



FOCUS DEVELOPMENT IN KEY LOCATIONS

Encourage development at key locations, that focuses on residential development, that will economically benefit Carson Street?

YES
20

NO
8



TYPICAL EXISTING CONDITION ALONG THE STREET



ONE: FOCUSED DEVELOPMENT



TWO: PHASED DEVELOPMENT



THREE: STREETScape IMPROVEMENTS

Encourage incremental development that can be implemented with public funds as they become available?

YES
31

NO
0

INCREMENTAL DEVELOPMENT



BEFORE



BEFORE



BEFORE



AFTER



AFTER



AFTER

Implement the facade improvement program for existing businesses?

YES
27

NO
0

FACADE IMPROVEMENT / ENHANCEMENTS

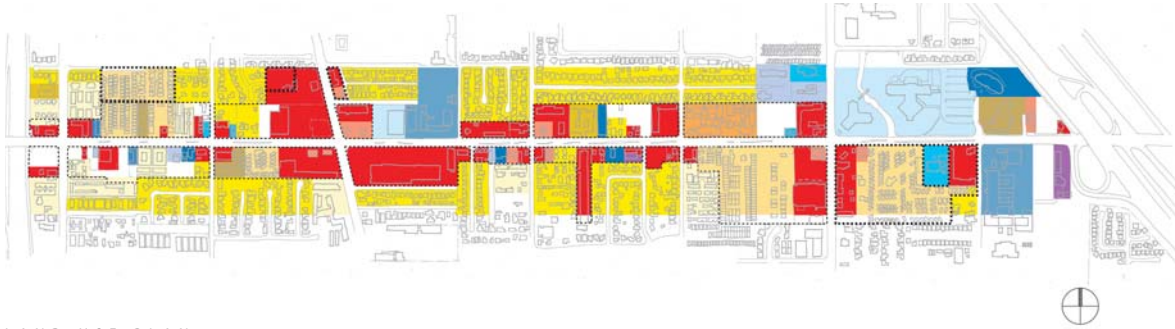
DEVELOPMENT STRATEGIES



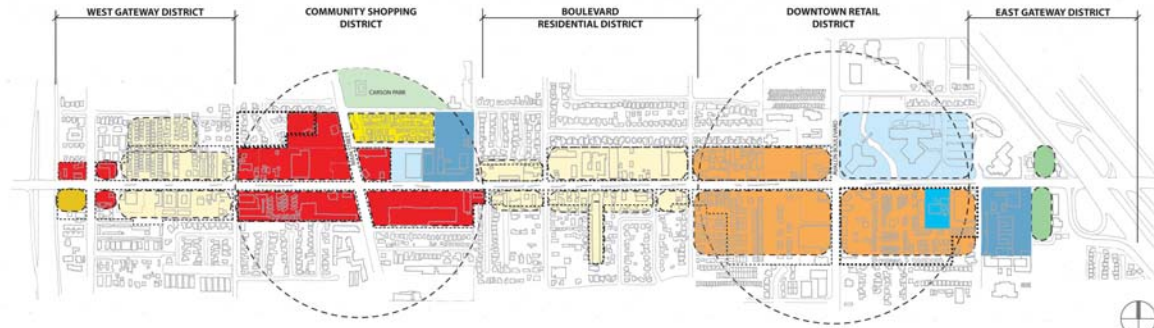
carson street mixed-use district
master plan

march 24, 2004

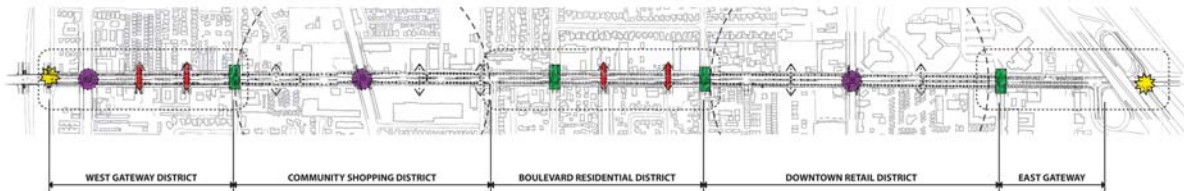
patricia smith, ASLA, AICP
mayer, mohades associates
norris, ropley, and jones inc
keyser marston associates
tishman properties & co., inc
studio **ne**leven
at Perkowitz+Ruth Architects



LAND USE PLAN



DISTRICT PLAN



- | | | | | |
|-----------------------------------|---|---|--|--------------------------|
| Gateway into the city | Landmark intersection at heart of district | Smooth traffic flow | Landmark intersection at heart of district | Delete on-street parking |
| Delete on-street parking | Add street trees | Add street trees | Add street trees | Add row of street trees |
| Add row of trees | Provide crossing opportunities | Provide landscape buffer for residents | Provide crossing opportunities | Parkway landscaping |
| Parkway landscaping | Smooth traffic flow | Provide pedestrian amenities along the street | Smooth traffic flow | Gateway into the city |
| Calm traffic in residential areas | Increase pedestrian connections to adjacent neighborhoods and parks | | Pedestrian connections to residential neighborhoods | |
| | | | Create public open space related to use (plazas, etc.) | |



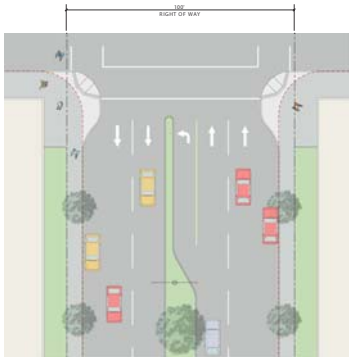
STREETSCAPE PLAN

CONCEPT & VISION



carson street mixed-use district
master plan
march 24, 2004

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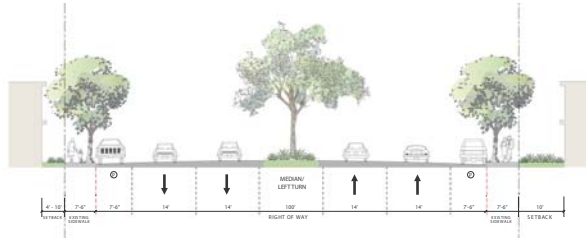


STREET CROSS SECTION OPTION 1

EXISTING - ADD CURB EXTENSIONS AND IMPROVE PARKWAYS

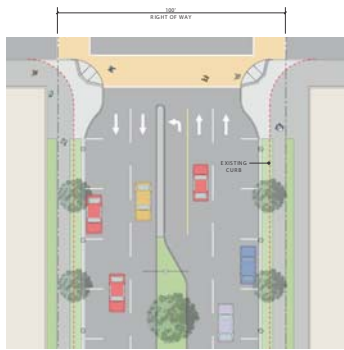
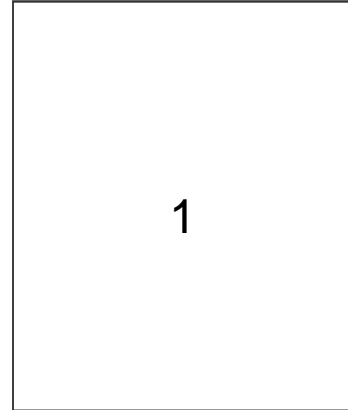
OPTION 1 : KEY FEATURES

- NO CHANGE IN LANE WIDTHS.
- NO CHANGE IN WIDTH OF NARROW SIDEWALKS (3'-6").
- NO CHANGE IN WIDTH OF NARROW PARKWAYS (3'-6").
- EXISTING 4'-10" WIDE PRIVATE SETBACKS WITH THE 4' NEXT TO THE SIDEWALK, REMAIN TYPICALLY LANDSCAPED.
- FUTURE 10' REQUIRED SETBACK ZONE CAN BE USED FOR LANDSCAPING, DINING OR OTHER USES.



