

JEFFERSON ON AVALON SPECIFIC PLAN

DRAFT



JULY 25, 2019

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Table of Contents

Table of Contents	i
List of Tables	iii
List of Figures	iii
EXECUTIVE SUMMARY	1
1.1 Location	1-1
1.2 Specific Plan area	1-2
1.3 Existing and Surrounding Land Uses	1-3
1.4 Purpose and Intent	1-8
1.5 Authority and Requirements	1-8
1.6 Relationship to Other Regulations	1-9
1.6.1 General Plan	1-9
1.6.2 Zoning	1-11
1.6.3 Carson Street Master Plan	1-11
1.6.4 Climate Action Plan	1-11
1.8 Plan Organization	1-12
1.9 California Environmental Quality Act Compliance	1-13
2.1 Land Use	2-1
2.1.1 Land Use Concept/Vision	2-1
2.1.2 Residential Uses	2-2
2.1.3 Commercial Uses	2-2
2.2 Infrastructure Plan	2-5
2.2.1 Water Service and Availability	2-5
2.2.2 Sewer Service	2-5
2.2.3 Drainage and Water Quality	2-8
2.2.4 Dry Utilities	2-11
2.3 Circulation Plan	2-11
2.3.1 Vehicular Circulation - Public	2-11
2.3.2 Internal Circulation	2-12
2.3.3 Bicycle Facilities	2-13
2.3.4 Transit	2-13
2.4 Public Services	2-16
2.4.1 Fire Service	2-16

TABLE OF CONTENTS

2.4.2	Police Service	2-16
2.4.3	Solid Waste.....	2-17
2.4.4	Schools	2-17
2.4.5	Parks and Open Space	2-18
3.1	General Provisions	3-1
3.1.1	Applicability	3-1
3.1.2	Severability	3-1
3.1.3	Determination of Unlisted Uses/Interpretation.....	3-2
3.1.4	Definitions	3-2
3.1.6	Subsequent Building Modification	3-3
3.1.7	Projections into Required Yards.....	3-3
3.1.8	Height	3-3
3.1.9	Open Space - Residential.....	3-3
3.2	Permitted Uses	3-3
	Special Standards.....	3-7
3.3	Temporary Uses and Activities.....	3-7
3.4	Development Standards	3-8
3.4.1	Relationship with the Public Realm.....	3-9
3.5	Off Street Parking and Loading Standards.....	3-13
3.5.1	Residential	3-13
3.5.2	Commercial.....	3-13
4.1	Urban Design.....	4-1
4.1.1	Introduction and Purpose	4-1
4.1.2	Site Plan Design	4-1
4.1.3	Building Scale and Massing.....	4-2
4.1.4	Architecture.....	4-6
4.1.5	Conceptual Landscape Design.....	4-19
5.1	Administration.....	5-1
5.1.1	Responsibility	5-1
5.1.2	Applicability	5-1
5.1.3	Enforcement.....	5-1
5.1.4	Approval Authority	5-1
5.1.5	Severability	5-2
5.1.5	Initial Entitlements.....	5-2

TABLE OF CONTENTS

5.1.6	Interpretation	5-3
5.1.7	Transfers.....	5-3
5.1.7	Substantial Conformance	5-3
5.1.8	Amendments to the Specific Plan.....	5-4
5.1.9	Appeals	5-4
5.2	Implementation	5-5
5.2.1	Specific Plan Adoption	5-5
5.2.2	Subsequent Approvals and Plans.....	5-5
5.2.3	Phasing	5-5
5.2.4	Transportation Demand Management Plan	5-7
5.2.5	Financing.....	5-8
5.2.6	Maintenance and Ownership.....	5-8
5.2.7	Environmental Clearance	5-9

List of Tables

Table 1-1: Land Use Summary.....	1-1
Table 2-1: Land Use	2-3
Table 2-2: Student Generation.....	2-17
Table 3-1: Permitted Uses.....	3-4
Table 3-2: General Development Standards & Requirements	3-8
Table 3-3: Parking Standards.....	3-14
Table 4-1: Preliminary Plant Palette - Phase 1	4-29
Table 4-2: Preliminary Plant Palette - Phase 2.....	4-30
Table 4-3: Preliminary Plant Palette - Phase 3.....	4-30
Table 4-4: Preliminary Plant Palette - Streetscape.....	4-31
Table 5-1: Approval Authority	5-2
Table 5-2: Phasing	5-6
Table 5-3: Financing, Ownership, and Maintenance.....	5-8

List of Figures

Figure 1-1	Location Map	1-2
Figure 1-2	Specific Plan Area	1-3
Figure 1-3a	Area Photographs	1-5

TABLE OF CONTENTS

Figure 1-3b	Area Photographs	1-6
Figure 1-3c	Area Photographs	1-7
Figure 1-4	Amended General Plan Land Use	1-10
Figure 2-1	Land Use Plan.....	2-4
Figure 2-2	Water and Sewer Plan	2-7
Figure 2-3	Drainage Plan	2-10
Figure 2-4	Dry Utilities	2-14
Figure 2-5	Circulation Plan	2-15
Figure 3-1	Phase 1 – Stoop Units on Avalon Boulevard	3-9
Figure 3-2	Phase 2 – Stoop Units on 213 th Street	3-10
Figure 3-3	Food Pavilion on Avalon Boulevard	3-10
Figure 3-4	Phase 3 – Stoop Units on 213 th Street	3-11
Figure 3-5	Townhomes on 213 th Street.....	3-11
Figure 3-6	Hotel on Avalon Boulevard	3-12
Figure 3-7	Drive-thru Restaurant on Avalon Boulevard.....	3-12
Figure 4-1	Phase 1 Elevation (West Along Avalon Boulevard)	4-9
Figure 4-2	Phase 1 Elevation (South).....	4-9
Figure 4-3	Phase 2 Elevation (West).....	4-10
Figure 4-4	Phase 2 Elevation (South Along 213 th Street).....	4-10
Figure 4-5	Phase 3 Elevation (East Along Avalon Boulevard)	4-11
Figure 4-6	Phase 3 Elevation (South Along 213 th Street).....	4-11
Figure 4-7	Townhomes Elevation (North Along 213 th Street).....	4-13
Figure 4-8	Townhomes Elevation (East Along Avalon Boulevard)	4-13
Figure 4-9	Food Pavilion Elevation (West Along Avalon Boulevard).....	4-15
Figure 4-10	Food Pavilion Elevation (South Along 213 th Street)	4-15
Figure 4-11	Hotel Elevation (West Along Avalon Boulevard).....	4-16
Figure 4-12	Hotel Elevation (North)	4-16
Figure 4-13	Drive-through Restaurant Elevation (West)	4-17
Figure 4-14	Drive-through Restaurant Elevation (South)	4-17
Figure 4-15	Conceptual Site Rendering	4-21
Figure 4-16	Site Furnishings (Public Realm) (1 of 2).....	4-24
Figure 4-17	Site Furnishing (Public Realm) (2 of 2)	4-25
Figure 4-18	Site Furnishings (Private Amenity Space)	4-26
Figure 4-19	Conceptual Multi-Family Amenity Space (Phase 1 – Natural Living)	4-27

TABLE OF CONTENTS

Figure 4-20	Conceptual Multi-Family Amenity Space (Phase 2 – Modern Luxury)	4-28
Figure 4-21	Conceptual Multi-Family Amenity Space (Phase 3 – Urban Lifestyle).....	4-28
Figure 4-22	Primary Entryway Render	4-32
Figure 4-23	Primary Entryway Section.....	4-32
Figure 4-24	Phase 1 – Stoop Units on Avalon Boulevard	4-33
Figure 4-25	Phase 2 – Stoop Units on 213 th Street	4-33
Figure 4-26	Food Pavilion on Avalon Boulevard	4-33
Figure 4-27	Phase 3 – Stoop Units on 213 th Street	4-33
Figure 4-28	Townhomes on 213 th Street.....	4-34
Figure 4-29	Hotel on Avalon Boulevard	4-34
Figure 4-30	Drive-thru Restaurant on Avalon Boulevard.....	4-34
Figure 5-1	Conceptual Phasing Plan	5-6

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1 INTRODUCTION

This section explains the purpose of the Specific Plan; background; planning process and entitlements; guiding principles; organization of the Specific Plan; authority to prepare; relationship to existing plans and policies; local and regional context and setting.

EXECUTIVE SUMMARY

The Jefferson on Avalon Specific Plan is a planning and zoning document for the mixed-use development known as Jefferson on Avalon.

The Specific Plan area (or “Project”) consists of three parcels once occupied by Don Kott Ford which are currently owned by the Kott family. The largest of the three parcels, Parcel A, is a 14-acre triangular property adjacent to Interstate 405 (I-405) and fronting on Avalon Boulevard on the west side and 213th Street on the south side of the property. The second-largest property, Parcel B, is a rectangular four-acre parcel located south of Avalon Boulevard on the northwest corner of Avalon Boulevard at 213th Street. The third property, Parcel C, is just south of Parcel B and fronts on both 213th Street at Avalon Boulevard and wraps around the corner occupied by an Arco Gas station.

These properties together represent approximately 20.53 acres of land located on Avalon Boulevard between the Carson City Hall and the South Bay Pavilion Mall. This area is considered to be a Gateway to the heart of the City. To support the connectivity between the downtown and the mall, several uses have been incorporated which will contribute to the success of the area. The mixed-use concept features high density housing, both rental and for sale, an upscale food pavilion, a service hotel, and a drive-through coffee restaurant.

Table 1-1, *Land Use Summary*, outlines the overall maximum development in the Specific Plan area (see Section 2.1, *Land Use* for a more complete summary).

Table 1-1: Land Use Summary	
Land Use	Maximum Density/Intensity
Residential	1,200 dwelling units
Commercial/Food Service	15,000 square feet
Hotel	200 keys

1.1 Location

The project site includes three properties located at 21212 South Avalon Boulevard, 21243 South Avalon Boulevard, and 640-644 East 213rd Street in the City of Carson, Los Angeles County, California. Figure 3-1, *Regional Location Map*, and Figure 3-2, *Local Vicinity*, depict the project site in a regional and local context, respectively.

The project site is generally bordered by I-405 to the north and east, residential and commercial uses to the south, and single-family residences and a mobile home park to the west.

Regional access to the site is from I-405 which is located immediately north of the project site. Local vehicular access to the site is provided from South Avalon Boulevard and East 213th Street. Figure 1-1, *Location Map*, illustrates the Specific Plan area and a ¼-mile radius, generally considered a comfortable walking distance, around the site.

1/4 mile radius
5-minute walk



Figure 1-1 Location Map

1.2 Specific Plan area

The Specific Plan area is comprised of three separate planning areas/parcels located on both the east and west sides of Avalon Boulevard and 213th Street. The approximately 20.53-acre site includes several parcels, described as Assessor Parcel Numbers (APNs) 7337-003-012, -013, -014, 7337-002-042, -043, 7337-008-031, -026, -030.

The Project is described herein as a mixed-use development on three different parcels: Parcel A, Parcel B, and Parcel C, defined in this Specific Plan as Planning Areas as outlined below and shown in Figure 1-2, *Specific Plan area*.

- Planning Area A (Triangle Parcel) is an approximately 14.08-acre triangular parcel adjacent to I-405, at the northeast corner of the intersection of South Avalon Boulevard at 213th Street.
- Planning Area B is an approximately 4.05-acre rectangular parcel at the northwest corner of the intersection.

- Planning Area C is an approximately 1.9-acre L-shaped parcel located south of Parcel B, at the southwest corner of the intersection. Planning Area C faces East 213th Street and South Avalon Boulevard.

