of any building permit(s).

7.1.4 Mixed-Use

The design standards and guidelines described above for individual commercial and residential uses shall also apply to horizontally and vertically mixed-uses. Additional standards and guidelines for mixed-uses are provided below.

A. Building Orientation and Site Planning

1. The ground level of buildings shall provide visual and functional interest for the pedestrian and motorist through extensive window space, pedestrian-scale signs, sitting areas, varied entrances and architectural detailing.



2. The residential units shall be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the non-residential uses and are directly accessible to parking areas. Non-residential and residential uses shall not have common entrance hallways or common balconies. These separations shall be shown on the development plan and the separations shall be permanently maintained.



B. Public Plazas and Pedestrian Circulation

1. Pedestrian access from residential parking areas to commercial areas is encouraged through the use of restricted access pedestrian gates to facilitate access for residents to adjacent commercial services.

C. Parking

1. In vertically mixed uses, parking spaces designated for non-residential and residential uses shall be marked by the use of posting, pavement markings or physical separation.

7.2 Architecture

7.2.1 At-Grade Commercial¹

A. Building Massing, Scale and Form

1. Buildings and structures shall be designed at a human scale that is inviting and attractive. The scale of buildings shall relate to adjacent public plazas, pedestrian corridors and other surrounding buildings and shall comply with the heights specified in Table 6.2-2. As noted in Table 6.2-2, heights for secondary and major features may be increased per the Table where it can be demonstrated that such deviation enhances the visual attractiveness of the immediate public space, and is appropriate in scale to the surrounding buildings and outdoor pedestrian space



¹ Standards for At-Grade Commercial shall not be applicable to Commercial – Elevated Podium developments.

2. Building facades and footprints shall be articulated to reduce the large scale and often uniform, impersonal appearance of many large retail buildings and to provide visual interest. Building facades shall vary in height or vary the planes of exterior walls in depth and direction. There shall be no long flat expanses of walls that exceed 50 feet (150 feet for buildings larger than 50,000 square feet) without incorporating at least two of the following: color change, material change, texture change, a minimum of 10% of plane surface projections of recesses, trellises, balconies or windows.
3. Articulated facades should be integrated on all sides of the building visible to the interior of the site or to uses or roadways off-site. The intent is to continue attractive surface detailing which strengthens community design themes and the character and quality of the development.
4. Ground floor facades that face public right-of-ways should integrate arcades, display windows, entry areas, awnings, or other pedestrian-friendly design elements.
5. Building heights shall relate to the adjacent non-building area to address sunlight penetration, ventilation, protection from prevailing winds, public view enhancement, and view preservation.
6. The presence of smaller retail stores gives a commercial center a “friendlier” appearance by creating variety, breaking up large expanses and expanding the range of activities. Windows and window displays of such stores should be used to contribute visual interest of exterior facades.
7. Larger buildings may employ a multiple-unit facade to give the appearance of many smaller stores, similar to that of a downtown.



B. Style and Design Details

1. Wall treatments shall contain panelized accents in place of faux windows.
2. Both regular and irregular fenestration should be used to add visual interest.
3. Attention to detail and design shall be placed on the Entertainment Area more than any other commercial type use. Dynamic, playful storefronts with extensive use of planter walls and seating, enhanced trellises with flowering vines, accent or festive lighting, integration of focal objects such as water, murals, sculpture, or topiary, should be used to enhance the quality of this environment.
4. Storefronts shall integrate awnings, bays, openings and entryways to express individuality.



C. Material and Color

1. Buildings and structures within the development shall be aesthetically pleasing and compatible with materials and colors used in adjoining buildings to enhance the overall theme and identity.
2. Facades shall utilize low reflecting, subtle, neutral or earth tone colors, with the exception of the Entertainment Area where a more vibrant use of color is encouraged in combination with the earth tones. The use of high-intensity colors, metallic colors, black or fluorescent colors is prohibited.

7.2.2 Commercial - Elevated Podium

A. Building Massing, Scale, and Form

1. The scale of Elevated Podium Building(s) shall relate to the adjacent 405 freeway. This opportunity shall be maximized by creating a freeway exposure with an iconic presence to be experienced while passing at interstate speeds. Raised podium buildings shall comply with the height limitations specified in Table 6.2-2.
2. Outward facing building facades shall be contemporary in massing, style and materials, and shall be articulated to provide visual interest. Building facades should vary in height as the development site slopes. It is anticipated that the height of the elevated podium slab will be approximately 13 feet to 20 feet above sloped finish grade. Building heights are anticipated to be 24 feet to 30 feet above the height of the podium (above the on-grade parking) and total building height is anticipated to be 50 feet above grade; however, architectural features and/or signage may extend above the height of building walls. Heights of 85 feet are allowed for construction of a second level above the podium.
3. The building mass should be broken up into large blocks with the use of slices, or “Canyons”, between large blocks. The podium slab shall be “sliced” to create Canyons connecting arrivals and parking with the prime shopping experience. The at-grade Canyons should reduce the scale of the parking fields by dividing the parking into areas with short walking distances to vertical transportation up to the elevated podium. Each of the Canyons should be landscaped in a manner that orients the customer upon arrival and draws the customer towards the vertical circulation serving the elevated podium level. Above the podium, the Canyons are anticipated to “slice” through the retail blocks to create multiple corner tenant spaces, break up the long elevation, and offer views into the interior. 1. Tenant signage and the large format project signs are to be integrated into the layered building façade to provide scale, texture, sculptural relief and illumination and



to ornament the buildings.

4. Building design shall relate to and address sunlight penetration, ventilation, protection from prevailing winds, public view enhancement of the elevated podium level and parking areas under the podium.
5. Large wall graphic and wall mural expressions may be used to complement the design. If used, they would be considered an integrated identity graphic or architectural feature, and would not be considered as signage.
6. There shall be an appropriately scaled plaza space on the elevated podium that allows for a variety of programmed events as well as informal gatherings.

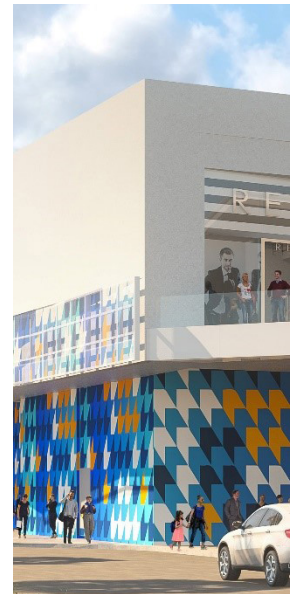


B. Style and Design Details

1. Outward facing wall treatments may contain EIFS systems or equivalent materials. Inward facing wall treatments may contain plaster and EIFS systems augmented by tenant storefront materials and branding.
2. Both regular and irregular fenestration can be used at selected areas to add visual interest.
3. Attention to detail and design shall be placed on the open-air pedestrian spaces at the retail level with a rich variety of tenant expression. The width of the pedestrian walkways should vary along the route with subtle shifts in plan to create a dynamic spatial experience. Shaded amenities such as seating and landscaping, and packaging stations should be used throughout the retail level. An integrally colored concrete paving pattern with a variety of colors and finishes to provide a pedestrian scale should be used at the retail concourse walkway.
4. Tenant storefronts shall be allowed to express individuality and to be designed to individual tenant criteria established by the developer.

C. Material and Color

1. Buildings and structures shall be aesthetically pleasing.



7.2.3 Residential

A. Massing, Scale and Form

1. Building facades and footprints shall be articulated to vary the streetscape and provide visual interest. Building facades shall vary in height or vary the planes of exterior walls in depth and direction to break up the box-like mass and scale of buildings.
2. Rooflines shall employ varied articulation on vertical and horizontal planes for visual relief to the tops of buildings. Other elements such as towers and piers may also be used to break up the horizontal massing.
3. There shall be no long flat expanses of walls that exceed 75 feet without incorporating at least two of the following: color change, material change, texture change, plane projections of recesses, trellises, balconies or windows.
4. The architecture facing a pedestrian area shall exhibit a human scale of detail, such as awnings, moldings, pilasters and other architectural details.
5. Stairs, balconies, porches and patios shall be integrated into the overall building design.
6. Upper stories should be set back to diminish building mass consistent with the specific architectural style.



B. Style and Design Details

1. Building architecture shall vary and yet be of a consistent design theme. Avoid diverse elements of different styles.
2. Carports and garages shall be designed as an integral part of the architecture of the development. They shall be the same in materials, color and detail to the principal buildings of the development.
3. Exterior elevations shall receive architectural treatments, with an emphasis on the front façades.
4. Each unit should be designed to be individually recognizable through the use of balconies, setbacks, projections and patterns of windows and doors.

5. Architectural elements and accessories shall be provided on the building mass, which may include arcades, balconies, towers and decorative lighting. Details such as lower wainscoting or built-up/recessed features can add interest to the building elevations.
6. Individual television and radio antennae shall be prohibited outside any unit. The applicant shall provide either central antennae with connections to each unit via underground or internal wall wiring, or each unit shall be served by a cable antenna service provided by a company licensed to provide such service within the City. Any satellite dishes shall be screened from public view.