Which sidewalk option do you prefer?

OPTION 1 - Existing with curb extensions only.

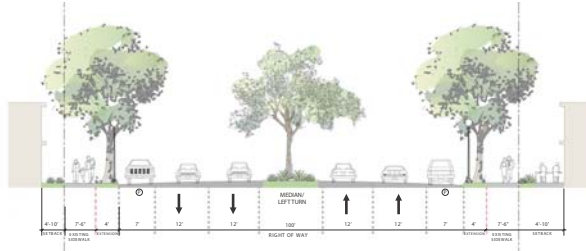


STREET CROSS SECTION OPTION 2

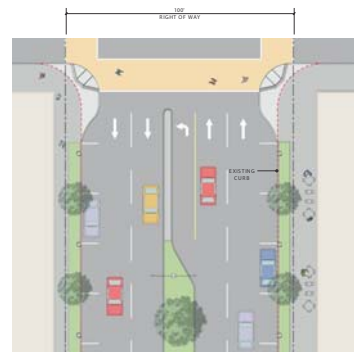
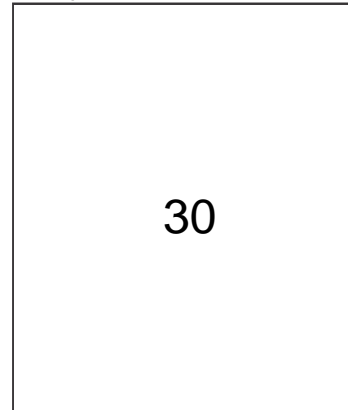
WIDEN SIDEWALKS 4' INTO ROADWAY AND NEW CURB EXTENSIONS

OPTION 2 : KEY FEATURES

- 12' INSTEAD OF 14' TRAFFIC LANES.
- WIDER SIDEWALKS (6').
- WIDER PARKWAYS (5'-6").
- EXISTING 4'-10" PRIVATE SETBACKS WITH 4' ZONE NEXT TO THE SIDEWALK (TYPICALLY LANDSCAPED), REMAINS OR IS CONVERTED TO SIDEWALK.
- FUTURE 10' REQUIRED SETBACK ZONES ON NEW DEVELOPMENTS CAN BE USED ENTIRELY FOR LANDSCAPING, DINING OR OTHER USES.
- CAN BE IMPLEMENTED ALL AT ONCE OR IN PHASES.



OPTION 2 - Extend sidewalk into traffic lane, plus curb extensions.

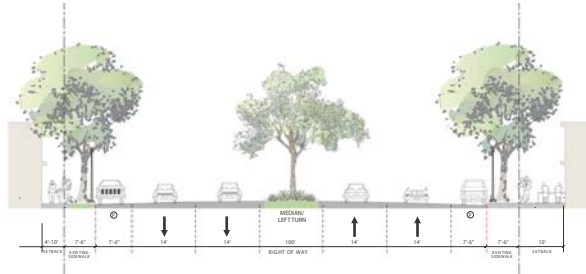


STREET CROSS SECTION OPTION 3

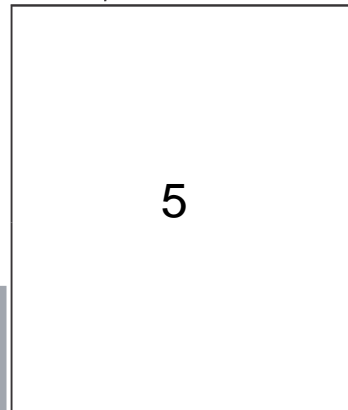
WIDEN SIDEWALKS 4' INTO PRIVATE SETBACK AND NEW CURB EXTENSIONS

OPTION 3 : KEY FEATURES

- NO CHANGE IN LANE WIDTHS.
- WIDER SIDEWALKS (6').
- WIDER PARKWAYS (5'-6").
- EXISTING 4'-10" WIDE PRIVATE SETBACK (TYPICALLY LANDSCAPED) WOULD BE CONVERTED TO SIDEWALK.
- 6' OF FUTURE 10' REQUIRED SETBACK ZONE CAN BE USED FOR LANDSCAPING, DINING OR OTHER USES.
- WOULD BE IMPLEMENTED OVER A LONG PERIOD OF TIME, IN SCATTERED LOCATIONS AS PARCELS ARE REDEVELOPED.



OPTION 3 - Extend sidewalk into landscape setback, plus curb extensions.

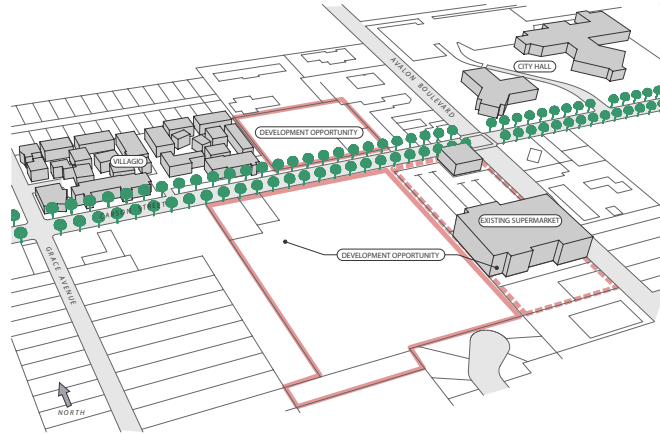


KEY FEATURES OF ALL OPTIONS

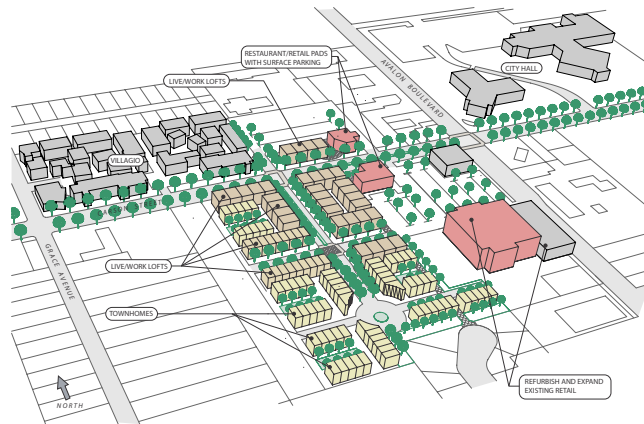
- NO CHANGE IN 100' WIDE RIGHT OF WAY.
- NO CHANGE IN NUMBER OF TRAFFIC LANES: 2 TRAFFIC LANES WITH A DEDICATED PARKING LANE IN EACH DIRECTION BETWEEN AVALON BOULEVARD AND FIGUEROA STREET.
- NO CHANGE IN RAISED MEDIAN LOCATIONS, BUT MEDIANS MAY BE RE-LANDSCAPED.
- CURB EXTENSIONS AT CORNER AND MID-BLOCK CROSSWALKS.
- OPPORTUNITY FOR NEW PEDESTRIAN-SCALE STREET LIGHTS.