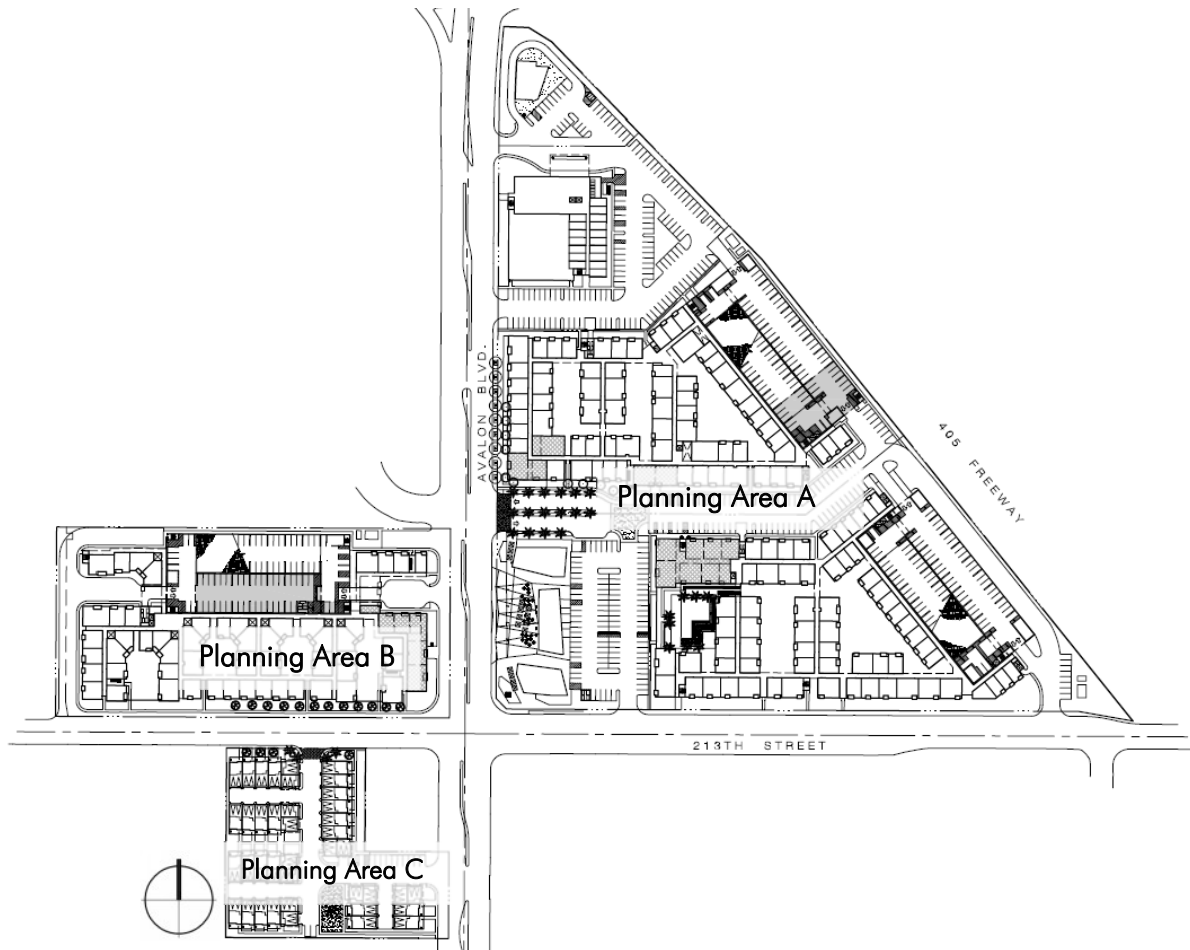


Figure 1-2 Specific Plan Area

1.3 Existing and Surrounding Land Uses

The Specific Plan area is located on a major street (Avalon Boulevard) which links the City of Carson's major commercial center, the South Bay Pavilion Mall, and the Carson Street Corridor which is anchored by the Carson Community Center and Carson City Hall on the corner of Avalon Boulevard and Carson Street. The Imperial Avalon Mobil home park occupies most of the west side of Avalon across from the Project. Most of the uses along Avalon Boulevard are either commercial or mobile homes. The site itself has historically been used for the sales, storage, and servicing of automobiles.

The I-405 freeway forms the hypotenuse of the triangle between Avalon Boulevard and 213 Street. The freeway poses some challenges as well as opportunities in the development of the site. Visually there is a branding opportunity for the project and the City of Carson based on the freeway exposure.

Planning Area A is a prior commercial car dealership. Planning Area B is also a prior car dealership. Both parcels had auto repair facilities associated with the primary uses. Planning Area C has no

CHAPTER 1 | INTRODUCTION

structures; it is a surface parking lot that was used as overflow parking for the auto dealerships. Planning Areas A, B, and C are currently used for automobile storage for off-site dealerships.

Surrounding uses include the following, by Planning Area:

Planning Area A

North: I-405, with Dominguez Channel beyond

South: East 213th Street with vacant property, U.S. Post Office, and single-family residential beyond

East: I-405 with Dominguez Channel beyond

West: Avalon Boulevard, with Planning Area B and Imperial Avalon Mobile Estates beyond

Planning Area B

North: Imperial Avalon Mobile Estates

South: East 213th Street with single-family residential and Planning Area C (parking lot) beyond

East: South Avalon Boulevard, with Planning Area B beyond (vacant car dealership and parking lot)

West: Single-family Residential

Planning Area C

North: East 213th Street with Planning Area B beyond (vacant car dealership and parking lot)

South: Bel-Aire Mobile Home Park

East: Gas station and South Avalon Boulevard with a vacant parcel and Sheriff Department building beyond

West: Single-family Residential

A photograph of a multi-lane intersection. In the foreground, a brick-paved crosswalk leads across the road. Several cars are visible in the intersection, including a silver SUV in the right lane. Traffic lights are mounted on poles at the intersection. The background shows a grassy area and a cloudy sky.

A street-level view of a multi-lane road intersection under a cloudy sky. The road has "SALVADORE" painted on it. There are traffic lights, street signs, and some vehicles visible.

1-5

CHAPTER 1 | INTRODUCTION



KEY SITE PLAN



NORTH OF PROJECT SITE
(LOOKING SOUTH ON AVALON BLVD TO PH 1 & PH2) 7



WEST OF PROJECT SITE
(LOOKING EAST ON AVALON BLVD) 8



SOUTH OF PROJECT SITE
(LOOKING NORTH TO PH 1, 2 & FOODPAVILION) 9



SOUTH OF PROJECT SITE
(LOOKING NORTHWEST TO PH 3) 10



NORTH EAST CORNER OF PROJECT SITE
(LOOKING SOUTH TO PH2 & FOOD PAVILION) 11



NORTH EAST CORNER OF PROJECT SITE (LOOKING EAST TO
PH 2 & FOOD PAVILION) 12



KEY SITE PLAN



WEST OF PROJECT SITE
(LOOKING EAST ON 213TH ST. TO PH 3 (R) & TOWNHOMES (L)) 3



NORTH OF PROJECT SITE
(LOOKING SOUTH ON 213TH ST. TO TOWNHOMES) 14



NORTHEAST OF PROJECT SITE
(LOOKING WEST TO TOWNHOMES (L) & PH 3 (R)) 15



EAST OF PROJECT SITE
(LOOKING WEST TO TOWNHOMES) 16



SOUTH OF PROJECT SITE
(LOOKING NORTH ALONG AVALON BLVD) 7



SOUTH OF PROJECT SITE
(LOOKING NORTHWEST ALONG AVALON BLVD TO TOWNHOMES) 18

Figure 1-3c Area Photographs

CHAPTER 1 | INTRODUCTION

1.4 Purpose and Intent

The Jefferson on Avalon Specific Plan provides the elements, character, location, and method of implementation for this Project. Adoption of the Specific Plan is designed to advance the City of Carson's following land use policy goals and objectives:

1. Urban Design Framework. Provide development and form-based design standards to initiate the development and definition of Avalon Boulevard as a mixed-use corridor.
2. Building Height + Density. Allow additional height and density for a project that defines the street edge and serves as a Gateway to the City of Carson.
3. Pedestrian Network. Establish the Specific Plan area as a walkable destination of residential and neighborhood-serving commercial activity along Avalon Boulevard.
4. Design Standards. Encourage design excellence and establish a high-quality standard for future development to occur along Avalon Boulevard.
5. Mixed-Use/Residential Density + Retail Activity. Fulfill City of Carson General Plan Policy LU-8.3 by "locating higher density residential uses in proximity to commercial centers" to "encourage pedestrian traffic and provide a consumer base for commercial uses." (See General Plan Land Use Element, p. LU- 30).
6. Site Circulation. Enhance Avalon Boulevard's pedestrian, bicycle, and transit-oriented characteristics while at the same time improving vehicular circulation.
7. Land Use. Apply the Carson Street Master Plan goals of organizing disparate land uses along Avalon Boulevard in a coherent manner so as to increase the critical mass of people and available income that is critical to sustain a mixed-use "Main Street" environment.
8. Efficient Residential Development. Promote the development of multi-family housing in close proximity to employment, transportation, and activity centers as called for by Housing Element Policies 3.6 and 3.7.
9. Sustainable Communities. Require excellence in multi-family and mixed-use housing designs consistent with Housing Element Policy 2.7 "through use of materials and colors, building treatments, landscaping, open space, parking, environmentally-sensitive and sustainable building design."

1.5 Authority and Requirements

A "Specific Plan" is a planning and regulatory tool made available to local governments by the State of California. Specific plans implement a city's General Plan through the development of policies, programs, and regulations that provide an intermediate level of detail between General Plans and individual development projects. State law stipulates that specific plans can only be adopted or amended if they are consistent with a city's adopted General Plan.

The Jefferson on Avalon Specific Plan implements the goals and policies of the Carson General Plan, serves as an extension of the General Plan, and can be used as both a policy and a regulatory document. The purpose of this Specific Plan is to implement the vision by providing goals, policies and programs, development standards, and design guidelines to direct future development within the Specific Plan area.

The authority to prepare and adopt a Specific Plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. Section 65451 states:

A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:

- The distribution, location and intent of the uses, including open space, within the area covered by the plan.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described by the plan.
- Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- A program of implementation measures including programs, public works projects, and financing measures.
- The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

***Specific Plan** – a tool for the systematic implementation of the General Plan. It effectively establishes a link between implementing policies of the General Plan and the individual development proposals in a defined area.*

1.6 Relationship to Other Regulations

The property is subject to several regulatory and policy documents, including the Carson General Plan, Zoning Code, and Climate Action Plan (CAP). The approval of the Jefferson on Avalon Specific Plan would require amendment of the City's General Plan and zoning designations to allow the development of the proposed mixed-use development.

1.6.1 General Plan

The Carson General Plan was adopted by the City Council on July 25, 2006, and its land use plan was approved by the voters on November 6, 2006. The General Plan establishes criteria for land use development and provides policy and land use guidance for properties in the City and its Sphere of Influence.

The existing General Plan designation for the three Planning Areas within the Specific Plan area is *Regional Commercial*, which allows for major department stores, specialty shops, other retail and service uses, automobile and other vehicle dealerships, and hotels and motels. *Regional Commercial* is intended to provide for the City's primary regional shopping center and its peripheral areas.

CHAPTER 1 | INTRODUCTION

General Plan Amendment. Project implementation requires a General Plan Amendment (GPA) to change the land use designation of the Specific Plan area from *Regional Commercial* to *Urban Residential* (UR). Approval of the GPA is required to precede the adoption of the Specific Plan.

As defined in the Carson General Plan Land Use Element, the *Urban Residential* land use designation is intended to provide for multiple dwelling units and a range of commercial uses, including retail, offices, hospitals, and private community gathering facilities. Residential densities up to 65 dwelling units per acre (du/ac) are allowed. The allowable density/intensity for mixed-use development is determined using an allowable range of FAR (1.0 to 4.0). This land use category is implemented with a Specific Plan zone. Figure 1-4, *Amended General Plan Land Use*, illustrates the proposed land use.

Appendix B of the Specific Plan includes a table outlining consistency with the General Plan goals and policies.