C. Materials and Color

1. Buildings and structures within the development shall be aesthetically pleasing and compatible with materials and colors used in adjoining buildings to enhance the overall theme and identity. A variation in colors, materials and textures is encouraged however, unusual colors and patterns should be avoided.
2. Coordinate color and finishes on building exteriors of all elevations of a building to provide continuity of design.
3. Compatible colors should be blended in a single façade or composition to add character and variety.
4. Building façades shall be constructed of durable, high-quality building materials exhibiting rich texture and conveying a sense of permanence. Materials may include manufactured or natural brick, stone, precast concrete decorative block and stucco.
5. Exterior materials of metals or unfinished concrete block shall not be permitted.

7.2.4 Mixed-Use

The design standards and guidelines described above for individual commercial and residential uses shall also apply to horizontally and vertically mixed-uses.

8.0 IMPLEMENTATION

8.1 Review and Approval Process

Approval of development within The District at South Bay Specific Plan shall be subject to the review authority and review process set forth in this Section. Chapter 1 of Article IX of the Carson Municipal Code (CMC) shall apply to matters not covered in this Specific Plan. If there is any conflict between the provisions of this Specific Plan and Chapter 1 of Article IX of the CMC, the provisions of this Specific Plan shall control. Unless otherwise set forth below, to be valid any appeal must be filed with the City Clerk within fifteen (15) days of the decision upon which the appeal is made. All decisions shall automatically become final unless a valid appeal is timely received.

8.1.1 Subdivisions

Unless specifically provided for in The District at South Bay 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 Project Site.

8.1.2 Residential Condominiums

The regulations set forth in Chapter 3 of Article IX of the CMC, entitled “Standards and Criteria for Residential Condominiums,” shall not apply to residential condominiums within The District at South Bay Specific Plan.

8.1.3 Review Authority

This Specific Plan shall be administered by the City Council, the Planning Commission, and the Planning Manager (each a Review Authority). The authority of each Review Authority with respect to each discretionary action described in this Section 8.1 shall be as set forth in Table 8.1.

8.1.4 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.

Table 8.1			
Decision and Appeal Authority			
Type of Permit	Decision and Appeal Authority		
	Planning Manager	Planning Commission	City Council
Specific Plan Amendment	Recommend	Recommend	Decision
Specific Plan Modification	Decision	Appeal	Appeal
Specific Plan Interpretation	Decision	Appeal	Appeal
Administrative Permit	Decision or Referral to Planning Commission	Appeal on Decision or Decision	Appeal of Commission Decision based on Referral from Planning Manager
Site Plan and Design Review ¹	Decision or Referral to Planning Commission	Appeal on Decision or Decision	Appeal of Commission Decision based on Referral from Planning Manager
Conditional Use Permit	Recommend	Decision	Appeal
Special Event Permit (Required for Outdoor Temporary Uses Only)	Decision	Appeal	N/A
1 Except when processed in conjunction with a Specific Plan Amendment, in which event the Planning Commission shall make a recommendation to the City Council and the City Council shall be the "Decision" Review Authority.			

8.1.5 Modifications to the Specific Plan Not Requiring Specific Plan Amendment (“Modifications”)

- A. Purpose and Intent: The modification process is established to allow a limited scope of flexibility in the development and design standards of this Specific Plan in circumstances where special physical conditions or strict enforcement would be physically impractical and/or impede achieving the desired Specific Plan goal outcome. This process may occur only where the applicant has filed an application for a Modification to a standard specified in this Section. The application may be filed as a stand-alone request or as part of another discretionary application. A request for a Modification shall not require a public hearing and may be approved, conditionally approved, or denied as deemed necessary to assure compliance with the objectives of the Specific Plan, and to protect public health, safety and welfare as deemed necessary to protect the public’s health, safety and welfare, and to assure compliance with the objectives of the Specific Plan, or denied. The following are permitted to be made as modifications and do not require an amendment to the Specific Plan.

- B. Findings: The Review Authority shall approve a modification if it makes the following findings:
 - 1. The modification is consistent with the goals and policies of the Specific Plan and the General Plan.
 - 2. The modification is not detrimental to the public health, safety or welfare.
 - 3. The modification does not create a nuisance or hazard.
 - 4. The modification does not have a significant impact on adjoining properties or

the immediate neighbors of the property affected by the application.

C. Authority: The Review Authority is authorized to approve deviations to the Specific Plan to allow the following:

1. A decrease in setback requirements not exceeding ten percent.
2. Walls or fences to exceed the height limit by a maximum of one foot.
3. Expansion or reduction of the net acreage covered by a given Planning Area within the Specific Plan by a maximum of 10 percent (and accompanying expansion or reduction of the net acreage covered by a given Land Use Category).
4. A decrease of not more than 10 percent in landscape coverage in parking lot areas.
5. An increase in sign area and/or number of signs of not more than 10 percent.
6. A decrease in parking requirements of not more than 10 percent, subject to approval by the Planning Manager of a parking demand study.
7. Modifications to the design standards and guidelines set forth in Section 7.0 of this Specific Plan that are in keeping with the intent of this Specific Plan.
8. Minor changes to landscape materials, wall materials, wall alignment, entry design and streetscape design which are substantially consistent with the intent of the design guidelines contained in the Specific Plan.
9. Modifications of a similar nature to those listed above, which are deemed minor by the Review Authority, and which are substantially consistent with the intent of the Specific Plan.

Notwithstanding the foregoing, it is recognized that the Project Illustrative shown in Figure 4.0a, the internal streetscape and vehicular and pedestrian circulation concepts (Figures 5.1a through 5.1n), the infrastructure concept plans (Figures 5.3a through 5.3c), the landscape theme areas (Figure 6.4a), the conceptual landscape for corridor roads (Figure 6.4b through 6.4f), conceptual walls and fences diagram (Figure 6.5a), conceptual sign locations (Figures 6.6a) and site lighting (Figures 6.7a-6.7g) diagrams are conceptual only and other solutions, locations and/or concepts may be proposed and reviewed during the Site Plan and Design Review without requiring a Modification of Specific Plan amendment.

8.1.6 Specific Plan Interpretation

In cases of uncertainty or ambiguity as to the meaning or intent of any provision of this Specific Plan or its application to the Project Site, upon application by the property owner or applicant owning, leasing or licensing property within the Project Site to whom such provision may be applicable, the Planning Manager shall prepare a written interpretation which shall be generally applicable to all future situations of the same type. The interpretation shall be based upon and consistent with the intent of this Specific

Plan. The written interpretation shall be transmitted to the property owners and any pending applicant of property within The District at South Bay Specific Plan area. Any such person, or other person authorized by CMC to file an appeal may appeal the interpretation to the Planning Commission and then to the City Council in accordance with CMC section 9173.4, except an appeal must be filed within 10 days of the date of the Planning Manager's notice or the Commission's action, and each appellate body shall have 30 days from the filing of the appeal to make a decision.

8.1.7 Administrative Permits

Administrative Permits are required to approve those uses specifically identified in Table 6.1 - Use Regulations. These uses require special consideration to ensure that they can be designed, located, and operated in a manner that will not interfere with the use and enjoyment of surrounding properties.

- A. **Decisions on Administrative Permits**
All Administrative Permit applications shall be decided by the Planning Manager unless referred by the Planning Manager to the Planning Commission as noted below.
Appeals of an Administrative Permit shall be processed in accordance with the Carson Municipal Code, Section 9173.4.
- B. **Referral to Planning Commission**
The Planning Manager may refer any Administrative Permit application for a public hearing before the Planning Commission that the Planning Manager determines to have special neighborhood or community significance.

8.1.8 Site Plan and Design Review

- A. **Applicability**
Site Plan and Design Review is required for all projects for which a building permit is required that involves new construction, new development, exterior alterations or exterior installations for an existing building; the erection, replacement, or alteration of signage not in conformance with an approved comprehensive sign program, and landscaping associated with such construction and alterations. For all matters for which Site Plan and Design Review is required, a Development Plan, as defined in section 9191.184 of the CMC, shall be submitted to the Planning Division.
- B. **Authority**
The Planning Manager shall review each application for Site Plan and Design Review and take action or refer the application to the Planning Commission for action at his or her discretion. No public hearing shall be required in connection with Site Plan and Design Review for the Planning Manager decision. If the proposed development complies with all applicable requirements and standards of this Section and other laws and regulations, and the approving authority finds that the criteria of Section 8.1.8.C are adequately met, or can be met if specified conditions are observed, the Development Plan shall be approved, subject to such specified conditions. If the approving authority finds that the proposal cannot meet and cannot be modified to meet the requirements of this Section and the above criteria, the Development Plan shall be disapproved. In all cases, findings shall be made concerning the grounds for approval or disapproval. Notice of the decision by the Commission or Director, as the case may be, shall be given as provided in CMC 9173.32.

C. Required Findings

In acting to approve or conditionally approve an application for Site Plan and Design Review, the Review Authority shall make the following findings:

1. That the development plan complies with all applicable Specific Plan development standards set forth in Tables 6.1 and 6.2.1 of this Specific Plan and is in substantial conformity with the applicable landscape, lighting and signage provisions set forth in Section 6.0 of this Specific Plan;
2. That the development plan substantially complies with all applicable Specific Plan design standards and guidelines set forth in Section 7.0 of this Specific Plan;
3. That the development plan substantially complies with the intent of the Specific Plan; and
4. That the development plan implements applicable goals and policies of the Specific Plan and City of Carson General Plan.