STREET CROSS SECTION OPTIONS

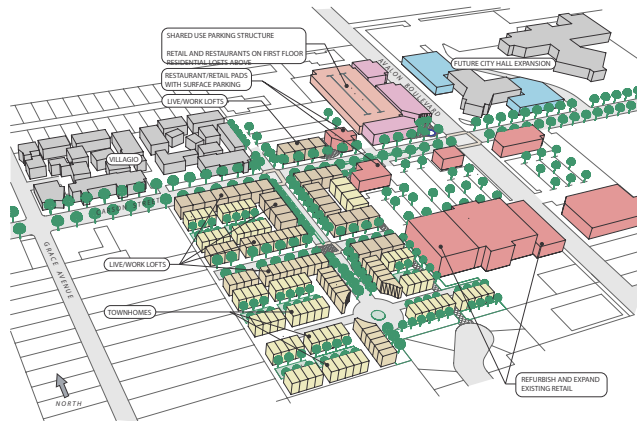




EXISTING CONDITIONS



DEVELOPMENT SCENARIO 1 A



DEVELOPMENT SCENARIO 1 B

DOWNTOWN DISTRICT - MULTI-USE OPTION

- For Sale townhome development with some restaurant and retail expansion opportunity in early phases
- Live-Work townhomes and retail facing Carson Street
- New mid-block intersection
- First phase retail encouraged, with additional restaurant and retail to follow
- Ralphs store to remain and expand
- May catalyze redevelopment of the Carson/Avalon sites to create a strong and vibrant district

Is this a development scenario that you can support?

YES

34

NO

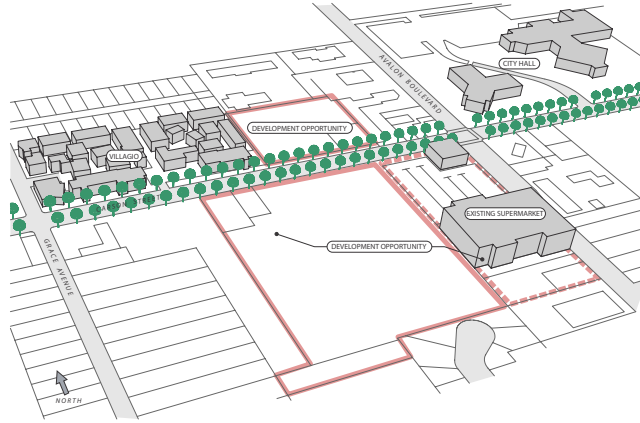
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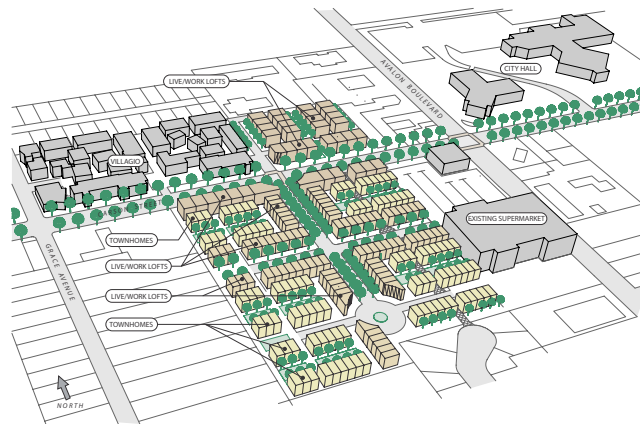
carson street mixed-use district master plan

march 24, 2004

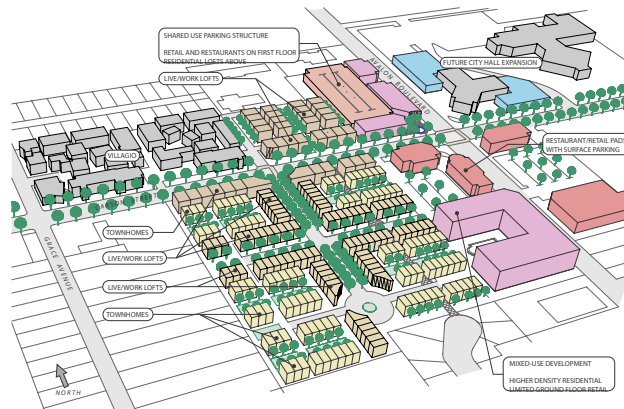
patricia smith, ASLA, AICP
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EXISTING CONDITIONS



DEVELOPMENT SCENARIO 2 A



DEVELOPMENT SCENARIO 2 B

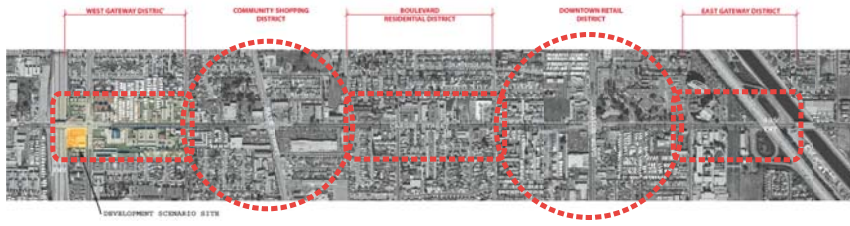
DOWNTOWN DISTRICT - HOUSING INTENSIVE OPTION

- For -Sale Townhome development
- Live-Work Townhomes facing Carson Street
- New mid-block intersection
- Strong street grid promotes connectivity & neighborhood character
- Limited first phase retail - restaurant /retail to follow in future phases as buying power is increased
- May include relocation of Ralphs store and redevelopment of that site to a more intensive use
- May catalyze redevelopment of other Carson/Avalon sites to create a strong and vibrant district

Is this a development scenario that you can support?

YES	24
NO	8





- Flats above Restaurant
- 18-22 Dwelling Units per acre
- Height: 45-55 Feet
- Gated / Secure resident parking in Structure
- Customer Parking for Restaurant at Ground Level in Structure



PROPOSED SITE PLAN - GROUND FLOOR

PROPOSED SITE PLAN - THIRD FLOOR

Is this a development scenario that you can support?