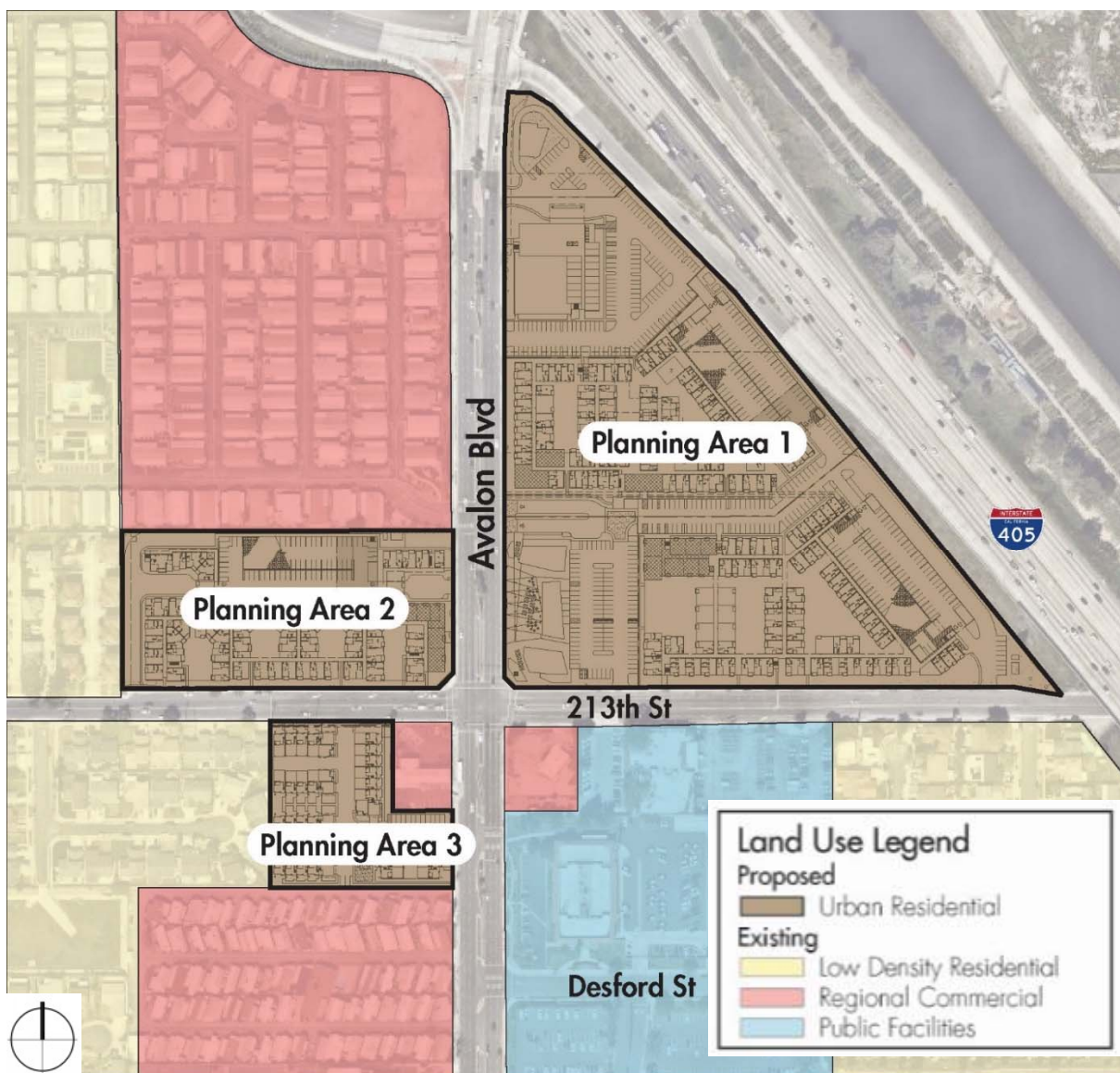


Figure 1-4 Amended General Plan Land Use

1.6.2 Zoning

The existing zoning district for Planning Areas A and B is *Commercial Automotive* (CA); Planning Area C is zoned *Commercial Regional with Design Overlay* (CR-D).

The Commercial Automotive zoning designation allows for Drive-in or Drive-through restaurants and restaurants under a Conditional Use Permit. The CR zoning designation also includes Drive-in or Drive-through restaurants and restaurants. Transient hotel and motels are permitted with a Conditional Use Permit. Automobile parking lots or parking buildings are permitted under CR zoning. The Design-Overlay designation was created by the City primarily to provide for site plan and design review of future development within designated areas to achieve special standards of design, architectural quality, style and compatibility, landscape treatment, and functional integration of neighboring developments.

Zone Change. Project implementation would require a zone change from Commercial Regional with Design Overlay (CR-D) and Commercial Automotive (CA) to “19 - Jefferson on Avalon Specific Plan” or “SP-19”. The Specific Plan would allow for up to 1,200 dwelling units; 15,000 square feet (sf) of commercial/food service uses; and 200 hotel keys.

1.6.3 Carson Street Master Plan

The Carson Street Master Plan is located to the south of the Specific Plan area. The Master Plan includes a streetscape program for Carson Street east and west of Avalon. The Jefferson on Avalon Specific Plan landscape concepts mirror the plant palette and streetscape concept of the Master Plan to provide the City with a cohesive public realm.

1.6.4 Climate Action Plan

In 2017, the City of Carson adopted a Climate Action Plan (CAP) to improve energy efficiency and reduce Greenhouse Gas (GHG) emissions and to guide the City of Carson toward a more sustainable future. The goal of the CAP is to reduce GHG emissions within the City. The City’s CAP serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policy to achieve desired outcomes over the next 20 years. The CAP outlines various municipal measures that encourage reductions in the following categories: land use and transportation, energy efficiency, solid waste, urban greening, and energy generation and storage.

- The Specific Plan promotes a mix of residential development and pedestrian-serving commercial uses pursuant to General Plan Goals LU-6 and LU-8. By facilitating a mixed-use development with housing and neighborhood-serving retail proximate to employment, the Project would reduce vehicle miles traveled (VMT), promote walkability, and contribute to a jobs/housing balance.
- Per General Plan Goal LU-15, the Project includes housing, jobs, and services within walking distance of each other by providing residential units, townhomes, a hotel, and restaurants within the boundaries of the project site.
- The site design includes a pedestrian circulation system that connects the various components of the site, thereby facilitating the type of pedestrian activity targeted by this policy.
- The Project incorporates energy efficiency design features in compliance with Title 24 and CALGreen standards that are consistent with the CAP’s efficiency measures.

CHAPTER 1 | INTRODUCTION

- The Project is an infill development within an urbanized/developed area and would generate greenhouse gas (GHG) emissions (1.97 MTCO₂e per service population per year) well below SCAQMD thresholds.

The Project demonstrates consistency with the General Plan, CAP goals, measures, and emission reduction targets, and would not conflict with any applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions, including Title 24, Assembly Bill (AB) 32, and Senate Bill (SB) 32.

1.8 Plan Organization

Section 1 – Introduction

This section explains the purpose of the Specific Plan; local and regional context and setting; background; planning process and entitlements; purpose and objectives; authority to prepare; relationship to existing plans and policies; and organization of the Specific Plan.

Section 2 – Development Plan

This section explains the conceptual land use plan for the Specific Plan area; identifies land use designations and intensities unique to the Specific Plan. The mobility, drainage, water and sewer, grading, and public services plans are also described.

Section 3 – Development Regulations

This section explains the development standards for the land use designations established in the Development Plan, including the standards for residential districts, commercial, open space, parking, and signage.

Section 4 – Urban Design

This section explains design concepts and establishes design guidelines for development in the Specific Plan area and provides the landscape elements of the plan.

Section 5 – Administration and Implementation

This section discusses the development review procedures by the City of Carson and other relevant permitting agencies, applicable to the Specific Plan area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, density transfers, substantial conformance, and phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

Appendices

The appendices include the legal description for the Specific Plan area and the statements of General Plan conformance.

1.9 California Environmental Quality Act Compliance

The Jefferson on Avalon Specific Plan will be/has been prepared in conjunction with an Environmental Impact Report (EIR), which identifies potential impacts resulting from the proposed development and establishes a Mitigation Program including Project Design Features, standard conditions, and mitigation measures that preclude or reduce them to a less than significant level, where feasible.

California Environmental Quality Act (CEQA) – a California statute passed in 1970 to institute a statewide policy of environmental protection

As the lead agency, the City of Carson will implement a monitoring program for the Mitigation Program. To assist in this monitoring effort, a Mitigation Monitoring and Reporting Program will be developed by the City as part of environmental findings which will be included in the Final Specific Plan approved by the City Council. The Mitigation Monitoring and Reporting Program shall be included as an Appendix to this Specific Plan upon adoption.

CHAPTER 1 | INTRODUCTION

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2 DEVELOPMENT PLAN

This section explains the various elements of the Specific Plan, including Land Use, Open Space, Infrastructure, Services, and Circulation

2.1 Land Use

The Specific Plan area represents approximately 20 acres of land located on Avalon Boulevard between the Carson City Hall and the South Bay Pavilion Mall and is considered to be a gateway to the heart of the City. To support the connectivity between the downtown and the mall, several uses have been incorporated which would contribute to the success of the area. The mixed-use concept features high density housing, both rental and for-sale, an upscale food pavilion, a service hotel and a drive-through restaurant.

2.1.1 Land Use Concept/Vision

The land use concept begins at the northeast corner of the site in Planning Area A, with Avalon Boulevard and 213th Street being the gateway to the overall project. An upscale food pavilion, with iconic roof forms, acts as the entryway to the project's main social attraction. Containing food-related restaurants and small-scale retail surrounding an outdoor eating and gathering space with a variety of canopies to provide protection from the elements, the food pavilion will be the major public gathering space for the development. Two apartment communities are located directly north, and east of the food pavilion, and a third apartment community is located directly across the street to the west. A multi-story hotel and a drive-through restaurant, closest to I-405, are located at the north end of the large triangular parcel that comprises Planning Area A.

A second design concept integrated into the project is the use of the residential parking garages as sound buffers along the freeway. Each apartment communities will have a unique personality which will appeal to different types of renters while the Specific Plan will have a cohesive architectural character. Each personality is reflected in the exterior architecture of each phase (including the fenestration, overhangs, colors and materials utilized to articulate the architectural details), the type of amenities, and the siting of each development. For example, two of the apartment communities (Phases 1 and 3) will incorporate large roof decks above the parking garages where the pool and community space are located. The Phase 2 apartment community provides a pool and community space in a large courtyard at ground level. These unique building features offer varied experiences and lifestyles for the residents.

The 40 for-sale townhomes are located on the smallest property, a 2-acre parcel located diagonally in the east-west direction from the food pavilion in Planning Area C.



CHAPTER 2 | DEVELOPMENT PLAN

2.1.2 Residential Uses

The Specific Plan includes up to 1,200 residential units, including both rental and for-sale high density housing. The residential uses are distributed in the three planning areas, as shown in Figure 2-1, *Land Use Plan* and Table 2-1, *Land Use*.

- **Planning Area A.** Planning Area A is approximately 14 acres, located east of Avalon Boulevard and north of E. 213th Street. It is anticipated to include 707 residential units in two large apartment communities sited directly north and east of the food pavilion.
- **Planning Area B.** Planning Area B is approximately 4.05 acres, located west of Avalon Boulevard and north of E. 213th Street. It is anticipated to include 301 residential units in an apartment community.
- **Planning Area C.** Planning Area C is approximately 1.9 acres, located west of Avalon Boulevard and south of E. 213th Street. It is anticipated to include 40 for-sale townhomes and a private recreational amenity.

Residential units may be designed in a number of ways, including but not limited to the following:

- High density townhomes with at-grade or tuck-under garages;
- Attached motor court clusters with garages;
- Row townhomes with garages accessed from the rear of the unit;
- Multi-family flats, with parking provided in a vertical or horizontal configuration, including wrap designs.

A design concept integrated into the project is the use of the residential parking garages as sound buffers along I-405.

Each of the apartment communities will have a unique personality which will appeal to different types of renters. Each personality is reflected in the exterior architecture of each phase (including the fenestration, overhangs, colors and materials utilized to articulate the architectural details) and the type of amenities and as well as where they are located. For example, two (2) of the projects (Phases 1 and 3) may incorporate large roof decks above the parking garages where the pool and community space are located. The Phase 2 project provides a pool and community space in a large courtyard at ground level. These unique building features offer multiple experiences and lifestyles for the residents.

No architectural style, colors, or materials are mandated by this Specific Plan, other than the general guidance that architecture should be contemporary in concept with façade and roofline articulation. Colors and materials will be specified in the design review/site plan submittals for implementing projects.

2.1.3 Commercial Uses

All commercial uses are within Planning Area A. The commercial land use concept begins at the northeast corner of the site in Planning Area A, with Avalon Boulevard and 213th Street being the gateway to the overall project. An upscale food pavilion, with its iconic roof forms, acts as the entryway to the project's main social attraction. Containing up to 12,500 sf of food-related restaurants surrounding a large outdoor eating space with a variety of canopies to provide protection from sun and

rain, it will be the major public gathering space for the development. Commercial land use may incorporate a variety of types of commercial uses as outlined in the Development Regulations in Chapter 3. In addition, a drive-through restaurant is proposed in the extreme northern portion of Planning Area A, including approximately 2,500 sf of food uses.

The commercial uses are distributed in Planning Area A, as shown in Figure 2-1, *Land Use Plan* and Table 2-1, *Land Use*. Anticipated uses include:

- Hotel: Up to 200 rooms/keys and ancillary commercial and foodservice
- Food Pavilion with outdoor vendors and gathering spaces, approximately 12,500 sf.
- Drive-through restaurant in the northern portion of Planning Area A, approximately 2,500 sf.