D. Effective Date and Appeal

The decision of the Planning Manager or Planning Commission, as the case may be, shall become effective and final fifteen (15) days after the date of the decision unless an appeal is filed in accordance with CMC 9173.4. An appeal from a decision of the Planning Manager shall be considered by the Commission, and an appeal from a decision of the Commission shall be considered by the Council as provided in CMC 9173.4.

E. Site Plan and Design Review in Conjunction with Specific Plan Amendment

Notwithstanding any other provision of this Specific Plan or the City of Carson Municipal Code, any Site Plan and Design Review application on file at the City being processed in conjunction with an amendment to this Specific Plan shall be processed in the manner established for processing of an amendment of the Specific Plan and the “Decision” Review Authority shall be the City Council after Planning Commission recommendation.

8.1.9 Conditional Use Permits

Applications for uses set forth in Table 6.1 of this Specific Plan that require approval of a conditional use permit shall be processed in accordance with the provisions of section 9172.21 of the CMC.

8.1.10 Other Considerations

- A. An Internal Circulation Report shall be submitted to the Traffic Engineer. This report shall be approved before any building permits can be issued. The internal roadways, drive aisles, sidewalks, pedestrian and bike paths shall be constructed pursuant to the approved Internal Circulation Report.
- B. All on-site intersection spacing and access openings shall be subject to approval by the City of Carson Traffic Engineer.

- C. Prior to approval of any grading or building permit, a construction truck traffic routing plan shall be submitted to the City of Carson Traffic Engineer for approval. The truck traffic routing plan shall emphasize routes that would avoid residential areas.
- D. The applicant shall submit two sets of landscaping and irrigation plans, drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Planning Manager prior to the issuance of any building permit. Wall and fence plans must be submitted but need not be prepared by a landscape architect.
- E. The applicant shall submit two sets of lighting plans drawn, stamped, and signed by a licensed lighting consultant. Such plans are to be approved by the Planning Manager prior to the issuance of any building permit.
- F. A Public Safety Plan which addresses on-site security and staffing for the on-site security office will be submitted for approval by the City and the Los Angeles County Sheriff's Department prior to the issuance of any building permit for vertical construction.
- G. Issuance of grading or building permits for Planning Areas 1, 2 and 3 is contingent upon a finding that the issuance of said permits is not in conflict with the requirements established by DTSC.
- H. Prior to issuance of building permits for residential units, unless determined by the Planning Manager, the applicant shall submit a detailed acoustical study demonstrating that all project structures will meet applicable City interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.

8.2 Financing

The District at South Bay is comprised of: a remediation and infrastructure project financed through a combination of public and private funds, and a series of private development projects financed by applicants. Public financing mechanisms could include, but are not limited to, community facilities districts, developer-constructed facilities in lieu of fee payment, and state and federal funding that may become available.

8.3 Phasing

Construction in Planning Areas 1, 2 and 3 is anticipated to begin in February of 2018 and be completed by the end of 2023. The District at South Bay will be developed in coordination with implementation of the approved RAP for the landfill site approved by and subject to the oversight of the DTSC. The principal phases of construction include implementation of the RAP, on-site and off-site infrastructure construction and vertical construction. While these construction phases are identified, it is anticipated that there would be some overlapping of activities since the current design is for the piles that support the buildings to be integrated with the Cap. As construction of the building support piles is tied to user demand, this phase of construction could proceed in multiple phases. Consequently, the buildings above the support piles may also be developed and occupied in multiple phases. In addition, construction on DD3, which is not on the landfill site and therefore is not subject to DTSC oversight, is anticipated to begin in 2018.

**APPENDIX A
PLANT PALETTE**

APPENDICES

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Table A-1 Plant Palette		
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
TREES		
<i>Acacia baileyana</i>	Bailey Acacia	AL
<i>Acacia dealbata</i>	Silver Wattle	AL
<i>Acacia decurrens</i>	Green Wattle	AL
<i>Acacia farnesiana</i>	Sweet Acacia	L
<i>Acacia longifolia</i>	Sydney Golden Wattle	AL
<i>Acacia melanoxylon</i>	Blackwood Acacia	AL
<i>Acacia pendula</i>	Weeping Myall	L
<i>Acacia retinodes</i>	Water Wattle	L
<i>Acacia saligna</i>	Willow Acacia	L
<i>Acacia smallii</i>	NCN	L
<i>Aesculus californica</i>	California Buckeye	AL
<i>Agonis flexuosa</i>	Peppermint Tree	M
<i>Albizia julibrissin</i>	Silk Tree	L
<i>Angophora costata</i>	Gum Myrtle	L
<i>Arbutus menziesii</i>	Madrone	L
<i>Arbutus unedo</i>	Strawberry Tree	L
<i>Brachychiton populneus</i>	Kurrajong Bottle Tree	L
<i>Broussonetia papyrifera</i>	Paper Mulberry	L
<i>Callistemon citrinus</i>	Lemon Bottlebrush	L
<i>Callistemon viminalis</i> & cvs	Weeping Bottlebrush	L
<i>Calocedrus decurrens</i>	Incense Cedar	M
<i>Casuarina cunninghamiana</i>	River She-oak	L
<i>Casuarina equisetifolia</i>	Horsetail Tree	AL
<i>Casuarina stricta</i>	Drooping She-oak	AL
<i>Ceanothus arboreus</i>	Feltleaf Ceanothus	L
<i>Ceanothus</i> 'Ray Hartman'	NCN	AL
<i>Ceanothus thrysiflorus</i>	Blue Blossom	AL
<i>Cedrus atlantica</i> & cvs	Atlas Cedar	M
<i>Cedrus deodara</i> & cvs	Deodar Cedar	M
<i>Ceratonia siliqua</i>	Carob Tree	AL
<i>Cercidium microphyllum</i>	Foothill Palo Verde	<u>L</u>
<i>Cercis canadensis</i> & cvs	Eastern Redbud	M
<i>Cercis occidentalis</i>	Western Redbud	L
<i>Chilopsis linearis</i>	Desert Willow	L
<i>Chitalpa tashkentensis</i>	Chitalpa	L
<i>Cordyline australis</i>	Giant Dracaena	L

**Table A-1
Plant Palette**

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
<i>Cupressus arizonica</i>	Arizona Cypress	L
<i>Cupressus forbesii</i>	Tecate Cypress	L
<i>Cupressus glabra</i>	Smooth Arizona Cypress	L
<i>Cupressus macrocarpa</i>	Monterey Cypress	L
<i>Cupressus sempervirens</i>	Italian Cypress	L
<i>Dodonaea viscosa</i>	Hopseed Bush	LM
<i>Dracaena draco</i>	Dragon Tree	L
<i>Erythrina caffra</i>	Kaffirboom Coral Tree	M
<i>Feijoa sellowiana</i>	Pineapple Guava	L
<i>Ficus carica</i> & cvs	Common Fig	LM
<i>Geijera parviflora</i>	Australian Willow	L
<i>Grevillea robusta</i>	Silky Oak	L
<i>Jacaranda mimosifolia</i>	Jacaranda	M
<i>Juglans californica</i>	S. Calif.Black Walnut	AL
<i>Juniperus chinensis</i> 'Torulosa'	Hollywood Juniper	L
<i>Juniperus virginiana</i>	Eastern Redcedar	LM
<i>Lagerstroemia indica</i> & cvs	Crape Myrtle	L
<i>Laurus nobilis</i>	Sweet Bay	L
<i>Leptospermum laevigatum</i>	Australian Tea Tree	AL
<i>Leptospermum scoparium</i>	New Zealand Tea Tree	LM
<i>Lyonothamnus floribundus</i> & var.	Catalina Ironwood	AL
<i>Melaleuca armillaris</i>	Drooping Melaleuca	L
<i>Melaleuca linariifolia</i>	Flaxleaf Paperbark	L
<i>Melaleuca quinquenervia</i>	Cajeput Tree	L
<i>Melia azedarach</i> & cv	Chinaberry	AL
<i>Metrosideros excelsus</i>	New Zealand Christmas Tree	LM
<i>Olea europaea</i> 'Wilsonii'	Wilson Olive	L
<i>Pinus canariensis</i>	Canary Island Pine	L
<i>Pinus coulteri</i>	Coulter Pine	L
<i>Pinus eldarica</i>	Afghan Pine	L
<i>Pinus halepensis</i>	Aleppo Pine	AL
<i>Pinus pinea</i>	Italian Stone Pine	L
<i>Pinus radiata</i>	Monterey Pine	AL
<i>Pinus sabiniana</i>	Digger Pine	L
<i>Pinus torreyana</i>	Torrey Pine	AL
<i>Pittosporum phylliraeoides</i>	Willow Pittosporum	L
<i>Platanus racemosa</i>	Western Sycamore	M