EXISTING SITE CONDITIONS

YES

13



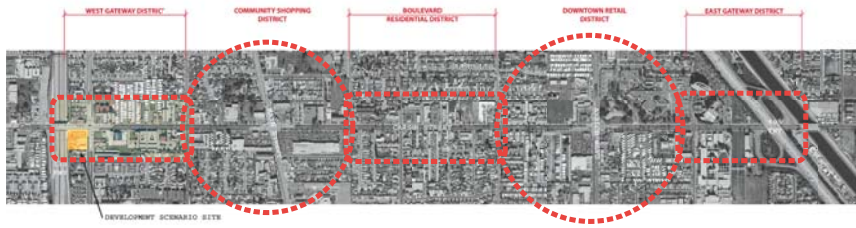
PROPOSED RENDERING

GATEWAY DEVELOPMENT - OPTION 1

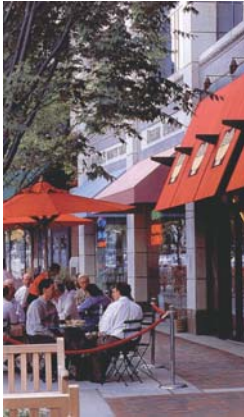
NO

23





- Flats above Live-Work Lofts
- 10-12 Dwelling Units per acre
- Height: 35-45 Feet
- Gated / Secure resident parking at Grade or in Unit
- Customer Parking for Restaurant at Grade



PROPOSED SITE PLAN

Is this a development scenario that you can support?



EXISTING SITE CONDITIONS

YES

35



PROPOSED RENDERING

NO

12

GATEWAY DEVELOPMENT - OPTION 2





PROPOSED SITE PLAN



EXISTING CONDITIONS



PROPOSED HOUSING

BOULEVARD HOUSING - OPTION 1

- Townhouses around a Central Commons
- Live-Work Loft units along Carson Street
- 18-20 Dwelling Units per acre
- Height: 35-45 Feet
- Resident Parking in unit
- Visitor Parking along the Commons

Is this a development scenario that you can support?

YES

11

NO

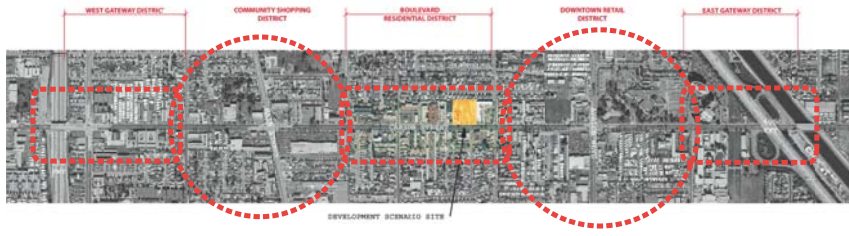
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march 24, 2004

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norris-robbins engineering
keystar marston associates
siskin and pruzick & co., inc.
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at Perkwitz+Ruth Architects



- Stacked Townhouses and Flats
- Live-Work Loft units along Carson Street
- 35-40 Dwelling Units per acre
- Height: 35-45 Feet
- Resident and Guest parking in Parking Structure
- Courtyard at Podium Level



PROPOSED SITE PLAN



PROPOSED BUILDING SECTION

Is this a development scenario that you can support?

YES

31



EXISTING CONDITIONS

NO



PROPOSED HOUSING

6

BOULEVARD HOUSING - OPTION 2



Close-Up View of Typical Sidewalk Cross Sections

Short Term - Existing 4' Setback

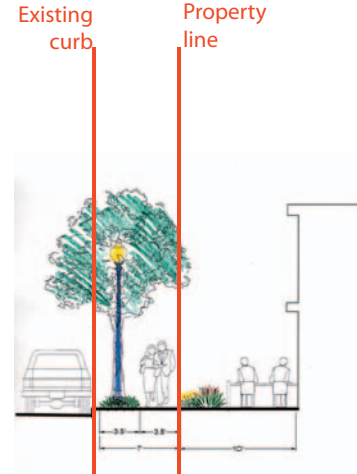
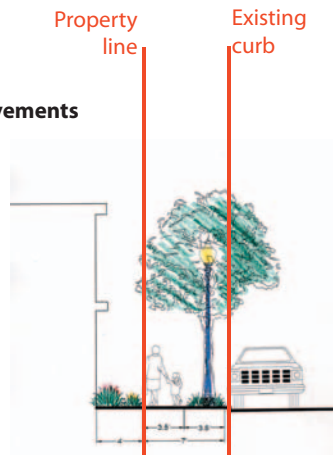
Long Term - Future 10' Setback

Street Cross Section Option 1 Existing with limited new parkway improvements

- Narrow walkway
- Sloping driveways in walkway
- Small trees

- Can add:
- Pedestrian lights
 - Infill trees
 - Longer tree wells
 - Plants in tree wells

Cost: Base

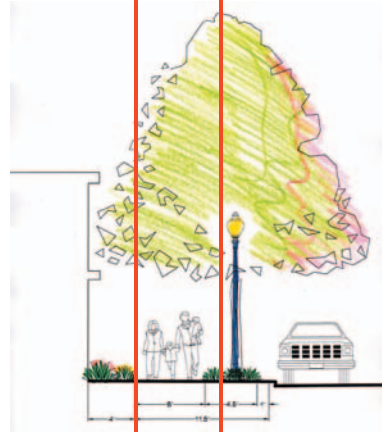


Street Cross Section Option 2 Widen sidewalks 4' into roadway

- Can be constructed all at once or phased by street segment
- Wider walkways than Option 1
- Flat driveways in walkway
- Larger, healthier trees
- All of setback available for private use

- Can add:
- Pedestrian lights
 - Wider, longer tree wells AND room to access parked cars
 - Plants in tree wells.

Cost: Base + \$1 million

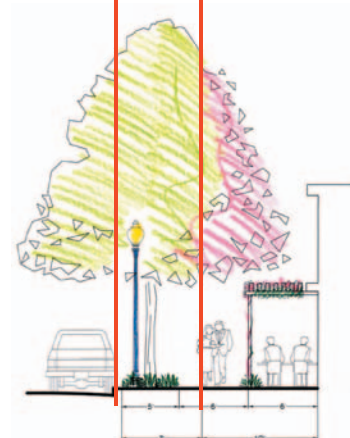


Street Cross Section Option 3 Widen sidewalks 4' into private setback as parcels are redeveloped

- Will be constructed over a long period of time in scattered locations.
- Eventually there will be:
- Wider walkways than Option 1
- Flat driveways in walkways
- Larger, healthier trees

- Can add:
- Pedestrian lights
 - Slightly wider, longer tree wells
 - Plants in tree wells.