The overall land use for the Specific Plan area is outlined below in Table 2-1, *Land Use*, and Figure 2-1, *Land Use Plan*. The Specific Plan allows up to 1,200 dwelling units. As shown in the land use table, all allowed residential units have not been allocated. The number of units (du) allocated to individual planning areas will be limited only by the maximum allowable densities and lot coverage outlined in Chapter 3, *Development Regulations*.

Land Use	Planning Area A	Planning Area B	Planning Area C
Residential Multi-Family Townhomes	707 du	301 du	40 du
Commercial - Hotel	200 rooms	--	--
Commercial/Food Service	15,000 sf	--	--
Acreage (gross)	14.08 ac	4.05 ac	1.9 ac



Figure 2-1 Land Use Plan

2.2 Infrastructure Plan

This Chapter outlines the existing and proposed infrastructure for the project, including water and sewer, drainage, and water quality. Detailed infrastructure plans would be reviewed by the City as part of (1) the final tract map process (improvement plans for public infrastructure) and (2) site plan review (for private infrastructure within an implementing development project).

2.2.1 Water Service and Availability

Water Supply

Cal Water Dominguez District provides water service to the Project site. Approximately 80 percent of the water supply distributed by California Water Company is comprised of imported water, 18 percent is groundwater, and 2 percent desalinated water. Based on the Cal Water 2010 Urban Water Management Plan (UWMP), Cal Water has a water demand of 32,364 acre-feet per year (AFY) (well below the projected target demand of 36,802 AFY by 2020).

The UWMP includes an analysis of water supply reliability projected through 2035. Based on the analysis, Cal Water would be capable of providing adequate water supply to its service area under a normal supply and demand scenario, single dry-year supply and demand scenario, and multiple dry-year supply and demand scenarios through 2035. Thus, the Cal Water UWMP accounts for increased demand as growth within the City occurs.

According to the Carson General Plan EIR (General Plan EIR), it was also concluded that sufficient water supply and service would be provided to serve development in the City, projected to occur by 2020. Cal Water has indicated that while no additional facilities are planned, there are sufficient water supplies to serve the City with implementation of the Carson General Plan (General Plan).

Project operations would result in a demand of approximately 235,000 gallons per day (263 AF per year). It is anticipated that the project will be adequately served by available water supplies from existing entitlements and resources. However, a Water Supply Assessment will be needed to verify the water supply for the proposed demands generated by the project. Additionally, since the proposed project would be consistent with the development projections for the City, it is not expected to impact groundwater supply. A Water Supply Assessment (WSA) will be prepared for the Project as part of the EIR. The WSA will provide an analysis of the water supply available to the Project through build-out.

Water System

Existing water lines are present in 213th Street and Avalon Boulevard. In 213th Street, the existing lines are 8-inch mains and in Avalon Boulevard, the water lines are 12-inch lines. Water laterals will be extended into each parcel to serve planned land uses, based on the approved site plan.

Figure 2-2, *Water and Sewer Plan*, illustrates the existing and proposed backbone water infrastructure.

2.2.2 Sewer Service

The State Water Resources Quality Control Board (SWRCB) enforces wastewater treatment and discharge requirements for the City, including the project site. The proposed project would convey wastewater through municipal sewage infrastructure maintained by the Los Angeles County Sanitation Districts' (LACSD) Joint Water Pollution Control Plant (JWPCP). The LACSD operates 10 water reclamation plants (WRPs) and 1 ocean discharge facility (JWPCP), which treat approximately

CHAPTER 2 | DEVELOPMENT PLAN

510 million gallons per day (mgd), 165 mgd of which are available for reuse. The capacities at these facilities range from 0.2 mgd (La Cañada WRP) to 400 mgd (JWPCP).

The project would allow for residential development (up to 1,200 dwelling units), a drive-through restaurant, hotel, and upscale food pavilion. While the project would result in a net increase in population at the site, the LACSD has adequate capacity to serve the Project; the project would not result in a violation of the existing requirements prescribed by the SWRCB. The LACSD would be responsible for meeting all State and federal wastewater treatment requirements.

The design capacities of the LACSD's wastewater treatment facilities are based on regional growth forecasts adopted by the Southern California Association of Governments (SCAG). All expansion of LACSD's facilities must be sized and service phased in a manner that would be consistent with SCAG's regional growth forecasts. The available capacity of the LACSD's treatment facilities would be limited to levels associated with the approved growth identified by SCAG.

Sewer System

Existing sewer mains are present on the east and west sides of Avalon Boulevard, and on one side of 213th Street west of its intersection with Avalon Boulevard. Existing sewer mains are 8-inches in size in Avalon Boulevard and 15-inches for the portion of the system in 213th Street. Planning Area A will connect to the 8" line on the east side of Avalon Boulevard. This line only serves this planning area prior to connected the 15" trunk line in 213th Street. Planning Area B and C will be connecting directly into the 15" trunk line. Sewer laterals will be extended into each parcel to service the land uses within them, based upon the approved site plans for each use.

Figure 2-2, *Water and Sewer Plan*, illustrates the existing and proposed backbone sewer infrastructure.

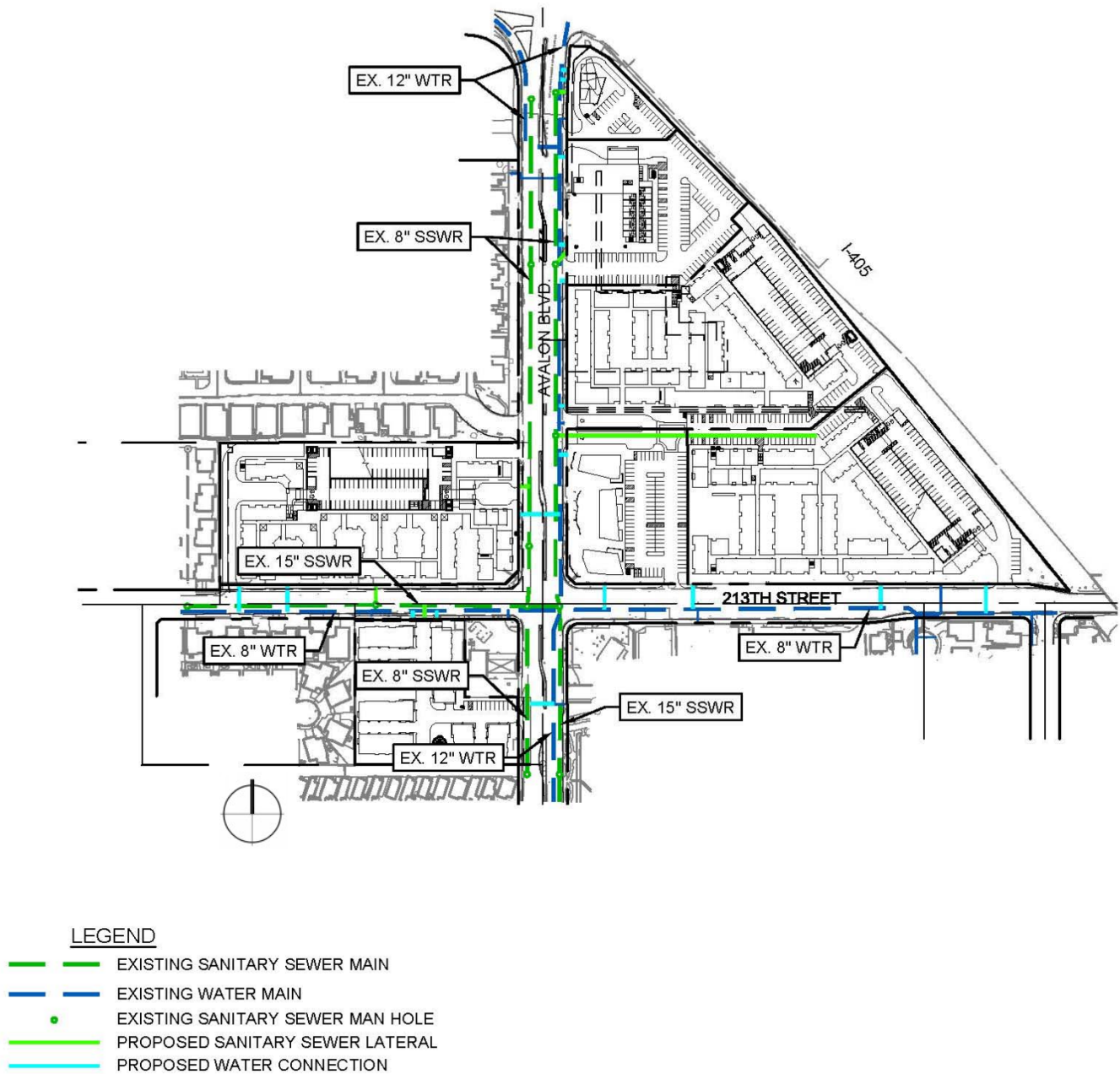


Figure 2-2 Water and Sewer Plan

CHAPTER 2 | DEVELOPMENT PLAN

2.2.3 Drainage and Water Quality

Drainage

The local storm drain infrastructure is owned and maintained by the Los Angeles County Department of Public Works (LADPW). The storm drain systems connect to Dominguez Creek, which is immediately east of I-405. Dominguez Creek drains to the Los Angeles River, and is thus located within the larger Los Angeles River Watershed. The Los Angeles River ultimately discharges to the Los Angeles Harbor. The site drains to three primary locations (see Figure 2-3, *Drainage Plan*):

- An existing 36-inch Reinforced Concrete Pipe (RCP) storm drain in Avalon Boulevard (south of 213th Street) and 213th Street outfalls into the Dominguez Channel east of I-405. The 36-inch RCP transitions to a 45-inch RCP east of the Specific Plan area.

The Specific Plan Drainage Plan includes 24-inch storm drain laterals from Planning Area A in two locations on 213th Street, connecting with the existing storm drain. In addition, an 18-inch storm drain lateral provides drainage from Planning Area C to the existing line in Avalon Boulevard.

- An existing 75-inch RCP storm drain runs parallel to the western boundary of Planning Area B, and outfalls into a tributary of the Dominguez Channel north of the Specific Plan area, before I-405. South of 213th Street, this storm drain is 48-inches in size.

The Drainage Plan includes a 24-inch storm drain lateral from Planning Area B that drains to this existing storm drain.

- The majority of Planning Area A sheet flows into an existing swale between the property line and I-405. The swale runs parallel to I-405 and drains northward to an existing 6 x 5-foot Reinforced Concrete Box (RCB) under I-405 to Dominguez Channel at the northern tip of Planning Area A.

The northern portion of Planning Area A will drain via a system of internal storm drains which will collect storm water, provide treatment, and drain into the existing swale at the 6 x 5-foot RCB.

The County has provided allow connection flow rates to its various facilities. The various sites will restrict proposed flow rates in the underground drain connections to County infrastructure to the to the allowable connection flow rates. On-site detention may be require to meet the County connection flow rate requirements.

Water Quality

Improvement of water quality is a critical issue for all development. Local, State, and federal laws include requirements for the treatment of storm water runoff to reduce pollutants entering the environment.

The existing storm drain system connects to Dominguez Creek, which is located immediately east of I-405. According to the Los Angeles RWQCB 303(d) list of impaired water segments, Dominguez Creek is listed as impaired for coliform bacteria, copper, lead, toxicity, trash, zinc, and pH.



As an urbanized area, opportunities for large-scale water quality improvements (such as storm water basins) within the Specific Plan area are limited. Best Management Practices (BMPs) are structural or engineered devices and systems used to treat storm water runoff before it is discharged into a drainage system (storm drain or channel). BMPs appropriate for an urbanized setting may include the following menu of items, which will be refined as part of the Standard Urban Stormwater Mitigation Plan (SUSMP).

- **Underground Infiltration:** Underground infiltration systems consist of a network of perforated pipes or vaults and are constructed in naturally pervious soils, as confirmed by infiltration testing.
- **Permeable Pavement:** Permeable pavements contain small voids that allow water to pass through to a gravel base. They come in a variety of forms; they may be a modular paving system (concrete pavers, grass-pave, or gravel-pave) or poured in place pavement (porous concrete, permeable asphalt).
- **Biofiltration/Bioretention:** Bioretention storm water treatment facilities are landscaped shallow depressions that capture and filter storm water runoff. These facilities function as a soil and plant-based filtration device that removes pollutants through a variety of physical, biological, and chemical treatment processes. Vegetated swales, filter strips, and planter boxes fall within this category.