**Table A-1
Plant Palette**

AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
<i>Prunus caroliniana</i>	Carolina Laurel Cherry	L
<i>Prunus lyonii</i>	Catalina Cherry	AL
<i>Punica granatum</i> & cvs	Pomegranate	L
<i>Quercus agrifolia</i>	Coast Live Oak	AL
<i>Quercus douglasii</i>	Blue Oak	AL
<i>Quercus engelmannii</i>	Mesa Oak	AL
<i>Quercus ilex</i>	Holly Oak	L
<i>Quercus lobata</i>	Valley Oak	L
<i>Quercus suber</i>	Cork Oak	L
<i>Rhus lancea</i>	African Sumac	L
<i>Robinia ambigua</i> & cvs	Locust	L
<i>Robinia pseudoacacia</i>	Black Locust	L
<i>Sambucus caerulea</i>	Blue Elderberry	AL
<i>Schinus molle</i>	Pepper Tree	AL
<i>Schinus polygamus</i>	Peruvian Pepper	L
<i>Schinus terebinthifolius</i>	Brazilian Pepper	LM
<i>Tamarix aphylla</i>	Athel Tree	AL
<i>Tipuana tipu</i>	Tipu Tree	M
<i>Tristania conferta</i> & cv	Brisbane Box	M
<i>Vitex angus-castus</i>	Chaste Tree	L
<i>Xylosma congestum</i>	Shiny Xylosma	LM
<i>Yucca gloriosa</i>	Spanish Dagger	L
PALMS		
<i>Brahea armata</i>	Blue Hesper Palm	L
<i>Brahea edulis</i>	Guadalupe Palm	L
<i>Butia capitata</i>	Pindo Palm	L
<i>Chamaerops humilis</i>	Mediterranean Fan Palm	L
<i>Phoenix canariensis</i>	Canary Island Date Palm	L
<i>Phoenix dactylifera</i>	Date Palm	L
<i>Trachycarpus fortunei</i>	Windmill Palm	L
<i>Washingtonia filifera</i>	California Fan Palm	L
<i>Washingtonia robusta</i>	Mexican Fan Palm	L
SHRUBS AND VINES		
<i>Acacia cultriformis</i>	Knife Acacia	AL
<i>Acacia cyclops</i>	Western Coastal Wattle	AL
<i>Acacia farnesiana</i>	Sweet Acacia	L
<i>Acacia longifolia</i>	Sydney Golden Wattle	AL

**Table A-1
Plant Palette**

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Acacia retinodes	Water Wattle	L
Aesculus californica	California Buckeye	AL
Alyogyne huegelii	Blue Hibiscus	L
Anisodontea hypomandarum	Dwarf Pink Hibiscus	LM
Arbutus unedo 'Compacta'	Dwarf Strawberry Tree	L
Arctostaphylos densiflora & cvs	Sonoma Manzanita	L
Arctostaphylos edmundsii	Little Sur Manzanita	L
Arctostaphylos hookeri	Monterey Manzanita	L
Artemisia arborescens	Shrubby Wormwood	AL
Artemisia californica & cvs	California Sagebrush	AL
Artemisia 'Powis Castle'	NCN	AL
Atriplex l. var. breweri	Brewer Saltbush	L
Baccharis p. consanguinea	Chaparral Broom	AL
Baccharis sarothroides	Desert Broom	L
Bougainvillea species & cvs	Bougainvillea	LM
Bougainvillea x 'Oo-La-La' TM	Oo-la-la Bougainvillea	M
Caesalpinia species	Bird-of-paradise Bush	L
Callistemon citrinus	Lemon Bottlebrush	L
Callistemon rigidus	Stiff Bottlebrush	L
Calocephalus brownii	Cushion Bush	LM
Carpenteria californica	Bush Anemone	L
Cassia artemisioides	Feathery Cassia	L
Cassia nemophila	Desert Cassia	L
Cassia odorata	Spreading Cassia	L
Cassia phyllodinea	Silvery Cassia	L
Ceanothus arboreus	Feltleaf Ceanothus	L
Ceanothus 'Concha'	NCN	L
Ceanothus 'Dark Star'	NCN	AL
Ceanothus 'Frosty Blue'	NCN	AL
Ceanothus gloriosus & cvs	Point Reyes Ceanothus	AL
Ceanothus griseus & cvs	Carmel Ceanothus	AL
Ceanothus impressus	Santa Barbara Ceanothus	L
Ceanothus 'Joyce Coulter'	NCN	AL
Ceanothus 'Julia Phelps'	NCN	AL
Ceanothus maritimus & cvs	Maritime Ceanothus	AL
Ceanothus 'Ray Hartman'	NCN	AL
Ceanothus rigidus & cvs	Monterey Ceanothus	AL

**Table A-1
Plant Palette**

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
<i>Ceanothus thyrsiflorus</i> & cvs	Blue Blossom Ceanothus	AL
<i>Ceanothus</i> 'Wheeler Canyon'	NCN	L
<i>Cercis occidentalis</i>	Western Redbud	L
<i>Chamelaucium uncinatum</i>	Geraldton Wax Flower	L
<i>Chilopsis linearis</i>	Desert Willow	L
<i>Cistus</i> species & cvs	Rockrose	L
<i>Cleome isomeris</i>	Bladderpod	AL
<i>Comarostaphylis diversifolia</i>	Summer Holly	AL
<i>Correa</i> species & cvs	Correa	L
<i>Cotoneaster apiculatus</i>	Cranberry Cotoneaster	LM
<i>Cotoneaster buxifolius</i>	NCN	L
<i>Cotoneaster congestus</i>	NCN	L
<i>Cotoneaster horizontalis</i>	Rock Cotoneaster	L
<i>Cotoneaster lacteus</i>	Red Clusterberry	L
<i>Cotoneaster salicifolius</i>	Willowleaf Cotoneaster	L
<i>Dalea frutescens</i>	Black Dalea	LM
<i>Dalea pulchra</i>	Indigo Bush	LM
<i>Dendromecon</i> species	Bush Poppy	AL
<i>Dodonaea viscosa</i>	Hopseed Bush	LM
<i>Echium fastuosum</i>	Pride of Madeira	L
<i>Elaeagnus pungens</i>	Silverberry	L
<i>Encelia californica</i>	California Encelia	AL
<i>Eriogonum arborescens</i>	Santa Cruz Island Buckwheat	AL
<i>Eriogonum cinereum</i>	Asyleaf Buckwheat	AL
<i>Eriogonum fasciculatum</i>	Common Buckwheat	AL
<i>Eriogonum giganteum</i>	St. Catherine's Lace	AL
<i>Eriogonum parvifolium</i>	Coastal Buckwheat	AL
<i>Eucalyptus lehmannii</i>	Bushy Yate	AL
<i>Feijoa sellowiana</i>	Pineapple Guava	L
<i>Fremontodendron</i> species & cvs	California Flannel Bush	AL
<i>Galvezia speciosa</i>	Island Bush-snapdragon	L
<i>Garrya elliptica</i>	Coast Silktassel	AL
<i>Grevillea</i> species & cvs	Grevillea	L
<i>Hakea suaveolens</i>	Sweet-scented Hakea	L
<i>Hardenbergia violacea</i>	False Sarsaparilla	L
<i>Heteromeles arbutifolia</i>	Toyon	AL
<i>Hibiscus syriacus</i>	Rose of Sharon	L

**Table A-1
Plant Palette**

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Iva hayesiana	Hayes Iva	AL
Jasminum species	Jasmine	LM
Juniperus chinensis & cvs	NCN	L
Juniperus sabina & cvs	Savin Juniper	L
Juniperus scopulorum & cvs	Rocky Mountain Juniper	L
Justicia californica	Chuparosa	L
Keckiella species	Native Penstemon	AL
Lagerstroemia indica & cvs	Compact Crape Myrtle	L
Lantana camara	Yellow Sage	LM
Lavandula species & cvs	Lavender	L
Lavatera species	Mallow	AL
Leonotis leonurus	Lion's Tail	L
Leptospermum laevigatum	Australian Tea Tree	AL
Leptospermum scoparium	New Zealand Tea Tree	LM
Leucophyllum species & cvs	Cenizo	L
Lupinus albifrons	Silver Lupine	L
Lupinus arboreus	Coastal Bush Lupine	AL
Macfadyena unguis-cati	Cat's Claw	L
Mahonia aquifolium	Oregon Grape	M
Mahonia 'Golden Abundance'	NCN	L
Mahonia nevinii	Nevin Mahonia	L
Mahonia pinnata & cvs	California Grape	L
Malosma laurina	Laurel Sumac	AL
Melaleuca armillaris	Drooping Melaleuca	L
Melaleuca nesophila	Pink Melaleuca	AL
Metrosideros excelsus	New Zealand Christmas Tree	LM
Myoporum laetum & cvs	NCN	L
Myrica californica	Pacific Wax Myrtle	LM
Myrtus communis & cvs	True Myrtle	L
Nerium oleander & cvs	Oleander	AL
Philodendron xanadu	Philodendron	M
Phormium tenax 'Bronze'	Bronze New Zealand Flax	L
Plecostachys serpyllifolia	NCN	L
Plumbago auriculata	Cape Plumbago	L
Polygonum aubertii	Silver Lace Vine	L
Prunus caroliniana cvs	Carolina Laurel Cherry	L
Prunus ilicifolia	Hollyleaf Cherry	AL