Cost: Base + \$1 million + coordination



SIDEWALK CROSS SECTIONS



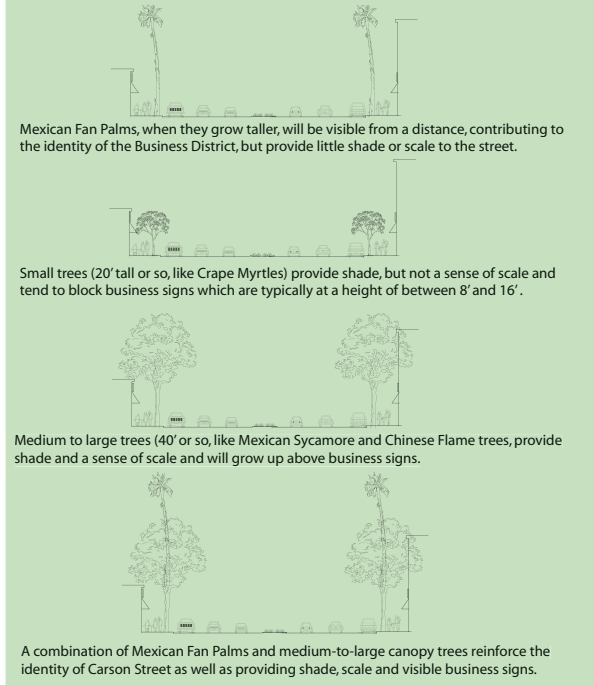
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master plan

patrick smith, ASLA, AICP
meyer mohr associates
morris replec engineering
bosser morison associates
sussman/prejza&co., inc
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Characteristics of a Sustainable Tree

A sustainable tree for Carson Street should:

1. Be big enough to provide a) shade for pedestrians and parked cars and b) a sense of scale to the street.
2. Have a single central leader that will grow up quickly and provide clearance for pedestrians, trucks and business signs. A moderate to fast growing tree with a strong central leader can be pruned up above first-story business signs (10') within a few years of planting.
3. Be hardy enough to withstand pollution, heat, glare and other urban conditions.
4. Have roots that can thrive in the size of tree well that can be accommodated on the 12' wide sidewalks, that is, a 5' or 6' wide by 10' or 12' long tree well.
5. Have an open branching structure that allows light and some visibility through the canopy and requires little pruning.



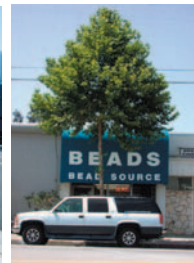
When trees are appropriate to the conditions of the street and have the right conditions to thrive, they will provide shade, scale and visible business signs.



In this example, these sycamores, which are in both the sidewalks and medians, have grown tall enough that they could be pruned up above 2-story buildings, providing a canopy with filtered light on the sidewalk and complete visibility of signs..



A Sycamore just planted from a 24" box. It is about 10-12' tall. This is the smallest size a new street tree would be.



A Sycamore planted from a 24" box 3 year ago. It is in a 5' square tree well with a grate. The tree well can store 20 gallons of water and has been watered by a watering truck on a weekly basis.



A 10+ year old Sycamore in a parkway with an automatic irrigation system. The open branching structure allows filtered light onto the sidewalk and into the building, as well as views to and from the building.

The Right Conditions to Sustain Trees

In order for street trees to be healthy and grow quickly above business signs they need:

1. Adequate soil volume for root growth.

Palms and very small trees like Cape Myrtles can survive with small (4' square) tree wells. Bigger trees need more space.

2. Regular and adequate water

The average tree needs 20 gallons per week. Because there is concrete and asphalt all around, there is little opportunity for trees on Valley Boulevard to get water from other sources. In contrast, the trees in the parkways in front of your house, get water from lawn and other irrigation.

The regularity of watering is most important during the years in which the tree is getting established, which may vary from 3 to 5 or more. After that, they still need water, but it can be less regular.



1. Normally, most of a tree's roots are with 2' of the surface and spread well beyond the canopy of the tree.



2. Because the soil under a concrete sidewalk is extremely compacted, the roots remain in the tree well and the tree becomes rootbound. The only place the roots can escape the tree well is between the soil and concrete, resulting in uplifted sidewalks. The uplifting is more pronounced for Ficus trees because they naturally have roots that grow on the surface.



Wide parkways with irrigation are best. The trees on the left were planted from 24" boxes a year and a half ago. On the right are mature trees in a parkway.



If parkways are not feasible or permitted, tree wells should be as large as possible and the trees should be watered regularly - either by an in-ground irrigation system or by a watering truck or hose.



A SUSTAINABLE TREE FOR CARSON STREET



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patterson, o'neill, and partners
kaynor marston associates
urban and parks architects, llc
studio eleven
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Which street tree pattern do you prefer for Carson Street?

Select one of the following.

Option 1 - New Carrotwood Trees Between Existing Carrotwood Trees



Put a dot here if you prefer Option 1:

2

- + Keeps existing trees; lower cost to install than Option 3 or 4.
- Trees are small - block business signs; old - limited life expectancy; space d far apart - not a lot of shade.

Option 2 - New Bigger, Open-Branching Shade Trees Between the Carrotwood Trees



Put a dot here if you prefer Option 2:

0

- + Keeps existing trees; lower cost to install than Option 3 or 4. Will provide more shade.
- Existing trees still small, old, far apart.

Option 3 - All New Bigger, Open-Branching Shade Trees



Put a dot here if you prefer Option 3:

35

- + Continous canopy will provide more shade and more consistent visual identity. If big tree wells and irrigation are provide, trees will grow quickly above business signs.
- Higher maintenance cost for pruning (offset by reduce cost for truck watering if in-ground irrigation is provided).



Option 4 - All New Street Trees - Alternating Shade and Palm Trees



Put a dot here if you prefer Option 4:

5

- + Consistent visual identity. If big tree wells and irrigation are provide, trees will grow quickly above business signs.
- Less shade than Option3; higher maintenance cost for pruning palms trees than Option 3.

STREET TREE PATTERN



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mayer, mohades associates
mcclellan, popko, engineering
keyser, merston associates
sustainable practices, inc
studio **le**ven
al Perkowski + Ruth Architects

Which Parkway Do You Prefer for Commercial/Mixed Use Districts on Carson Street?

Option 1 - Large tree wells with stabilized decomposed granite (walkable)



+ Trees will grow more quickly above business signs and will be healthier.

Put a dot here if you prefer Option 1:

5

Option 2 - Large landscaped tree wells



+ Good visual identity when viewed from street; buffer between pedestrians and traffic; trees will grow more quickly and will be healthier.
 - Higher maintenance cost..
 Note: Works best with Sidewalk Cross Section Option 2 which provides an 18" wide walkway next to the curb.

Put a dot here if you prefer Option 2:

18

Option 3 - Continuous parkway with grass (walkable)



+ Good visual identity when viewed from street; trees will grow more quickly and will be healthier.
 - High maintenance cost..

Put a dot here if you prefer Option 3:

4

Which Median Do You Prefer on Carson Street?

Option 1 - Existing - freshened up with more consistent plantings



Put a dot here if you prefer Option 1:

11

Option 3 - City standard



Put a dot here if you prefer Option 2:

27

PARKWAYS AND MEDIANS



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patricia smith, ASLA, AICP
 mohy, mohamed, associates
 horris, papko, engineering
 rajor, merrison, associates
 sussman/prajzaco, inc
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Would you like to have pedestrian-scale lights along the sidewalk on Carson Street?

Option 1 No pedestrian-scale lights



Put a dot here if you prefer Option 1:

0

Option 2 Add pedestrian-scale lights



Put a dot here if you prefer Option 2:

34

Would you like to change the roadway lights in the medians on Carson Street?