Permeable Pavers



Biofiltration/Bioretention

Prior to issuance of grading permits for any implementing development project within the Specific Plan area, a SUSMP must be submitted for review and approval by the City. A preliminary SUSMP will be submitted as part of the entitlement process for individual development projects within the Specific Plan area; it will outline the required quantities of storm water required to be treated and the appropriate treatment methods. A final SUSMP will be submitted as part of final construction documents, which will describe the final selection of BMPs for the proposed development.

The County of Los Angeles adopted a low impact development (LID) storm water ordinance and manual in 2009. LID is a drainage strategy and concept that allows runoff from developed sites to closely mimic the runoff pattern and water quality of undeveloped sites. There is a hierarchy of storm water treatment methods that the County has established and new developments are required to utilize the highest method that is technically feasible. The treatment method hierarchy is as follows:

1. Infiltration of storm water into the underlying soils
2. Storage and beneficial reuse of storm water
3. High-Efficiency storm water biotreatment
4. Mechanical storm water treatment

CHAPTER 2 | DEVELOPMENT PLAN

Due to high groundwater levels and clay soils in the area, it is anticipated that infiltration is not feasible and biofiltration will be the likely BMP selected, either through small bioretention areas or through proprietary biofiltration BMPs.

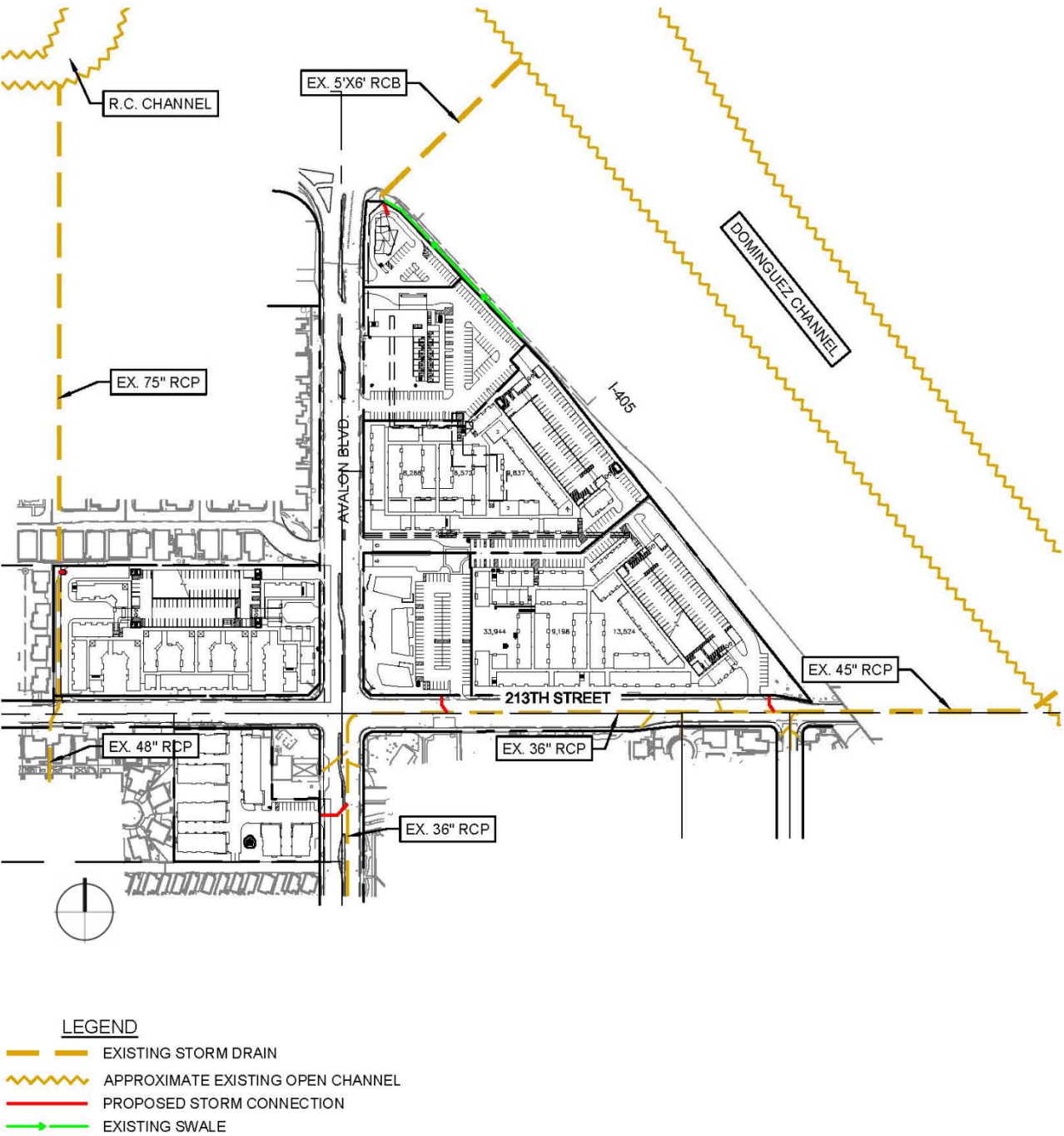


Figure 2-3 Drainage Plan

2.2.4 Dry Utilities

Existing dry utilities are located within the public streets adjacent to the Specific Plan site (see Figure 2-4, *Dry Utilities*).

Natural Gas

The Gas Company maintain facilities in the Avalon Boulevard and 213th Street. It is assumed that these existing natural gas lines will have the capacity to feed this project. The Gas Company will require an engineering review of the project's natural gas load. Existing natural gas lines are present in Avalon Boulevard and 213th Street, with laterals extending into both Planning Areas A and B. As implementing projects are constructed, natural gas lines will be extended into the site to supply the proposed residential and non-residential uses.

Electricity

Southern California Edison (SCE) maintains facilities along 213 St and Avalon Boulevard. It is assumed these facilities will have capacity to serve this project, but additional structures will be needed within the property due to the large proposed electrical load that will require multiple transformers served from multiple switches. Based on detailed analysis as site plans are developed, a number of transformers will be required to support the electrical needs of the Project. Along the south side of 213th Street adjacent to a portion of Planning Area C, overhead electrical lines are present which will be undergrounded if required by the City.

Phone

AT&T Telephone lines are present along the south side of 213th Street and the West side of Avalon.

Although precise determinations of appliances for residential uses within the Specific Plan area has not been determined at this time (this would occur as part of building permit-level approvals), it may be assumed that both electric and gas appliances may be used.

Solar Provisions

Solar panels will be provided if required by the building code in place at the time of issuance of building permits for implementing projects.

2.3 Circulation Plan

2.3.1 Vehicular Circulation - Public

Regional access is provided primarily by I-405, located to the north of the Specific Plan area. In addition, the Harbor Freeway (I-110) is located approximately 1.5 miles to the west of the site.

The Specific Plan area is bordered by two public streets: Avalon Boulevard and E. 213th Street. The intersection of Avalon Boulevard at E. 213th Street is signalized, with painted crosswalks. Interstate 405 is located adjacent to Planning Area A, with on- and off-ramps to the freeway immediately north of the Specific Plan area.

Avalon Boulevard. Avalon Boulevard is a north-south roadway that bisects the project site, providing interchange access to I-405 to the north. Avalon Boulevard would also provide direct access to all three

CHAPTER 2 | DEVELOPMENT PLAN

parcels of the Specific Plan site. Avalon Boulevard is classified as a Major Highway and is designated as a truck route on the City's General Plan Circulation Element. The General Plan Major Highway classification provides for a 100-foot right-of-way and an 84-foot paved width; Avalon Boulevard is identified in the Circulation Element as a four-lane roadway. This roadway presently provides three travel lanes in each direction with a raised landscaped median near the project site. Parking is prohibited along both sides of the street, and the posted speed limit in the Project vicinity is 35 miles per hour (mph).

Avalon Boulevard is improved to full width. Improvements planned for Avalon Boulevard as part of the project will be minor in nature, including the following:

- New or modified driveways into the Planning Areas (see locations on Figure 2-5, *Circulation Plan*), which will require encroachment permits within City rights-of-way.
- Modifications to the raised median to allow full turn movements from the driveway with provides access to the future hotel (see location in Figure 2-5, *Circulation Plan*).
- Streetscape improvements will be provided as outlined in the landscape section of Chapter 4, *Design Guidelines*. These improvements include landscaped parkways, pedestrian walkways, and widened pedestrian zones adjacent to the food pavilion in Planning Area A.
- Any required mitigation outlined in the EIR related to traffic impacts.

East 213th Street. East 213th Street is an east-west street that bisects the project site and would provide direct access to all three parcels of the proposed project. 213th Street is classified on the City's Circulation Element as a Secondary Highway to the east of Avalon Boulevard and a Collector to the west. A Secondary Highway is planned as an 80-foot right-of-way and 64-foot paved surface, and a Collector is planned as a 64-foot right-of-way and 40-foot paved surface. This roadway presently provides two lanes in each direction with a continuous center turn lane east of Avalon Boulevard. West of Avalon Boulevard, one lane is provided in each direction and parking is permitted along both sides of the street. East of Avalon Boulevard, parking is permitted only on the north side of the street.

East 213th Street is improved to full width in the vicinity of the project. Improvements planned for 213th Street as part of the project will be minor in nature, including the following:

- New or modified driveways into the Planning Areas (see locations on Figure 2-X, *Circulation Plan*), which will require encroachment permits within City rights-of-way.
- Streetscape improvements will be provided as outlined in the landscape section of Chapter 4, *Design Guidelines*. These improvements include landscaped parkways, pedestrian walkways, and widened pedestrian zones adjacent to the food pavilion in Planning Area A.
- Any required mitigation outlined in the EIR related to traffic impacts.

2.3.2 Internal Circulation

The primary access point for the project will be through a boulevard entrance with a landscaped median on Avalon Boulevard. This entrance will provide access to the residential uses, hotel, and food pavilion through internal driveway connections. The width of drive aisle widths will meet City standards and Fire Department access requirements. A minimum of one rideshare pickup/drop-off point will be provided at the entry boulevard. Another would likely be incorporated in the hotel entry.

Surface parking and internal circulation may be governed by reciprocal access agreements/easements between the parcels and uses.

2.3.3 Bicycle Facilities

Bike parking will be provided as part of both commercial and multifamily development as outlined in Chapter 3, *Development Regulations*.

The City intends to include on-street bike lanes on 213th Street as the Carson Master Plan of Bikeways (2013) is implemented. As the Master Plan of Bikeways is a Citywide program that should be implemented in a consistent manner, the Specific Plan does not assume modifications to the existing full-width Avalon Boulevard or 213th Street.

2.3.4 Transit

Transit service to the project area is provided by the City's bus system, the Carson Circuit; the Los Angeles County Metropolitan Transportation Authority (LA Metro); and the City of Torrance's bus system, the Torrance Transit. The closest bus stops to the project site are on the northeast and southwest corners at the intersection of Avalon Boulevard at 213th Street. There are also bus stops at the intersection of Avalon Boulevard at Carson Street on both sides of the west leg, and on the northeast and southwest corners.

- All Carson Circuit bus routes currently operate on weekdays from 5:20 AM to 6:40 PM with 40-minute headways (the time between bus arrivals) and on Saturdays between 10:40 AM and 5:20 PM with 40-minute headways. Route B (Keystone), Route C (Scottsdale), and Route F (Civic Center) operate along Avalon Boulevard within the project vicinity. Route F also travels along 213th Street near the Project site. Routes D and G (Metro Blue Lines 1 and 2) operate in a clockwise and counterclockwise loop, respectively, along Avalon Boulevard, 213th Street, and Del Amo Boulevard. Each route stops at the Del Amo Blue Line Rail Station located on the northeast corner of Del Amo Boulevard and Santa Fe Avenue, approximately 3.6 miles from the project site.
- The Metro Local Line 246 currently operates in the City of Carson along Avalon Boulevard near the project site. Line 246 currently operates on weekdays between 5:20 AM and 4:40 PM with approximately 30-minute headways, on Saturdays between 5:15 AM and 4:40 PM with approximately 40-minute headways, and on Sundays and holidays between 5:15 AM and 4:40 PM with 1-hour headways.
- Torrance Transit Line 3 operates along Carson Street and Avalon Boulevard in the project vicinity. Line 3 currently operates on weekdays between 5:00 AM and 10:50 PM with approximately 30-minute headways, on Saturdays between 6:10 AM and 9:25 PM with approximately 30-minute headways, and on Sundays between 6:10 AM and 8:50 PM with approximately 30-minute headways. Torrance Transit also has a rapid line (Line R3) that operates along the same route as Line 3 in the project vicinity. Line R3 only runs on weekdays between 6:20 AM and 7:00 PM with approximately 20-minute headways.