**Table A-1
Plant Palette**

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
<i>Prunus lyonii</i>	Catalina Cherry	AL
<i>Punica granatum</i> & cvs	Pomegranate	L
<i>Pyracantha</i> species & cvs	Firethorn	L
<i>Rhamnus alaternus</i>	Italian Buckthorn	L
<i>Rhamnus californica</i>	California Coffeeberry	L
<i>Rhamnus crocea</i> & var.	Redberry	AL
<i>Rhaphiolepis indica</i> & cvs	India Hawthorn	L
<i>Rhaphiolepis</i> 'Majestic Beauty'	NCN	L
<i>Rhaphiolepis umbellata</i> & cv	Yedda Hawthorn	L
<i>Rhus integrifolia</i>	Lemonade Berry	AL
<i>Rhus ovata</i>	Sugar Bush	AL
<i>Ribes aureum</i>	Golden Currant	AL
<i>Ribes indecorum</i>	White-flowered Currant	AL
<i>Ribes malvaceum</i>	Chaparral Currant	AL
<i>Ribes speciosum</i>	Fuchsia-flowering Gooseberry	LM
<i>Rosa banksiae</i>	Lady Banks' Rose	LM
<i>Rosa meidiland</i> series 'Fire'	Fire Meidiland Rose	M
<i>Rosmarinus officinalis</i> & cvs	Rosemary	L
<i>Salvia apiana</i>	White Sage	AL
<i>Salvia chamaedryoides</i>	Blue Sage	L
<i>Salvia clevelandii</i> & cvs	Cleveland Sage	AL
<i>Salvia greggii</i>	Autumn Sage	L
<i>Salvia leucantha</i>	Mexican Bush Sage	L
<i>Salvia leucophylla</i>	Purple Sage	AL
<i>Salvia mellifera</i> & cvs	Black Sage	AL
<i>Sambucus caerulea</i>	Blue Elderberry	AL
<i>Santolina</i> species	Lavender Cotton	L
<i>Schinus molle</i>	Pepper Tree	AL
<i>Schinus terebinthifolius</i>	Brazilian Pepper	LM
<i>Simmondsia chinensis</i>	Joboba	L
<i>Sollya heterophylla</i>	Australian Blue-bell Creeper	L
<i>Trachelospermum jasminoides</i>	Star Jasmine	M
<i>Tecomaria capensis</i>	Cape Honeysuckle	LM
<i>Teucrium chamaedrys</i>	NCN	LM
<i>Teucrium fruticans</i>	Bush Germander	L
<i>Trichostema lanatum</i>	Woolly Blue Curls	AL
<i>Vitex agnus-castus</i>	Chaste Tree	L

Table A-1 Plant Palette		
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Westringia species	NCN	L
Xylosma congestum	Shiny Xylosma	LM
GROUND COVERS		
Acacia redolens & cvs	NCN	L
Achillea millefolium	Common Yarrow	L
Acorus gramineus	Sweet Flag	LM
Adenostomafasciculatum'Prostrata'	Chamise	L
Aptenia 'Red Apple'	NCN	L
Arctostaphylos edmundsii & cvs	Little Sur Manzanita	L
Arctostaphylos 'Emerald Carpet'	NCN	L
Arctostaphylos hookeri & cvs	Monterey Manzanita	L
Arctostaphylos 'Pacific Mist'	NCN	L
Arctotheca calendula	Cape Weed	LM
Artemisia californica & cvs	Prostrate California Sagebrush	AL
Atriplex glauca	NCN	AL
Atriplex semibaccata	Creeping Saltbush	AL
Baccharis 'Centennial'	NCN	L
Bougainvillea cultivars	Bougainvillea	L
Carpobrotus species	Sea Fig	AL
Ceanothus gloriosus & cvs	Point Reyes Ceanothus	L
Ceanothus g. var. horizontalis	Carmel Creeper	L
Ceanothus g. var. h. 'Yankee Point'	NCN	L
Ceanothus 'Joyce Coulter'	NCN	L
Ceanothus maritimus & cvs	Maritime Ceanothus	L
Cephalophyllum 'Red Spike'	Red Spike Ice Plant	L
Cistus salviifolius	Sageleaf Rockrose	L
Cistus 'Sunset'	NCN	L
Coprosma kirkii	NCN	L
Coprosma 'Verde Vista'	NCN	L
Cotoneaster adpressus	Creeping Cotoneaster	L
Cotoneaster dammeri & cvs	NCN	L
Cotoneaster horizontalis	Rock Cotoneaster	L
Cotoneaster salicifolius 'Repens'	NCN	L
Crassula multicava	NCN	L
Delosperma 'Alba'	White Trailing Ice Plant	L
Drosanthemum floribundum	Rosea Ice Plant	L
Dymondia margaretae	NCN	L

Table A-1 Plant Palette		
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
<i>Eriogonum fasciculatum</i> & cvs	Common Buckwheat	AL
<i>Festuca ovina glauca</i>	Blue Fescue	L
<i>Gazania</i> species & cvs	Gazania	LM
<i>Hardenbergia violacea</i> & cvs	False Sarsaparilla	L
<i>Iva hayesiana</i>	Hayes Iva	AL
<i>Juniperus chinensis</i> & cvs	NCN	L
<i>Juniperus conferta</i>	Shore Juniper	L
<i>Juniperus horizontalis</i> & cvs	Creeping Juniper	L
<i>Juniperus sabina</i> & cvs	Tamarix Juniper	L
<i>Lampranthus</i> species	Ice Plant	L
<i>Lantana montevidensis</i> & cvs	Trailing Lantana	L
<i>Lonicera japonica</i> 'Halliana'	Hall's Japanese Honeysuckle	LM
<i>Mahonia aquifolium</i> 'Compacta'	Compact Oregon Grape	LM
<i>Mahonia repens</i>	Creeping Mahonia	L
<i>Maleophora</i> species	Ice Plant	L
<i>Myoporum</i> hybrids	NCN	L
<i>Myoporum parvifolium</i> & cvs	Prostrate Myoporum	L
<i>Nassella tenuissima</i>	Texas Needle Grass	L
Pacific Meadow Mix Creeping Fescue Blend		M
<i>Pyracantha</i> species & cvs	Firethorn	L
<i>Ribes viburnifolium</i>	Evergreen Currant	L
<i>Rosmarinus officinalis</i> & cvs	Prostrate Rosemary	L
<i>Salvia mellifera</i> & cvs	Prostrate Black Sage	AL
<i>Scaevola</i> 'Mauve Clusters'	NCN	L
<i>Sedum</i> species	Stonecrop	L
<i>Senecio mandraliscae</i>	NCN	L
<i>Teucrium cossonii</i>	NCN	LM
<i>Verbena</i> species & cvs	Verbena	L
PERENNIALS		
<i>Achillea</i> species & cvs	Yarrow	L
<i>Anigozanthos</i> species & cvs	Kangaroo Paw	LM
<i>Armeria maritima</i>	Sea Pink	M
<i>Artemisia pycnocephala</i> & cvs	Sandhill Sage	LM
<i>Asteriscus</i> species	NCN	L
<i>Brachycome multifida</i>	Cut-leaf Daisy	LM
<i>Centaurea</i> species	Dusty Miller	L
<i>Centranthus ruber</i>	Red Valerian	AL

**Table A-1
Plant Palette**

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Cheiranthus 'Bowles Mauve'	Shrubby Wallflower	LM
Convolvulus cneorum	Bush Morning Glory	L
Convolvulus mauritanicus	Ground Morning Glory	L
Coreopsis species & cvs	Coreopsis	L
Cortaderia selloana	Pampas Grass	L
Dietes species & cvs	Fortnight Lily	L
Diplacus species & hybrids	Monkey Flower	AL
Elymus species & cvs	Giant Wild Rye	L
Epilobium species & cvs	California Fuchsia	L
Erigeron glaucus & cvs	Beach Aster	L
Erigeron karvinskianus	Mexican Daisy	LM
Eriogonum crocatum	Conejo Buckwheat	L
Eriogonum grande ssp. rubescens	Red Buckwheat	L
Eriogonum umbellatum & cv	Sulfur Flower	LM
Eschscholzia californica	California Poppy	AL
Euphorbia milii	Crown of Thorns	L
Euphorbia rigida	NCN	L
Euryops pectinatus & cv	Euryops	L
Gaillardia grandiflora	Blanket Flower	L
Gaura lindheimeri	Gaura	LM
Helianthemum nummularium & cvs	Sunrose	LM
Helictotrichon sempervirens	Blue Oat Grass	L
Hemerocallis fulva 'Kwanso'	Daylily	M
Heuchera species & cvs	Coral Bells	M
Iris douglasiana & cvs	Pacific Coast Iris	LM
Kniphofia uvaria & cvs	Red-hot Poker	L
Limonium perezii	Sea Lavender	AL
Lobelia laxiflora	Mexican Bush Lobelia	L
Muhlenbergia species	NCN	L
Oenothera species	Mexican Evening Primrose	L
Pennisetum setaceum & cv	Fountain Grass	L
Penstemon species & cvs	Western Natives	L
Perovskia atriplicifolia	Russian Sage	L
Phlomis species	NCN	L
Phormium tenax & cvs	New Zealand Flax	L
Romneya coulteri & cvs	Matilija Poppy	AL
Rosmarinus spp	Rosemary	L