Option 1 Keep existing roadway lights



Put a dot here if you prefer Option 1:

1

Option 2 Replace them with new roadway lights



Put a dot here if you prefer Option 2:

27

STREET LIGHTS



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moffitt, mullins & associates
moffitt, reppko, engineering
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How would you like to use the future curb extensions on Carson Street?

Option 1 Just provide more room for pedestrians and bus stop seating and make it easier to cross the street.



Put a dot here if you prefer Option 1:

15

Option 2 Make the curb extensions longer and add landscaping (this may eliminate curbside parking spaces).



Put a dot here if you prefer Option 2, but only if no parking spaces are eliminated:

6

Put a dot here if you prefer Option 2, and it's OK to eliminate a few parking spaces:

5

What kind of paving would you like at crosswalks?

Option 1 Existing



Put a dot here if you prefer Option 1:

0

Option 2 Ladder stripes - most visible to motorists; inexpensive



Put a dot here if you prefer Option 2:

5

Option 3 Decorative concrete or other durable paving - more visible to motorists than 1; most expensive



Put a dot here if you prefer Option 3:

35

CURB EXTENSIONS AND CROSSWALK PAVING



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harris, reddy, engineering
harris, murray, associates
sussman, prejza & co., inc
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What street furniture would you like to have on Carson Street?

Put a dot in the box next to the type of furniture you would like to see more of on Carson Street.

Bus stop seating



26

Benches or other seating in other locations



15

Trash receptacles



29

Bicycle racks



5

Other - list:

STREET FURNITURE



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kaynor, marston associates
sussman/prajzack, inc.
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Would you like to see parks or public art on Carson St.?

Put a dot in the box next to each type of improvement you would like see.

The photos are examples from other cities, not exactly what you might select for Carson Street.

1. Pocket parks or plazas to support commercial development along Carson Street



16

2. Pocket parks for families and children along Carson Street



7

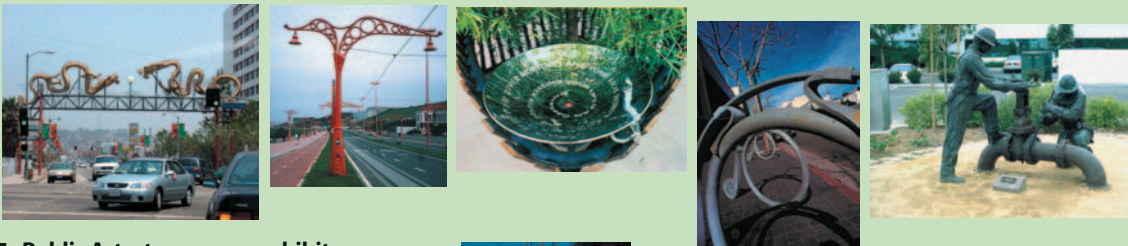
3. A central town square on Carson Street



25

If yes, where:

4. Public art integrated into streetscape improvements along Carson Street



20

5. Public Art - temporary exhibits



8

OPEN SPACE AND PUBLIC ART



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norris reyno, engineering
kayser martin, associates
sussman/pretz&co., inc
studioneleven
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Currently a freeway underpass forms a major entrance to the City of Carson. These areas are unused and without any graphics or lighting. Freeway underpasses could be enhanced to become part of a gateway experience. Color, graphics and lighting would all contribute to developing these spaces.

Do you support the creation of city entrance gateways using graphics and color?

YES
NO



CITY GATEWAY ENTRANCES



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master plan

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NATALIE HARRINGTON, AICP
DANIEL HARRINGTON, AICP
DANIEL HARRINGTON, AICP
STUDIOS LEVEN
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Banners and pole mounted graphic panels can be used decoratively and to publicize local events. They can highlight new additions to the city, and be part of holiday celebrations. Banners would be attached to existing light poles in the median.

Do you support the placement of banners and pageantry on Carson blvd.?

YES
NO



BANNERS/STREETScape PAGEANTRY



A tower structure with graphic and lighting elements can make Carson visible to vehicles passing by the city. The tower would become a distinctive landmark in the city, while also helping to develop the city identity.

Do you support the placement of a city identity tower structure adjacent to major freeway offramps?