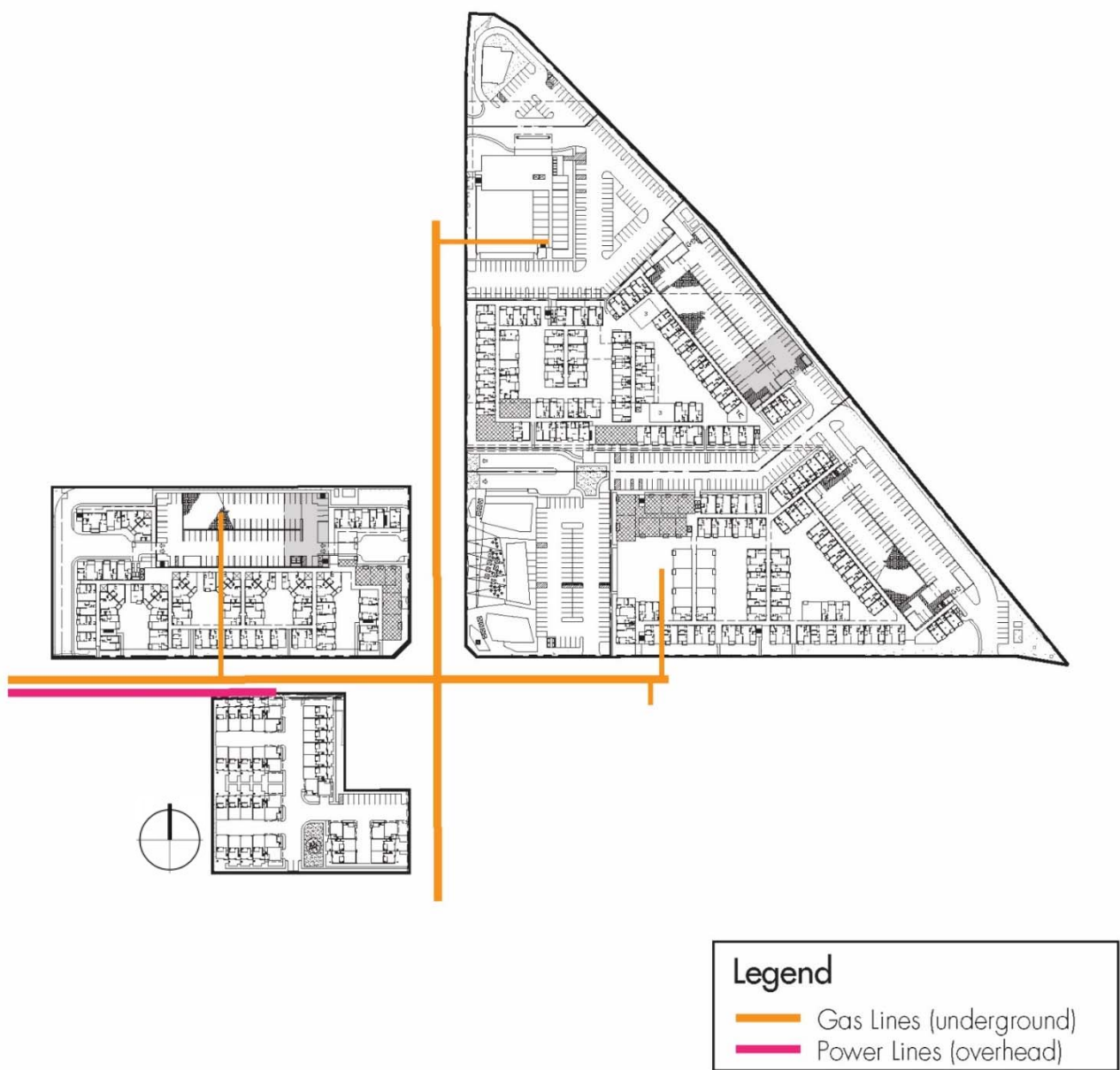


Figure 2-4 Dry Utilities



Figure 2-5 Circulation Plan

CHAPTER 2 | DEVELOPMENT PLAN

2.4 Public Services

2.4.1 Fire Service

The County of Los Angeles Fire Department (LACFD) provides fire protection services to the City, including the Specific Plan site. There are six primary fire stations that provide both fire and emergency medical services to the City, with four of the stations located within Carson's boundaries. The project site is within the service area of LACFD Battalion 7, which provides fire and rescue services and safe haven services. The nearest fire station is Fire Station #36 (located at 127 W. 223rd Street) which is approximately 1.7 miles southwest of the project site. The LACFD uses national guidelines of a 5-minute response time for the first-arriving unit for fire and Emergency Medical Services (EMS) responses and 8 minutes for the advanced life support (paramedic) unit in urban areas. During 2017, the LACFD confirmed Fire Station #36 met established response times with an emergency response of 4 minutes. According to the Carson General Plan, each of the primary fire stations established an expanded response matrix for its individual jurisdiction, which increases the resources available to help a fire station respond to an emergency.

Implementation of the project could potentially result in additional demand for fire protection and emergency medical services beyond existing levels. The project would be required to comply with LACFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards. Additionally, all future development within the project area would be subject to compliance with the existing regulations specified in the California Fire Code, California Building Code, International Fire Code, Carson Municipal Code (Municipal Code) Chapter 1, Fire Prevention and specific fire and life safety requirements in effect at the time of building fire plan check.

Environmental review of the project through the EIR will identify any impacts to fire service and outline required mitigation.

2.4.2 Police Service

The Los Angeles County Sheriff's Department (LASD) provides police protection services to the City, inclusive of the project site. The project site is within the service area of the LASD Carson Station, which provides police services to Carson and unincorporated County areas in Gardena, Torrance, and Rancho Dominguez. The project would be served by the Carson station located at 21356 South Avalon Boulevard, approximately 0.4 mile south of the site.

According to the General Plan EIR, police response times are placed into three categories: emergent response (a call which requires a code-3 response), immediate response (a call which requires a prompt non code-3 response), and routine response (a call of a non-emergency nature).

Implementation of the project would introduce additional residents, employees, and visitors to the area, which would incrementally increase the demand for police services. Although the project would introduce additional residents and employees to the area, it is not anticipated that this increase would have the capability to result in a substantial adverse impact to police services or require the need for new or additional police facilities. Implementation of the project would be consistent with the land uses anticipated for the area and are not anticipated to result in a substantial increase in demand on police services provided by LASD.

Environmental review of the project through the EIR will identify any impacts on police/sheriff service and outline required mitigation.

2.4.3 Solid Waste

Waste Resources, Inc. provides residential and commercial waste collection services for the City, including the Specific Plan area. Solid waste collected in the City is taken to the company's transfer station in Carson, where it is sorted. In 2013, the City disposed of 248,070 tons of solid waste, which represents 14.4 pounds per person per day and 25.1 pounds per employee per day. The City's target population disposal rate (pounds/person/day) is 19.3 and target employee disposal rate (pounds/employee/day) is 37.3.

In compliance with the California Green Building Code (CalGreen), the implementing projects within the Specific Plan area would be required to divert 50 percent of its construction waste from landfills. The remaining construction demolition material, as well as solid waste from project operations, would be transported to the closest landfill to the project site, the Savage Canyon Landfill. This landfill has a total capacity of 3,350 tons per day and has a remaining capacity of 9,510,833 cubic yards. This landfill has 40 years of total capacity left.

Project implementation would result in increased solid waste generated during the construction process. The amount of solid waste requiring disposal at local landfills would be reduced through compliance with CalGreen, which requires that areas are provided for depositing and collecting non-hazardous materials for recycling. Additionally, waste and recycling bins would be located on-site. The anticipated increase in solid waste generation is not expected to be substantial based upon the capacity available at Savage Canyon Landfill. Environmental review of the project through the EIR will identify any impacts to solid waste service and outline required mitigation.

The type and location of solid waste containers and disposition will be determined at the time of site plan/architectural review of implementing projects within the Specific Plan area. Frequency of solid waste pickup is determined by the solid waste company.

2.4.4 Schools

The Specific Plan area is located in the Los Angeles Unified School District. Based on the District's *2018 Developer Fee Justification Study*, the anticipated student generation for the 1,200 residential units in the Specific Plan area is outlined in Table 2-2, *Student Generation*.

Table 2-2: Student Generation		
Grades	Generation Rate	Students
TK-6	0.2269	273
7-8	0.0611	74
9-12	0.1296	156
Total		503

CHAPTER 2 | DEVELOPMENT PLAN

The closest schools to the Specific Plan area include the following:

- Bonita Street Elementary School, located at 21929 Bonita Street. Enrollment is 532 students, with a capacity of approximately 736 students.¹
- Carnegie Jr. High School, located at 21820 Bonita Street. Enrollment is 867 students with a capacity of approximately 1,618 students.
- Carson High School, located at 22328 South Main Street. Enrollment is 1,520 students, with a capacity of approximately 3,005 students.

Residential and commercial uses will pay statutory school mitigation fees at the time of building permit. Impacts to school uses will be addressed in the EIR.

2.4.5 Parks and Open Space

There are no parks in the vicinity of the Specific Plan area, with the closest park being Carson Park, located on South Orrick Avenue and Calas Park located on 22th Street to the south of the Specific Plan area. The Civic center is located to the south, at South Avalon and E. Carson Street.

The Carson General Plan Parks, Recreation, and Human Services Element sets forth a target ratio is four acres per 1,000 population. The City has adopted Development Impact Fees (DIF) for impacts to a variety of services and facilities, including parks. A park DIF has been developed for hotel, residential, and commercial uses.

The implementing projects within the Specific Plan area will pay the relevant DIF for parks. In addition, the development regulations of this document (Chapter 3, *Development Regulations*), outline required common and private open space areas for residential uses within the plan.

¹ California Department of Education, *California School Dashboard and System of Support Enrollment Data*, Available at: <https://www.cde.ca.gov/ta/ac/cm/index.asp>, Accessed June 24, 2019.

3

DEVELOPMENT REGULATIONS

This section defines the land use designations and permitted uses unique to the Specific Plan. Development standards for each land use type are also described.

This section defines the land use designations unique to the Specific Plan. This section also explains the development standards for the land use designations established in the Development Plan, including the standards for residential, commercial, parking, and signage. These regulations will be used to control development of the site.

3.1 General Provisions

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to utilize Specific Plans for purposes of implementing the goals and policies of the City's General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

This section has been prepared in accordance with California Government Code Section 65450, et seq. and the City of Carson Zoning Ordinance (Article IX, Chapter 1 of the Carson Municipal Code (CMC)). Regulations are proposed for residential and commercial uses. Application of these regulations is specifically intended to provide the most appropriate use of the land, create a harmonious relationship among land uses and protect the health, safety and welfare of the community. The following General Development Standards apply to all uses within the Specific Plan area.

3.1.1 Applicability

The Jefferson on Avalon Specific Plan has been developed as both a regulatory and land use policy document, which, upon adoption by ordinance will constitute the zoning for the property. Development plans or agreements, parcel maps, site plans or any other action requiring ministerial or discretionary approval of the subject property must be consistent with the Specific Plan. California Government Code, Section 65454 requires that a Specific Plan be consistent with the General Plan. Upon adoption, actions deemed to be consistent with the Specific Plan shall be judged to be consistent with the City of Carson General Plan.

Where conflicts exist between the standards contained in this Specific Plan and those found in the City of Carson Zoning Ordinance or Municipal Code, the regulations and standards in this Specific Plan shall take precedence. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the City of Carson Municipal code or General Plan, using the context and objectives of this Specific Plan as a guide.

3.1.2 Severability

In the event that any regulation, condition, program, portion or policy of this Specific Plan or the application thereof to any person or circumstance is held to be invalid or unconstitutional by any court of competent jurisdiction, such portions shall be deemed separate, distinct and independent provisions and shall not affect the validity of the remaining provisions of this Specific Plan or applications thereof which can be implemented without the invalid provision or application.

CHAPTER 3 | DEVELOPMENT REGULATIONS

3.1.3 Determination of Unlisted Uses/Interpretation

Any land use proposal not specifically covered by the provisions contained herein shall be subject to determination by the Community Development Director, with appeals to the Planning Commission in accordance with Section 9173.4 of the Municipal Code.