Table A-1 Plant Palette		
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
<i>Salvia</i> species & cvs	Sage	AL
<i>Senecio cineraria</i>	Dusty Miller	L
<i>Sisyrinchium bellum</i>	Blue-eyed Grass	AL
<i>Stachys byzantina</i>	Lamb's Ear	LM
<i>Strelitzia reginae</i>	Bird Of Paradise	AL
<i>Tagetes lemmonii</i>	Mountain Marigold	L
<i>Thymus</i> species & cvs	Thyme	LM
<i>Tulbaghia violacea</i> & cv	Society Garlic	M
<i>Verbena</i> species & cvs	Verbena	L
<i>Xanthorrhoea</i> species	Grass Tree	L
AGAVE, CACTI, SUCCULENTS, AND YUCCA		
<i>Aeonium</i> species & cvs	NCN	L
<i>Agave americana</i>	Century Plant	L
<i>Agave attenuata</i>	Foxtail Agave	L
<i>Agave shawii</i>	Shaw's Century Plant	L
<i>Agave victoriae-reginae</i>	NCN	L
<i>Agave vilmoriniana</i>	Octopus Agave	L
<i>Aloe arborescens</i>	Tree Aloe	AL
<i>Aloe bainesii</i>	NCN	AL
<i>Aloe candelabrum</i>	Candelabra Aloe	L
<i>Aloe ciliaris</i>	NCN	L
<i>Aloe ferox</i>	NCN	L
<i>Aloe marlothii</i>	NCN	L
<i>Aloe nobilis</i>	NCN	L
<i>Aloe plicatilis</i>	NCN	L
<i>Aloe striata</i>	Coral Aloe	L
<i>Aloe vera</i>	Medicinal Aloe	L
<i>Beaucarnea recurvata</i>	Ponytail Tree	L
<i>Cereus peruvianus</i>	Peruvian Apple	L
<i>Cordyline australis</i>	Dracaena Palm	L
<i>Cotyledon</i> species	NCN	L
<i>Crassula</i> species	Jade Plant	L
<i>Dasyliirion</i> species	Desert Spoon	L
<i>Dracaena draco</i>	Dragon Tree	L
<i>Dudleya</i> species	Live-forever	AL
<i>Echeveria</i> species	Echeveria	L

**Table A-1
Plant Palette**

AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Euphorbia ingens	Candelabra Tree	L
Euphorbia tirucalli	Milkbush	L
Hesperaloe parviflora	Red Yucca	L
Kalanchoe species	NCN	L
Nolina species	Bear Grass	L
Opuntia species	Prickly Pear, Cholla	L
Portulacaria afra	Elephant's Food	L
Yucca aloifolia	Spanish Bayonet	L
Yucca gloriosa	Spanish Dagger	L
Yucca whipplei	Our Lord's Candle	AL
Source: Excerpted from Landscape Plants for Western Regions by Bob Perry.		

**APPENDIX B
LIGHTING PALETTE**

APPENDICES

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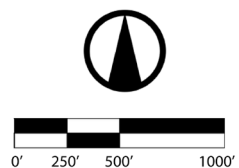
THE DISTRICT AT SOUTH BAY LIGHTING PALETTE

The proposed palette of lighting fixtures, presented below, demonstrates examples of systems that would be in compliance with the design guidelines and to provide examples of the architectural scale and quality of these materials. These fixtures selections should meet the performance criteria of the guidelines while providing an attractive complement to the building and landscape. For each building-type and roadway component within the proposed development, examples of fixture types that would be applicable are illustrated below. These fixtures represent examples of lighting products that will satisfy the guidelines criteria and legal requirements for task illuminance, light trespass, and glare.



LEGEND

- A. Typical Del Amo Entrance
- B. Typical Street A
- C. Typical Street B
- D. Typical Parking Lots
- E. Typical Residential/Commercial Interface
- F. I-405 Freeway/Commercial Interface
- G. Entertainment Area Accent



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

APPENDICES

The following example is applicable to:

Section A - Typical Del Amo Entry

Section E - Typical Residential/Project Interface



The following example is applicable to:

Section B - Typical Street A

Section C - Typical Street C

Section D - Typical Parking Lots

Section F - 405 Freeway Edge/Commercial Interface



The following example is applicable to:

Section G - Entertainment Driveway Accent



APPENDICES

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APPENDIX C
CONSISTENCY ANALYSIS

APPENDICES

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Table IV.A-1

Proposed Modified Project Consistency with City of Carson General Plan

Relevant Policy	Analysis of Project Consistency
LAND USE ELEMENT (2004)	
Goal LU-1 Productive reuse of “brownfield” site.	The proposed modified Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation through implementation of the RAP.
LU-5.2 Implement and expand strategies to market, attract, and/or retain retail commercial areas and encourage businesses to participate.	The proposed modified Project would establish the Project site as a signature project along the I-405 Freeway, well located with regard to other freeways. The proposed modified Project would offer high visibility in a new, planned development. It would include entertainment uses to attract visitors and meet the needs of local population. Within specific retail sectors, development on the Property is not anticipated to result in short- or long-term impacts to the regional commercial sector but is projected to have a short-term negative effect on the local-serving commercial sector. However, it is forecasted that these short-term effects would be substantially reduced in the long term as projected household growth continues into the future.
LU-5.3 Identify unique economic opportunities, such as niche markets, that will allow the City to capitalize on its location, its cultural diversity, and the tourism industry in the region.	The proposed modified Project would provide a regional facility in a mixed-use development, visibly noticeable along a major freeway corridor. The large scale of the proposed modified Project and the proposed mix of visitor and local serving uses would create an opportunity to support a large range of uses, including specialized markets.
LU 6.2 Achieve a sustainable land use balance through provision of incentives for desired uses; coordination of land use and circulation patterns; and promotion of a variety of housing types and affordability.	The proposed modified Project would construct an internal circulation system on the Property that would be linked with the regional network and linked to the Avalon Boulevard interchange. The proposed modified Project’s mitigation measures would include improvements to reduce impacts on the local road network within the City’s jurisdiction where feasible, and where consistent with other General Plan policies. The proposed modified Project, in combination with the 300 residential units entitled for construction on DD3, would add up to 1,550 new housing units, thus adding to the range and mix of housing available in the City of Carson. Retail uses would serve both local (City residents) and regional populations. Within specific retail sectors, development on the Property is not anticipated to result in short- or long-term impacts to the regional commercial sector but is projected to have a short-term negative effect on the local-serving commercial sector. However, it is forecasted that these short-term effects would be substantially reduced in the long term as household growth continues into the future.

Table IV.A-1

Proposed Modified Project Consistency with City of Carson General Plan

	Relevant Policy	Analysis of Project Consistency
LU-6.3	Consider establishing minimum land use density requirements in certain areas such as mixed-use zones to provide more efficient, consistent, and compatible development patterns while also promoting greater potential for pedestrian and transit oriented development.	The proposed modified Project would be implemented under the SPA which allows for mixed-use development in an efficient manner. Density and height limits would allow for mid-rise residential development including densities up to 60 du/ac. The proposed modified Project includes provision for pedestrian and bicycle transit and can be linked to nearby public transit routes.
LU-6.6	Attract land uses that generate revenue to the City of Carson, while maintaining a balance of other community needs such as housing, open space, and public facilities.	The proposed modified Project would include up to approximately 1,834,333 sq.ft. of commercial use that would be generating revenue to the City. The proposed modified Project, in combination with the 300 units entitled for construction on DD3, could add up to 1,550 housing units if fully developed, intermixed with plazas and open space.
LU-7.2	Locate truck intensive uses in areas where the location and circulation pattern will provide minimal impacts on residential and commercial uses.	Commercial loading areas would be screened where appropriate and truck loading activities would be set back from residential uses to minimize impacts on residential uses. Loading areas are located in areas on the Project site that would minimize conflicts with commercial uses.
LU-7.3	Promote the use of buffers between more intensive industrial uses and residential uses.	The proposed modified Project would include no industrial uses. New residential development would not be located adjacent to intensive industrial uses.
LU-8.1	Amend the Zoning Ordinance to provide for those Mixed Use areas identified on the General Plan Land Use Plan.	The land use for the Project site is Mixed-Use Residential. Since the approval of the approved Specific Plan in 2006, the zoning for this site has been consistent with the Mixed-Use land use designation. ¹⁵
LU-8.3	Locate higher density residential uses in proximity to commercial centers in order to encourage pedestrian traffic and provide a consumer base for commercial uses.	The proposed modified Project includes the potential for high density residential development within a mixed-use project containing up to 1,834,833 sq.ft. of commercial activity. The SPA includes a pedestrian circulation system that connects the various components of the Project site.
LU-11.1	Target potential sites or areas for the development of signature projects.	Project implementation would create a signature project at a location that has been identified as being conducive to such a project, due to the Project site's location along the I-405 Freeway, visual accessibility from the I-405 Freeway and its location within the central area of Carson.