YES
NO

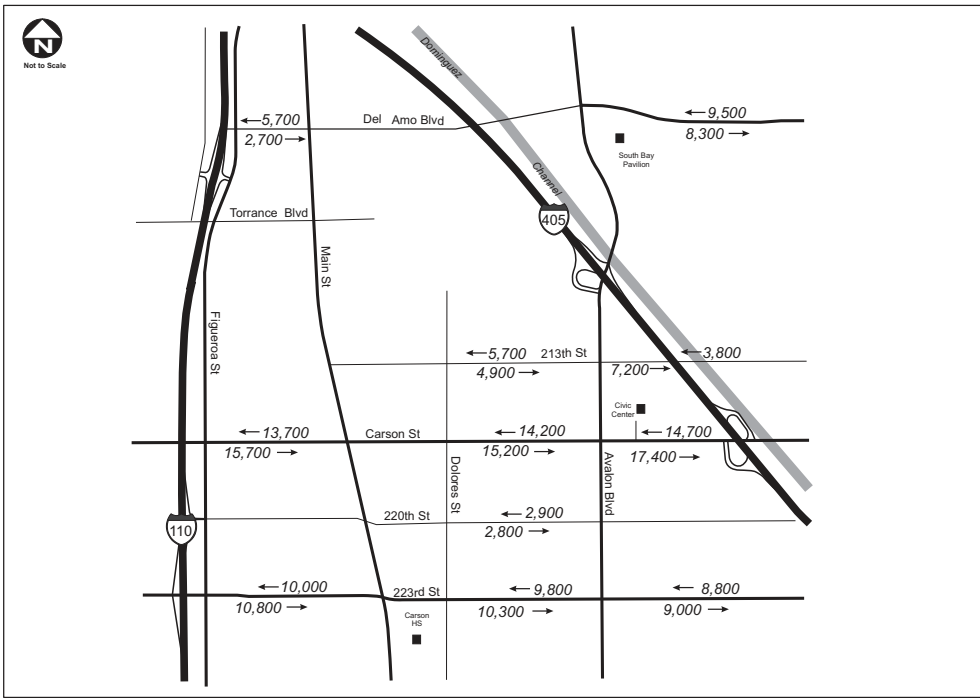


FREWAY TOWER I.D. SIGN



carson street mixed-use district
master plan

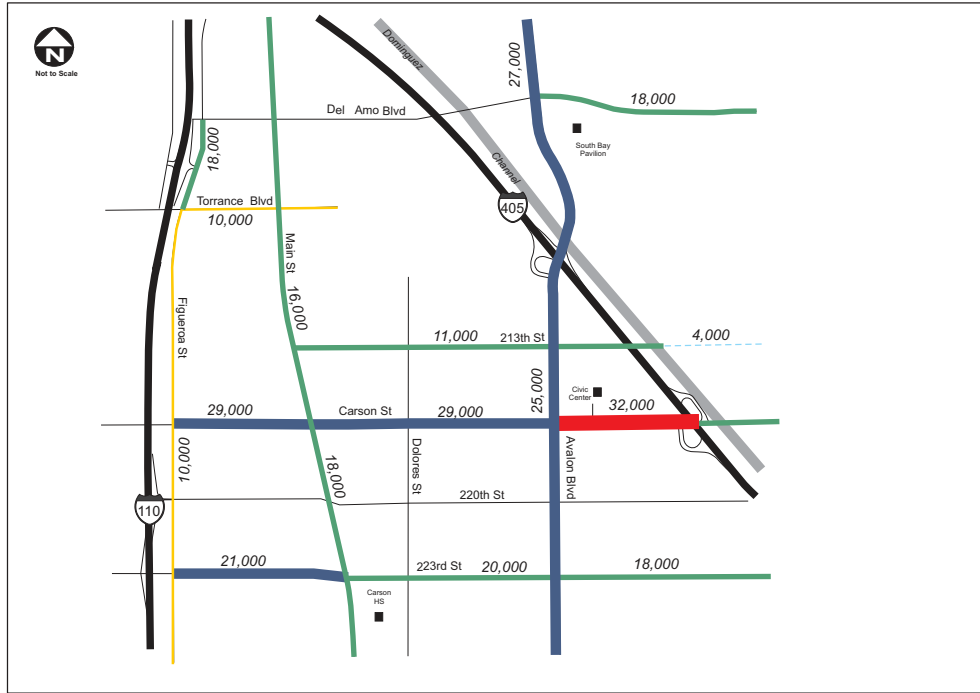
BRITTA SMITH, AIA, AIAA
NATIONAL BOARD OF ARCHITECTS
NATIONAL BOARD OF INTERIORS
NATIONAL BOARD OF DESIGNERS
NATIONAL BOARD OF PLANNERS
NATIONAL BOARD OF ARCHITECTS
studioslevn
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AVERAGE DAILY TRAFFIC FLOW

LEGEND

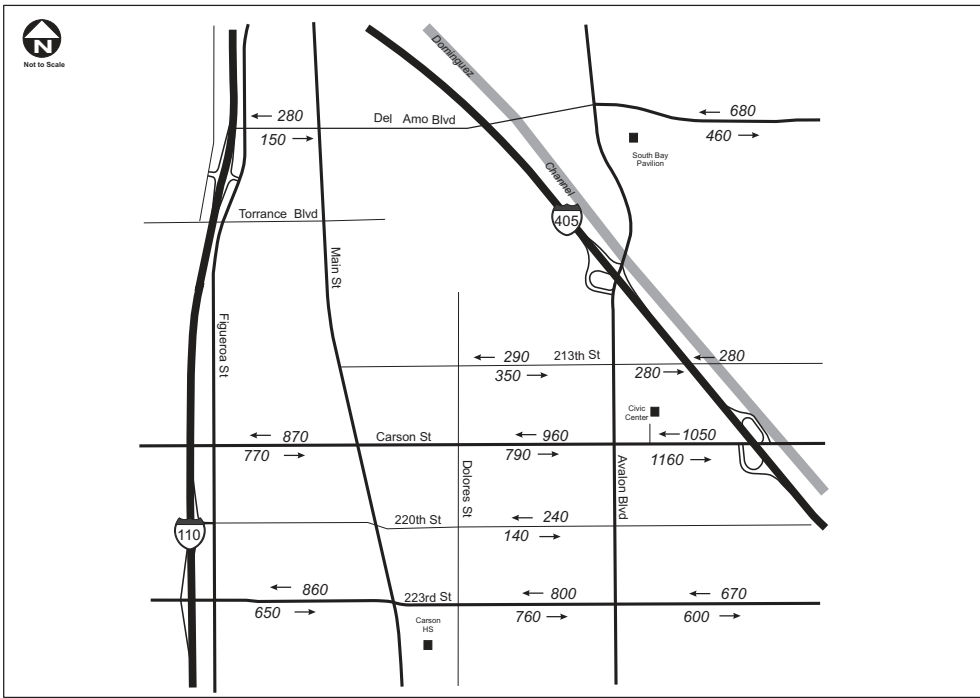
- 900 Average Daily Traffic Flow
- Traffic Flow Direction



AVERAGE DAILY TRAFFIC

LEGEND

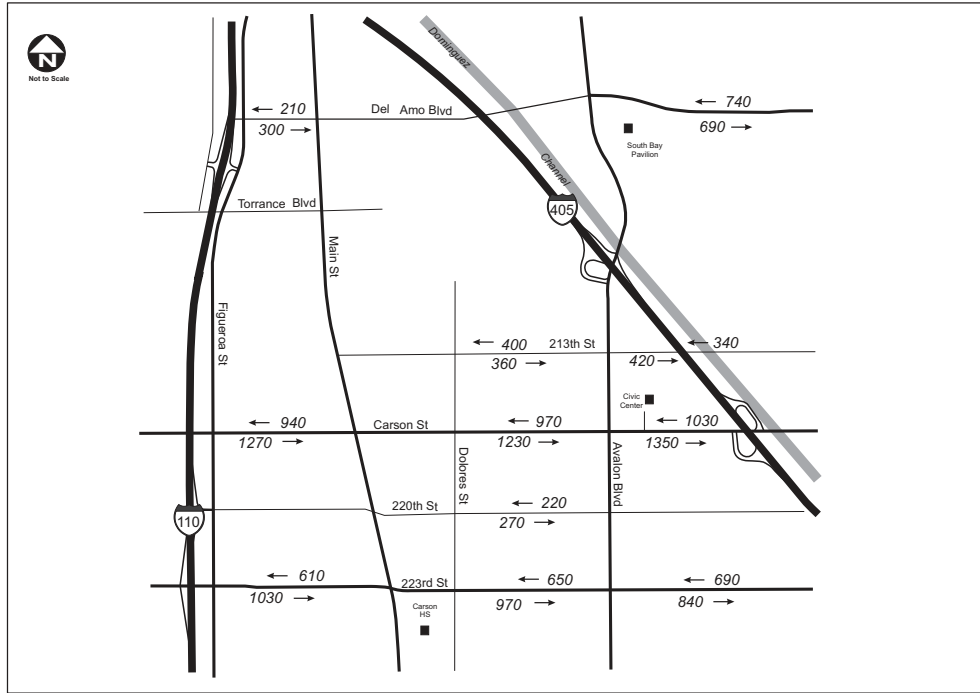
- 9,000 Existing Average Daily Traffic
 - Below 5,000
 - 5,000-10,000
 - 10,001-20,000
 - 20,001-30,000
 - Over 30,000
- (Freeway volumes not shown with bandwidth)