When used in this document, the words “shall,” “will,” “is to,” and “are to” are always mandatory. “Should” is not mandatory but is strongly recommended; and “may” is permissive. The present tense includes the past and future tenses; and the future tense includes the present. The singular number includes the plural number, and the plural the singular, unless the natural construction of the word indicates otherwise. The words “include,” “includes,” and “including” mean “including but not limited to.”

3.1.4 Definitions

Unless otherwise specified below, terms used in this document shall have the same definitions provided in the City of Carson Municipal Code Title IX.1.9.9190, “Definitions.” For use in this Specific Plan the following definitions apply:

- **Carpool.** A vehicle carrying two to five persons to and from work on a regular schedule. Development. The construction of new non-residential floor area, and residential floor area when provided in a mixed-use project.
- **Gross Floor Area.** That area in square feet confined within the outside surface of the exterior walls of a building, as calculated by adding the total square footage of each of the floors in the building, except for that square footage devoted to vehicle parking and necessary interior driveways and ramps.
- **Preferential Parking.** Parking spaces designated or assigned through use of a sign or painted space markings for Carpools or Vanpools that are provided in a location more convenient to the entrance for the place of employment than parking spaces provided for single-occupant vehicles.
- **Transportation Demand Management (TDM).** The alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).
- **Trip Reduction.** Reduction in the number of work-related trips made by single-occupant vehicles.
- **Usable/common open space.** An area which is designed and intended to be used for active or passive recreation. Usable open space may consist of private and/or common areas.
- **Vanpool.** A vehicle carrying six or more persons to and from work on a regular schedule, and on a prepaid basis.
- **Vehicle.** Any motorized form of transportation, including but not limited to automobiles, vans, buses and motorcycles.

3.1.6 Subsequent Building Modification

Subsequent building modification to uses constructed pursuant to this Specific Plan, including additions and/or projections into setback areas permitted by the Specific Plan (subject to approval of standard City permits), shall match the architectural style of the primary structure and shall be constructed of the same materials and colors as the primary structure and/or in context with the overall Design Guidelines.

3.1.7 Projections into Required Yards

Projections into required setbacks are permitted for balconies, porches, and stoops, subject to site plan review.

3.1.8 Height

Building height shall be measured from the adjacent finished grade to the roof parapet. Rooflines must be appropriate to the architectural style.

Architectural features such as, but not limited to, accessory structures, weather vanes, stair towers, elevator towers, mechanical equipment screening, clock towers, etc. appropriate to the architectural style of the structure may extend in height above the stated Building Height of the Primary Structure by up to 10 feet, subject to site plan review.

3.1.9 Open Space - Residential

A residential project within the Specific Plan area shall provide, at a minimum, the following usable open space per dwelling unit, which may consist of a combination of private and common open space: (i) 100 square feet for each unit having less than one (1) bedroom; (ii) 125 square feet for each unit having one (1) bedroom; and (iii) 150 square feet for each unit having two (2) or more bedrooms.

For purposes of this section, usable open space shall mean an area which is designed and intended to be used for active or passive recreation. Usable open space may consist of private and/or common areas. At least 50% of the required usable open space must be common open space that is readily accessible to all residents of a residential project.

Common Open Spaces: Common open space shall include: a Courtyard within the buildings, paseos around the buildings, and common resident amenities such as a clubhouse, fitness center, lounges, and entrance lobbies as depicted below. Open space shall have a minimum dimension of 8'-0".

Private Open Space: Private open spaces shall include: part of usable open space can be private balconies, terraces and stoops for individual units only accessible by the unit's tenant. The minimum dimension of private open space shall be 5'-0" in any direction. Private storage space when provided on private balcony will be minimum 50 cubic feet.

3.2 Permitted Uses

The development standards and product types included herein are intended to establish the minimum design parameters. Uses permitted within the Specific Plan area are outlined in Table 3-1, *Permitted Uses*. Uses not identified in Table 3-1 are not permitted unless it is determined by the Community Development Director that a use is similar to other permitted uses, is compatible with the adjacent uses, and is consistent with the Specific Plan goals and design principles.

CHAPTER 3 | DEVELOPMENT REGULATIONS

The residential product type assumed within the project is a multi-family residential use. Multi-Family flats are attached multi-family homes with entries from common open space at the ground level or internal corridors for upper floors. Automobile access is via an alley or private drive. Resident parking spaces are provided in garages or designated on-site parking spaces, and guest parking spaces are provided in designated parking areas. The Residential category includes multi-family flats or townhomes in a mixed-use setting.

These development standards should be used in conjunction with Chapter 4, *Design Guidelines*, which describe and illustrate building designs, concepts, and features that will promote the high-quality development that is envisioned for the Specific Plan area.

Table 3-1: Permitted Uses

P - Permitted Use C - Conditional Use

Residential		
Multi-family residences (rental or ownership). Allowable building types include Stacked Dwellings, attached or detached townhomes, and cluster housing types	P	Minimum 100-foot street frontage required
Senior Housing (independent living)	P	
Structures and uses ancillary to a residential use, including recreation rooms, business centers, swimming pools/spas, rooftop decks, fitness centers, community rooms barbeque areas, bicycle maintenance areas, and other amenities typically associated with a rental community for use by project residents. Security gating is permitted subject to site plan review	P	
Management and leasing offices	P	
Live/work residential units	C	CMC 9138.17 and -18
Food Sales and Service		
Restaurant (including refreshment stands, soda fountain).	P	
Restaurant, coffee shop, snack shop with outdoor dining space within the limits of the restaurant frontage, provided there is a 7-foot minimum clear path of travel on the sidewalk without obstruction.	P	
Drive in or drive-through restaurants	P	See Special Conditions below
Food store/market – grocery, fish, meat, fruits and vegetables, retail bakery, pastry, candy, health food, take-out food, tobacco shop.	P	

CHAPTER 3 | DEVELOPMENT REGULATIONS

Table 3-1: Permitted Uses

P - Permitted Use C - Conditional Use

Retail Sales

Variety stores, specialized stores for apparel, items for personal use, household items, plants and flowers, business supplies, but no secondhand items. Swap meets and flea markets, as defined in CMC 9191.670 are prohibited

P

Convenience Stores

C

Personal Services

Barber shop, beauty shop, reducing salon, manicure parlor

P

No massage services

Clothing Services – laundry or dry cleaning, tailor, shoe repair

P

Animal services – dog clip and wash, veterinary office or clinic (no animal hospital or kennel). (See CMC 9131.13(D).)

P

Locksmith, watch repair, small appliance repair, radio and television repair, computer repair, bicycle repair.

P

Copying, address graphing, mimeographing, photo-stating, instant printing, blueprinting, silk screening, photography, picture framing.

P

Studios: Costume design, interior decoration, photography, writing, drama, dance, music, Yoga\Pilates, arts and crafts (including stained glass).

P

Hospitality

Hotels and motels, including typical ancillary uses such as fitness areas, food service, Lounge, meeting rooms, and small-scale ancillary retail

P

Office

Business, professional, financial, insurance, real estate, utility payments, travel agency

P

Drive-through banks

P

Alcoholic Beverage Sales and Service

No off-sale business (incidental) shall be established within three hundred (300) feet of any school or park, and no off-sale business (primary) shall be established within three hundred (300) feet of any school, park or church. The distance set forth in the preceding sentence shall be determined by measuring from front door of the subject business to the front door of the sensitive uses.

Alcoholic beverages sales in conjunction with a supermarket

P

Subject to normal licensing

CHAPTER 3 | DEVELOPMENT REGULATIONS

Table 3-1: Permitted Uses

P - Permitted Use C - Conditional Use

Alcoholic beverage sales in conjunction with a drug store, convenience store, food or grocery store	C	CMC 9138.5
Alcoholic beverage sales and service in conjunction with a bona fide restaurant	P	CMC 9138.5
Brewery in conjunction with a restaurant use where the food sales are the primary use	P	CMC 9138.5
Transportation-Related Uses		
Parking lots and structures	P	
Shared Parking facilities	C	Subject to a reciprocal parking agreement or easement
Passenger station – taxi stand or rideshare area	P	
Shared access to residential uses	P	
Shared access to non-residential uses	P	
Utilities		
Utility meters, gas or electric	P	
Recreation		
Health Club/Fitness Center for public use	P	
Private Recreation facilities in conjunction with residential, hotel, or commercial uses	P	
Health Services		
Assisted Living/Congregate Care/Senior Housing	C	
Pharmacy, including drive-through	P	
Medical office, including dental, doctor's office or clinic, chiropractic, no massage services	P	
Optical services (optician, optometrist)	P	
Licensed child-care centers	C	
Miscellaneous Uses		
Surface Parking areas and parking structures	P	
Utilities and infrastructure, including water quality features	P	
Home occupations, subject to the provisions of the CMC	P	CMC 9128.4

Table 3-1: Permitted Uses

P - Permitted Use C - Conditional Use		
Wireless Communications Facilities subject to the provisions of the Carson Municipal Code	C	

Special Standards

Drive-Through Uses

Fast Food restaurants with a drive-through shall be permitted, subject to site plan review, if they comply with the following specific conditions:

1. The tenant shall install security cameras to monitor the drive-through aisle, cash register area(s) and entrances/exits, as a deterrent to criminals should problems ever occur.
2. The Police Department reserves the right to review the business owner's compliance with the terms and conditions set forth by this Specific Plan at any time. If any security and/or public safety concerns develop, the tenant shall work cooperatively with the Police Department to resolve these issues in a mutually acceptable manner in accordance with the law.
3. No drive-through service shall be permitted within 300 feet of a residential area unless a sound study determines that the noise impacts to the residential areas have been mitigated to an acceptable level as reasonably determined by the Director of Community Development.
4. The drive-through service window shall only provide service to customers in vehicles and queuing space shall be provided for a minimum of six (6) vehicles or 150 linear feet, whichever is greater. If a high-demand food use is proposed, a queuing analysis may be required by the Community Development Director as part of site plan review.
5. Alcoholic beverages shall be strictly prohibited from the premises.
6. The loudspeaker associated with the drive-through lane shall be operated in compliance with the City's Noise Ordinance.
7. No noise generating compressors, or other such equipment shall be placed on or near the property line adjoining any residential district or any property used for residential use.
8. Tenants shall collect on-site and off -site litter including food wrappers, containers, and packaging from restaurant products generated by customers within a radius of 50 feet of the property at all times.
9. The drive-through service aisle shall not provide immediate egress to Avalon Boulevard.

3.3 Temporary Uses and Activities

Temporary uses or activities such as grand openings, promotional events, fundraising events, and similar special events may occasionally occur in the Specific Plan area. The Specific Plans vision for a vibrant, pedestrian-scaled mixed-use environment encourages any reasonable and safe activity or event that

CHAPTER 3 | DEVELOPMENT REGULATIONS

promotes the success of business(es) in the Jefferson on Avalon area. All Special Events and Temporary Uses and Activities shall be subject to the granting of a Special Event and/or Temporary Use Permit in compliance with the CMC.

3.4 Development Standards

This section provides standards and provisions for the use of land within the Specific Plan area. The standards contained within this Chapter shall govern all land uses and activities in the Specific Plan area. Standards are minimums unless otherwise indicated.

Table 3-2: General Development Standards & Requirements		
Development Standard	Residential Uses	Commercial/Non Residential Uses
Minimum Required Street Frontage	100 feet	--
Floor Area Ratio (FAR) - max	(see density, below)	1.5 ²
Density (maximum)	125 du/acre (multifamily) 25 du/acre (townhomes)	--
Lot Coverage (maximum)	60%	60%
Landscape Coverage (minimum)	15%	15%
Maximum Building Height Multifamily Townhomes	85 feet 45 feet/4 stories	85 feet (Hotel) 40 feet (retail/food service)
Setbacks (measured from right-of-way)		
Setback, Avalon Boulevard	10 feet	10 feet
Setback, E. 213 th Street	10 feet	10 feet
Setback, interior lot line	5 feet	5 feet
Setback, perimeter property line	10 feet	10 feet
Setback, Caltrans right-of-way	10 feet (5 foot landscaped)	10 feet (5 foot landscaped)
Open Space Private/Common Open Space	100 sf/studio 125 sf/1 bedroom 150 sf/2 bedroom	--
Storage Space	50 cubic feet per unit	--

² Floor Area Ratio (FAR) only applies to non-residential land uses. Measurement of FAR does not include parking structures.