¹⁵As part of the 2006 amendment to the General Plan (No. 13-05), LU-IM-8.1 was revised to state: "The area formerly occupied by Cal Compact, along the 405 Freeway, uses to be permitted include a mix of High Density Residential, General Commercial, and Regional Commercial."

Table IV.A-1

Proposed Modified Project Consistency with City of Carson General Plan

	Relevant Policy	Analysis of Project Consistency
LU-11.2	Encourage development of desired uses such as quality retail, restaurant uses, and entertainment in targeted areas.	The proposed modified Project would include up to 1,834,833 sq.ft. of commercial space on the Property. Based on the current Conceptual Project Components Plan, up to 711,500 sq.ft. of luxury outlet retail uses, 100,000 sq.ft. is designated for restaurants, and 130,000 sq.ft. is designated for commercial recreation/entertainment. The SPA would encourage the development of these use within a concentrated area within the City.
LU-12.3	Review landscape plans for new development to ensure that landscaping relates well to the proposed land use, the scale of structures, and the surrounding area.	The SPA establishes landscaping concepts for the various areas of the Project site and identifies a palette of permitted plans. The SPA requires site plan and design review for compliance with the SPA to ensure that the proposed landscape plan is consistent with the General Plan objectives and the more-specific requirements of the SPA.
LU-12.5	Improve City appearance by requiring landscaping to screen, buffer and unify new and existing development. Mandate continued upkeep of landscaped areas.	The SPA requires that landscaping within the Property should be consistent in design and cohesive among planning areas. The SPA incorporates landscape requirements to buffer commercial uses from existing residential uses to the south and west of the Project site and requires development setbacks to establish additional buffers. Developers shall be responsible for maintaining landscaped areas within the Property.
LU-13.1	Promote a rhythmic and ceremonial streetscape along the City's arterial roadways, continuing the use of landscaped medians.	The Project continues to promote maintenance of landscaped medians throughout the City. In addition, landscaping is required by the SPA along internal public streets, and the SPA identifies landscaping concepts for each of the roadways.
LU-13.3	Continue and, when possible, accelerate the undergrounding of utility lines throughout the City.	Per Section 5.3.4 of the SPA, utility lines would be placed underground whenever feasible.
LU-13.4	Encourage architectural variation of building and parking setbacks along the streetscape to create visual interest, avoid monotony and enhance the identity of individual areas.	Once adopted, the Property would be subject to the Design Guidelines in Section 7 of the SPA, which cover site and landscape design standards, as well as architectural standards for each planning area. Other improvements, such as dedicated public plazas and public art, are required in the Entertainment Area and enhance the quality of the pedestrian environment.
LU-13.5	Continue to require landscaping treatment along any part of a building site which is visible from City streets.	Del Amo Boulevard and Main Street are designated as landscape theme areas in the SPA. Landscaping would also be provided along the internal streetscapes, including along Street A and public portions of Street B, which would be designated as a public street.

Table IV.A-1

Proposed Modified Project Consistency with City of Carson General Plan

	Relevant Policy	Analysis of Project Consistency
LU-13.7	Ensure proper maintenance of parkways along arterial streets and landscaping of private property visible from the public right-of way.	The City would be responsible for maintaining parkways along arterial streets, and the developer(s) would be responsible for installing and maintaining landscape in privately owned areas visible from public right-of-way.
LU 14.1	Work with Caltrans to provide and maintain an attractive freeway environment in Carson, including access ramps.	The SPA provides landscape and signage guidelines for the Property and includes a Freeway Edge theme area facing the I-405 Freeway to ensure consistency of signage and plantings in this area. The City would continue to be responsible for the landscape and maintenance of the slope, and would coordinate with Caltrans to ensure acceptable design.
LU-14.2	Require new commercial or industrial development adjacent to and visible from freeways and freeway ramps to incorporate full architectural and landscape treatment of the building on the freeway side.	Landscape standards in the SPA and landscape, site design, and architectural guidelines in SPA Section 7 provide standards for building treatment for development and landscaping on the Property. Buildings would provide a signature entry into the City of Carson. Additionally, final architectural designs are subject to administrative review and approval by the City prior to issuance of building permits.
LU-14.4	Provide entry markers with landscaping on the major arterials.	Project entries from arterials roads are designated within the SPA as “Entries” landscape theme areas, and would be subject to enhanced landscaping standards.
LU-15.1	Encourage the location of housing, jobs, shopping, services and other activities within easy walking distance of each other.	The proposed modified Project, in combination with the 300 residential units entitled for construction on DD3, includes mixed uses with up to 1,550 residential units and up to 1,834,833 sq.ft. of commercial use within the Property. The conceptual site design within the SPA includes a pedestrian circulation system that connects the various components of the Property, thereby facilitating the type of pedestrian activity targeted by this policy.
LU-15.2	Maintain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live in Carson.	The proposed modified Project, in combination with the 300 residential units entitled for construction on DD3, could construct up to 1,550 units in total if fully built, which would contribute to the range of housing opportunities within the City of Carson.
LU-15.3	Ensure that community transportation facilities are connected to a larger transit network.	The proposed modified Project’s internal circulation system would provide access to Main Street and Avalon Boulevard via Del Amo Boulevard, with accessibility to the I-405 Freeway via the ramp constructed at Avalon Boulevard. In addition, new bus stops may be located on Street A and/or Del Amo Boulevard.

Table IV.A-1

Proposed Modified Project Consistency with City of Carson General Plan

	Relevant Policy	Analysis of Project Consistency
LU-15.4	Develop a center focus within the community that combines commercial, civic, cultural and recreational uses.	The Project site is located within the central part of the City. The proposed modified Project's development with a variety of commercial and entertainment venues would contribute development at a location amidst the Carson Civic Center, the StubHub Center, California State University at Dominguez Hills, the South Bay Pavilion, and the Victoria Golf Course and Park, thus adding to the centrality of such community uses.
LU-15.5	Ensure that the design of public spaces encourages the attention and presence of people at all hours of the day and night.	The proposed modified Project is anticipated to offer entertainment and dining as well as shopping opportunities. These activities would continue into the evening hours. The SPA includes standards for public art and landscaping to enhance the public spaces.
LU-15.6	Ensure development of pedestrian oriented improvements which provide better connections between and within all developments while reducing dependence on vehicle travel.	The proposed modified Project includes an internal system of pedestrian sidewalks and pathways that would interconnect all portions of the Property.

CITY OF CARSON GENERAL PLAN, HOUSING ELEMENT (2014-2021)—POLICIES

H-1.3	Promote economic well being of the City by encouraging the development and diversification of its economic base.	The proposed modified Project would include up to 1,834,833 sq. ft. of commercial uses. Commercial uses are anticipated to include a broad array of uses; e.g., regional commercial, including outlet uses, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses. Within specific retail sectors, development on the Property is not anticipated to result in short- or long-term impacts to the regional commercial sector but is projected to have a short-term negative effect on the local-serving commercial sector. However, it is forecasted that these short-term effects would be substantially reduced in the long term as household growth continues into the future.
H-1.5	Establish and maintain development standards that support housing development while protecting the quality of life.	The proposed modified Project, in combination with the 300 residential units entitled for construction on DD3, would provide up to 1,550 housing units. These housing units would be developed subject to development and design guidelines established in the SPA, addressing such items as but not limited to site planning, building massing, color and materials, and building detailing.

Table IV.A-1

Proposed Modified Project Consistency with City of Carson General Plan

	Relevant Policy	Analysis of Project Consistency
H-2.2	Assure residential safety and security	Residential, mixed-use, and commercial development would be subject to the lighting standards set forth in SPA Section 6.7, which provide minimum nighttime standards to ensure safety. In addition, a Community Safety Center would be provided for the proposed modified Project for use by the Property’s private security force and the Los Angeles County Sheriff’s Department.
H-2.7	Require excellence in the design of housing through the use of materials and colors, building treatments, landscaping, open space, parking, environmentally sensitive and sustainable building design.	Residential and residential mixed-use buildings would be required to comply with the site design, landscape, and architectural standards established in SPA Section 6.4 and Section 7. The architectural intent of the proposed modified Project is to create a development that serves as a signature gateway into the City of Carson, and provides significant aesthetic improvement over the existing landfill.
H-3.1	Facilitate and encourage diversity in types, prices, ownership, and size of single-family homes, apartments, townhomes, mixed-use housing, transit-oriented development, and live-work housing.	The proposed housing units (up to 1,550 units in total with the 300 units entitled for construction on DD3) would add multi-family residential units of varying sizes, which would increase the variety of housing opportunities within the City. In addition, the proposed modified Project allows for residential development in close proximity to commercial development, and live-work housing is permitted in portions of the Project site.
H-3.2	Work to expand the resource of developable land by making underutilized land available for development.	The proposed modified Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation through implementation of the RAP.
H-3.6	Promote the development of multifamily housing.	The SPA designates approximately 15 acres in PA 1 and PA 2 permitting multi-family residential units at densities of up to 60 du/ac (or on PA 1, at greater density, up to 80 du/ac with a General Plan amendment).
H-3.7	Encourage residential development along transit corridors and in close proximity to employment, transportation and activity centers.	The proposed modified Project, in combination with the 300 residential units entitled for construction on DD3, provides for up to 1,550 residential units in mixed-use buildings or in close proximity to a major commercial center. Additionally, the proposed modified Project is in close proximity to several other major commercial centers, as well as the StubHub Center.