AM PEAK HOUR TRAFFIC FLOW

LEGEND

- 900 Existing AM Peak Hour Traffic Flow
- Traffic Flow Direction

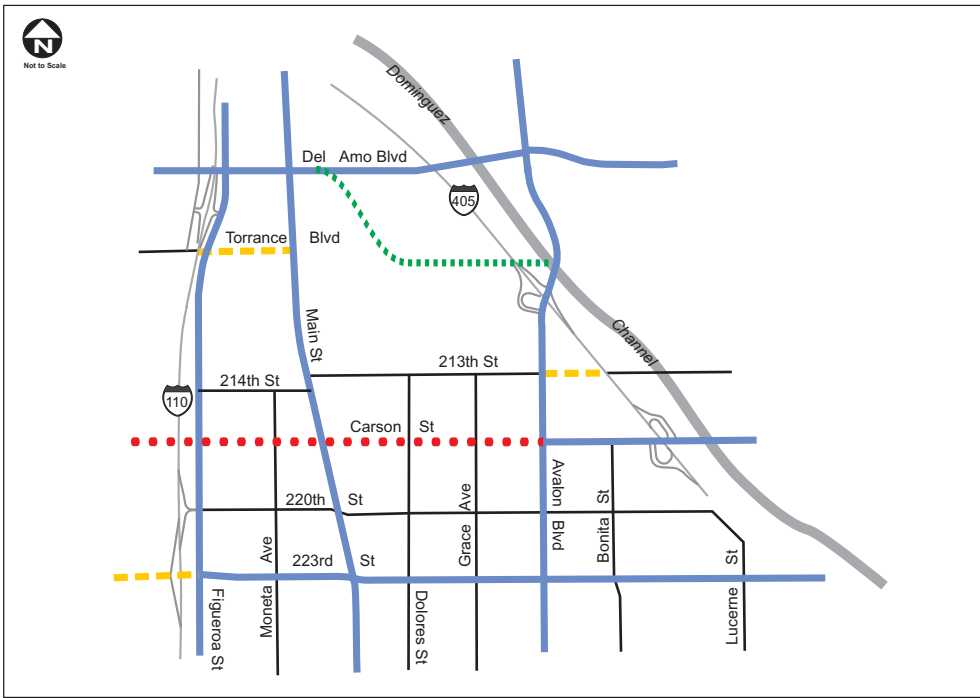


PM PEAK HOUR TRAFFIC FLOW

LEGEND

- 900 Existing PM Peak Hour Traffic Flow
- Traffic Flow Direction

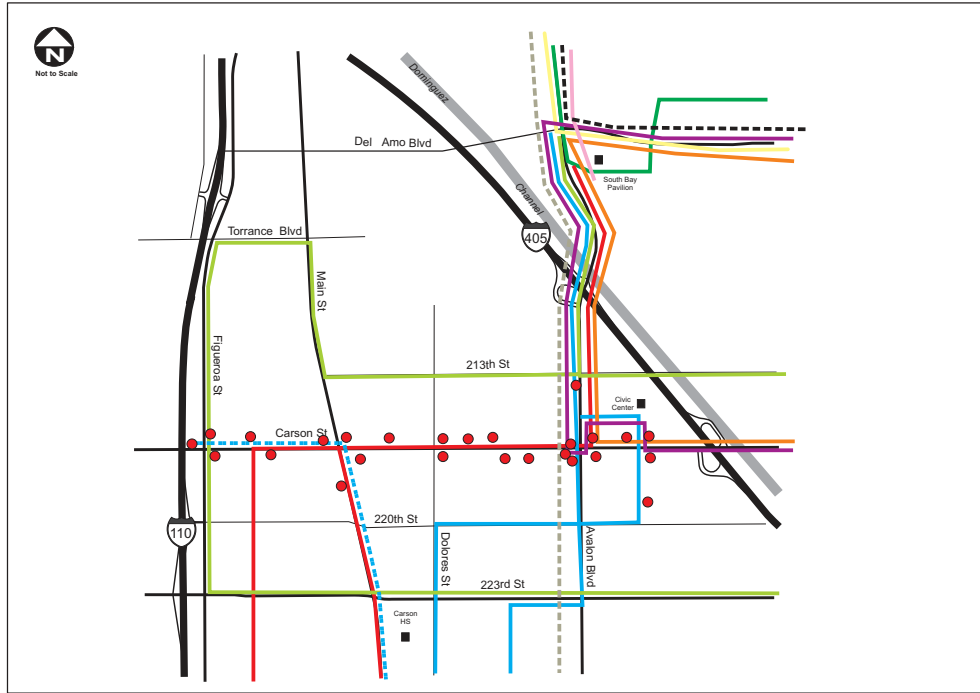




PLAN OF STREETS AND HIGHWAYS

LEGEND

- State Highway / Freeway
- Major Highway
- Proposed Major Highway
- Modified Secondary Highway
- Secondary Highway
- Collector



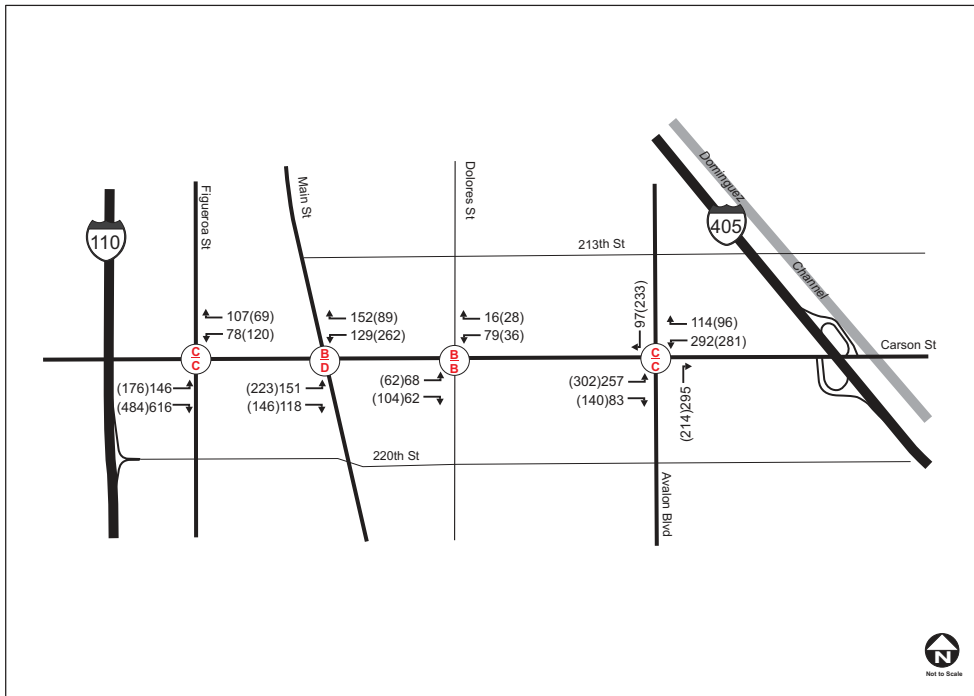
CARSON CIRCUIT, MTA, AND TORRANCE TRANSIT ROUTES

LEGEND

- Route A
- Route B
- Route C
- Route D
- Route E
- Route F
- Route G
- Route H
- MTA 205
- MTA 446/447
- Torrance Transit 3
- Existing Bus Stop



CARSON STREET EXISTING AM/PM TURN VOLUMES AND LEVELS OF SERVICE



CARSON STREET EXISTING GEOMETRIES