Table IV.A-1

Proposed Modified Project Consistency with City of Carson General Plan

Relevant Policy	Analysis of Project Consistency
<u>CITY OF CARSON GENERAL PLAN, ECONOMIC DEVELOPMENT ELEMENT (2013)—POLICIES</u>	
ED-1.2 Encourage the development of quality housing.	The proposed modified Project, in combination with the 300 residential units entitled for construction on DD3, would include up to 1,550 new housing units. These units would be required to meet SPA standards for building design, landscaping, and other development standards, including security requirements, minimum open space standards and development of recreational opportunities for residents, and interior noise level restrictions that would encourage development of quality housing.
ED-1.4 Strengthen the physical image of Carson through visual enhancement along freeway corridors, major traffic routes, and areas adjoining residential neighborhoods. To this end: Aggressively pursue code enforcement activities; Develop good design standards; and Establish a City identity.	The proposed modified Project has been designed to take advantage of its location adjacent to the I-405 Freeway. The proposed modified Project would (1) present a substantial new development along the freeway edge that would attract public attention; (2) provide identification of the proposed modified Project's visitor-oriented commercial recreation/entertainment activities through building placement and/or signage; (3) include, through SPA requirements, a set of sign and landscape standards and guidelines that would integrate the proposed modified Project's proposed signage program with the overall aesthetic concept for the proposed modified Project; and (4) include, through the SPA, provisions for landscaping/aesthetic treatment along the proposed modified Project's freeway edge.
ED-1.6 Provide appropriate infrastructure to support economic development.	The proposed modified Project would include an internal infrastructure system that is designed to meet all onsite uses and would not have significant impacts on existing services.
ED-2.7 Identify unique economic opportunities, such as niche markets, that will allow the city to capitalize on the city's location in Southern California, the community's cultural diversity, and the tourism industry in the region.	The proposed modified Project would provide a regional facility in a mixed-use development, visibly noticeable along a major freeway corridor. The large scale of the proposed modified Project and the proposed mix of visitor and local serving uses would create an opportunity to support a large range of uses, including specialized markets, and the outlet uses would provide a new tourist destination in the City.
ED-2.8 (formerly and in FEIR, ED-3.6) Capitalize on potential physical and market linkages among land uses.	The proposed modified Project is a mixed-use project that, together with the 300 units on DD3, would include up to 1,550 units. These uses would provide an estimated 4,550 new residents that would support the proposed modified Project's commercial components. The population growth generated proposed modified Project would also support other commercial enterprises in the vicinity of the Property, and the commercial component would serve populations in surrounding neighborhoods.

Table IV.A-1

Proposed Modified Project Consistency with City of Carson General Plan

	Relevant Policy	Analysis of Project Consistency
ED-3.3 (formerly and in FEIR, ED-4.3)	Support public/private efforts and link infrastructure and service costs with development projects.	The proposed modified Project is a remediation and infrastructure project financed through a combination of public and private funds, and a series of private development projects financed by applicants and developed upon land currently owned by the Carson Planning Reclamation Authority. The project includes public financing mechanisms that could include, but are not limited to, community facilities districts and state and federal funding that may become available.
ED-3.4 (formerly and in FEIR, ED-4.4)	Encourage development opportunities that increase economic gains to the City.	The proposed modified Project would include up to 1,834,833 sq.ft. of space for commercial development. Commercial activities would include a broad array of uses, e.g., regional commercial, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses that would generate additional tax revenues for the City. Within specific retail sectors, development on the Property is not anticipated to result in short- or long-term impacts to the regional commercial sector but is projected to have a short-term negative effect on the local-serving commercial sector. However, it is forecasted that these short-term effects would be substantially reduced in the long term as household growth continues into the future.
ED-6.1 (formerly and in FEIR, ED-7.1)	Encourage the diversification of land uses, while not alienating existing businesses or industries requiring space in Carson.	The proposed modified Project would increase the diversification of land uses by (1) adding substantial amounts of new commercial and residential development; (2) including commercial activities that do not presently occur, or are non-present in the City; e.g., outlet and certain types of commercial recreation/entertainment; (3) including housing that varies in density and relationship to commercial activity from the existing prevalent housing. The City has large amounts of industrial land available, including sites in the vicinity of the proposed modified Project, most of it located in districts better suited for industrial activity than the proposed modified Project. Within specific retail sectors, development on the Property is not anticipated to result in short- or long-term impacts to the regional commercial sector but is projected to have a short-term negative effect on the local-serving commercial sector. However, it is forecasted that these short-term effects would be substantially reduced in the long term as household growth continues into the future.

Table IV.A-1

Proposed Modified Project Consistency with City of Carson General Plan

Relevant Policy	Analysis of Project Consistency	
ED-6.2 (formerly and in the FEIR, ED-7.2)	Improve the actual and perceived image of the City through improved design standards, amenities, security, continuing public improvements and positive advertising campaigns.	Development on the Property would occur pursuant to various design and development standards established in the SPA to ensure harmonious relationships between uses; e.g., standards regarding site planning, building massing, color and materials, building detailing, etc. These standards are more detailed than those currently included within the City Zoning Ordinance.
ED-8.1	Identify target or niche industries or companies suitable for Carson looking for large areas of space, diversifying the economic base.	The SPA allows for the possibility of outlet uses, which would serve as a regional draw to Carson, as well as attracting a significant tourist clientele. The outlets, proposed for PA 2, would occupy approximately 46 acres of land.
ED-9.2	Encourage development of desired uses such as quality retail, restaurant uses, and entertainment in target areas	The proposed modified Project's proposed commercial uses include regional commercial, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses, all organized in a visitor-oriented district. The proposed modified Project is of sufficient size to offer a range of such uses and support the anticipated inclusion of quality retail and restaurant uses. The proposed modified Project is located within the City at a highly visible location, one targeted for such development in existing plans.
ED-10.1 (formerly and in FEIR, ED-11.1)	Encourage the revitalization and cleanup of underutilized and contaminated land.	The proposed modified Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation through implementation of the RAP.
ED-10.2 (formerly and in FEIR, ED-11.2)	Maintain proper infrastructure levels and flexible financing options to encourage remediation and revitalization of brownfields.	The proposed modified Project is a remediation and infrastructure project financed through a combination of public and private funds, and a series of private development projects financed by applicants and developed upon land currently owned by the Carson Planning Reclamation Authority. The project includes public financing mechanisms that could include, but are not limited to, community facilities districts and state and federal funding that may become available.
ED-10.3 (formerly and in FEIR, ED-11.3)	Understand and promote available land inventory and initiate strategies to develop balanced land use planning.	The proposed modified Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation through implementation of the RAP. It would increase the amounts of housing and commercial activity within the City. Further, it would implement a mixed-use development with a mix/balance of uses that could serve as a model for mixed-use development.

Table IV.A-1

Proposed Modified Project Consistency with City of Carson General Plan

Relevant Policy		Analysis of Project Consistency
ED-10.4 (formerly and in FEIR, ED-11.4)	Encourage development of compatible uses and phase out non-conforming uses.	The SPA authorizes development of a vertically or horizontally integrated mixed-use project and encourages interaction among these uses to promote a lively community center. The SPA also recognizes the security and privacy needs of residents and contains standards and guidelines to shield on-site residential uses from the noise and activity likely to take place at the Property’s commercial sites. The proposed modified Project’s commercial activity would avoid conflict with residential development to the south and southwest of the Project site due to vertical and horizontal distance, an intervening landscaped slope and design features for that development.
<u>OPEN SPACE AND CONSERVATION ELEMENT</u>		
OS-1.2	Maintain existing landscaping along the City’s major streets and expand the landscaping program along other arterial streets throughout the community.	Del Amo Boulevard and Main Street are designated as one of the landscape theme areas in the SPA. Project entries from arterials roads are designated within the SPA as “Entries” landscape theme areas and would be subject to enhanced landscaping standards. Landscape would also be required along the internal streetscapes, including along Street A and public portions of Street B, which would be designated as a public street.
OS-1.3	Require that adequate, usable and permanent private open space is provided in residential developments.	Open space is required for residential development in Section 5.2 of the SPA. Additional requirements for private open space on the Property are detailed in SPA Table 6.2-1, General Development Standards.
OS-4.3	Facilitate physical collection of recyclable waste.	Per SPA Section 5.3.4, the proposed modified Project is required to provide recycling services for construction debris, and general recycling for residential and commercial uses should be continued after construction ends. A comprehensive recycling plan should be submitted with site plan and design submittals to the City.

SOURCE: RE Solutions, 2017.

**APPENDIX D
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APPENDICES

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**APPENDIX E
RESERVED**

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**APPENDIX F
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APPENDICES

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