CHAPTER 3 | DEVELOPMENT REGULATIONS

The development standards outlined in Table 3-2, *Development Standards*, apply to uses within the Specific Plan area. Where development standards are not described, the standards as described in the Carson Municipal Code (CMC) shall apply.

When a conflict exists between the provisions of the CMC and the Specific Plan, the Specific Plan shall take precedence. Standards stated are minimums unless otherwise indicated.

New land uses, activities, and structures shall be designed, constructed, and/or established in compliance with the requirements in Table 3-2, *General Development Standards*, above.

3.4.1 Relationship with the Public Realm

The design intent for the Jefferson on Avalon Specific Plan project follows the concept of contextual design with emphasis on creating a sense of place and an enhanced pedestrian experience. Flowering trees shall enhance the pedestrian scale, drought-tolerant plant materials will add to the project, and 10-30 feet of building set-back with landscape buffer shall provide a transition zone for pedestrians.

There shall be a ten (10) minimum to thirty (30) foot setback to all Project and Hotel uses at the ground floor along Avalon Boulevard and 213th Street, as measured from the property line to the building façade. Building features and projections permitted within the setback area include: stoops, porches, cantilevered decks, planters, street furniture, canopies and awnings. (See Exhibit 3-1 through 3-7 below).

Building “step-backs” above the ground floor are not required in the Specific Plan area.



Figure 3-1 Phase 1 – Stoop Units on Avalon Boulevard

CHAPTER 3 | DEVELOPMENT REGULATIONS

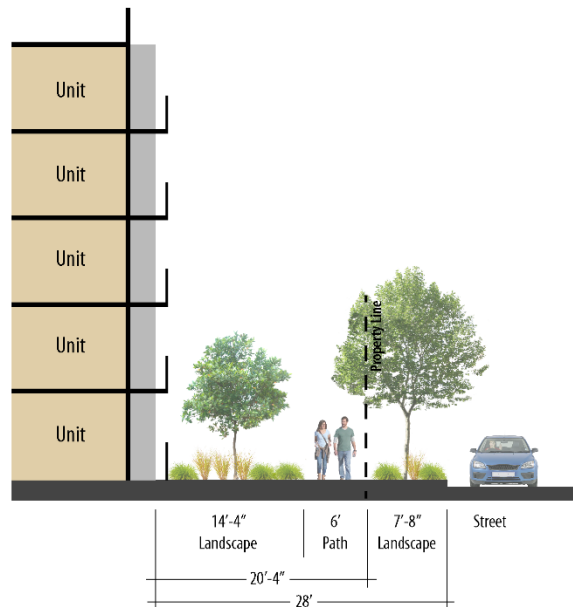


Figure 3-2 Phase 2 – Stoop Units on 213th Street

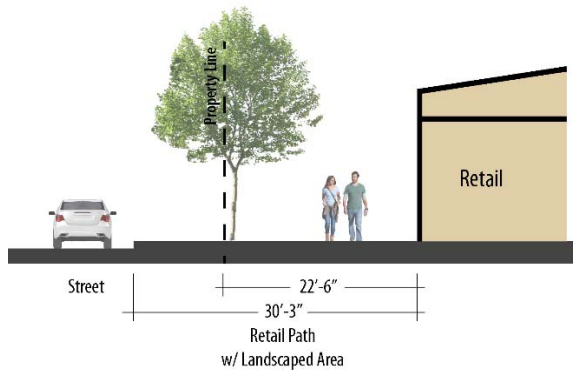


Figure 3-3 Food Pavilion on Avalon Boulevard

CHAPTER 3 | DEVELOPMENT REGULATIONS

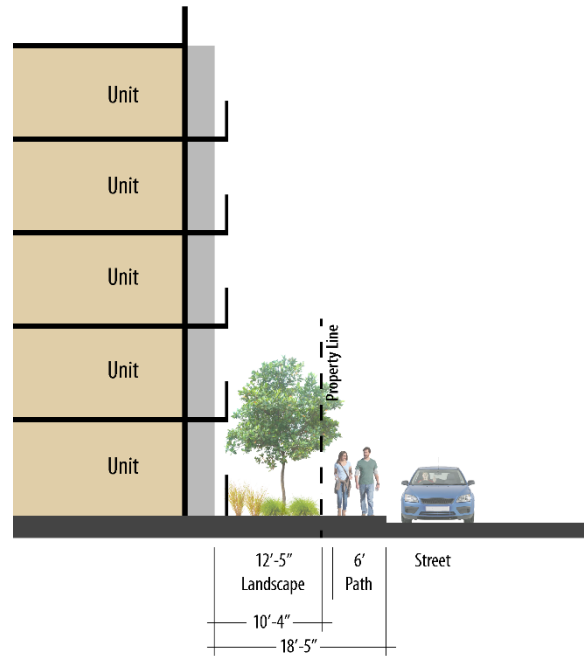


Figure 3-4 Phase 3 – Stoop Units on 213th Street

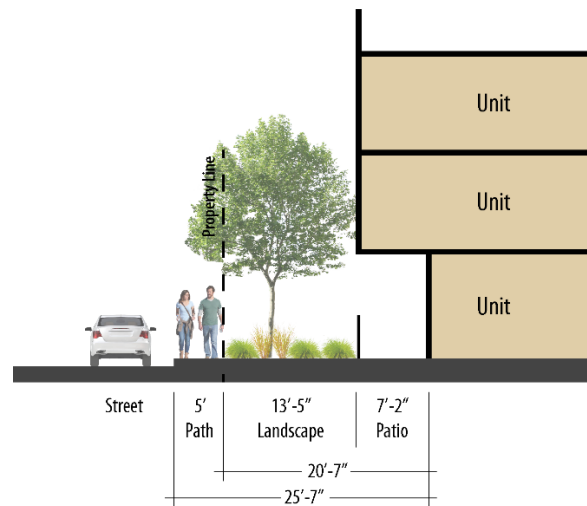


Figure 3-5 Townhomes on 213th Street

CHAPTER 3 | DEVELOPMENT REGULATIONS

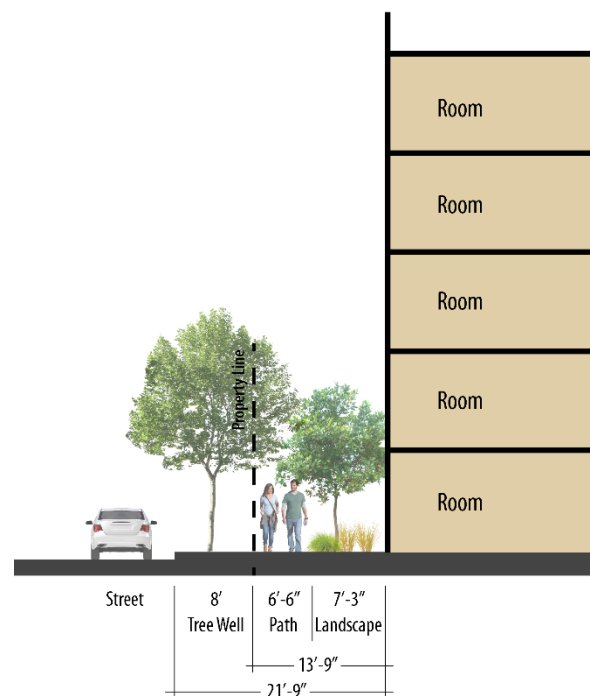


Figure 3-6 Hotel on Avalon Boulevard

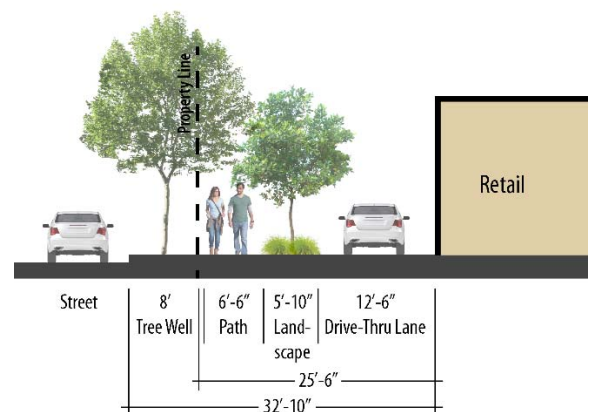


Figure 3-7 Drive-thru Restaurant on Avalon Boulevard

3.5 Off Street Parking and Loading Standards

The purpose of this section is to ensure that sufficient parking and loading areas are provided and properly designed and located in the Specific Plan area. Bike parking is an important vision factor for the area. Every use shall have appropriately maintained off-street parking and loading areas in compliance with the standards and criteria as described in this Specific Plan. Off-street parking and loading for uses within the Specific Plan area shall be provided in accordance with the CMC. For standards and provisions that are not explicitly stated, the standards and provisions of the CMC shall apply.

3.5.1 Residential

1. Residential Use. The parking ratios in Table 3-3, *Parking Standards*, shall apply. There are no exceptions to these requirements, except as noted in footnotes and in this Specific Plan.
2. Parking for the residential shall be either screened from public view or architecturally enhanced except at the entry driveway leading to the parking garages.
3. Garage Access: there shall be two driveway access points used by the residents for each apartment project. The garage access points are designed to quickly and conveniently enter and exit the vehicles with the least amount of interaction with pedestrians as possible. A goal of the project is to provide as many walkable areas as possible within and around the project without the interference of cars.
4. Parking stall sizes shall be 9 feet x 18 feet for standard stall and 8 feet x 15 feet for compact stalls. Minimum drive aisle width shall be 24 feet.
5. 40% of residential parking stalls may be compact.
6. Tandem parking for residential uses is allowed for units with two or more stalls.

3.5.2 Commercial

1. The parking ratios in Table 3-3, *Parking Standards*, shall apply. Off-street parking for non-residential uses shall be provided for each separate use in compliance with the CMC.
2. For developments with a mix of uses, a shared parking study may be provided to modify code requirements for individual uses.
3. Fractional Spaces. Any use requiring less than a full parking space shall be rounded up to the nearest whole number.
4. Location of Parking. Required parking spaces for commercial or mixed-use shall be located on the same parcel they are intended to serve.
5. The space size 8-1/2 feet width x 18 feet length with 26 feet minimum aisle width.
6. Parking and Access Criteria
 - a. All parking spaces required for the residential use shall be provided on site.
 - b. Parking spaces to serve residential uses shall be specifically designated and shall be reserved

CHAPTER 3 | DEVELOPMENT REGULATIONS

for the exclusive use of the residents.

- c. If structured parking is provided, separate dedicated and accessible areas shall be provided for residential and commercial uses.
- d. Security gates shall be strongly encouraged for access to residential uses and residential parking areas.

Table 3-3: Parking Standards			
Land Use Type	Standard	Guest Parking	Notes
Residential			
Multifamily			
Studio	1 space/unit	Inclusive	
1 Bedroom	1.25 spaces/unit		
2+ Bedroom	1.75 spaces /unit		
Townhomes	2 spaces/unit (covered)	1 space/3.5 units	
Non-Residential			
Restaurant	.9 space/100 sf	--	
Hotel	0.75 spaces/room	--	Includes employee parking
Office	1 space/300 sf	--	
General Retail	1 space/300 sf	--	
Bicycle	5% of the total or per code	5% of the total	Per Section 9138.17
(1) Total parking spaces required shall be rounded up to the nearest whole number.			

4 URBAN DESIGN

This section explains design concepts and establishes design guidelines for development within the Specific Plan area. These guidelines address the built form for the various land uses as well as general guidelines related to mobility and parking, landscaping and signage.

4.1 Urban Design

4.1.1 Introduction and Purpose

The Urban Design section of the Specific Plan is intended to provide guidance to ensure that implementing projects within the Specific Plan area are high quality and supportive of the overall vision. This section provides direction for future projects on placemaking elements, site plan design, building scale and massing, architecture, and landscape design.

These guidelines are intended to provide general direction to planners, builders, architects, landscape architects and engineers on how to develop and implement the design framework of the community. The following guidelines contained within this section are flexible in nature and not intended to represent standards or absolutes that must be incorporated, provided that the intent of the section is met. The design elements herein should be used in conjunction with the development standards described in this Specific Plan's Development Regulations (Chapter 3).

4.1.2 Site Plan Design

Site plan design governs the organization of buildings, open space, pedestrian gathering spaces, roadways, parking, and other important components of development projects. Site plan design determines the movement of people and vehicles into and through the space, informs the defining characteristics of open space, and establishes a relationship between uses of those buildings throughout the site.

The proposed site design is comprised of multi-family apartments, townhomes, a hotel, a food pavilion, and a restaurant. Together, these uses create a valuable addition to the Carson community by providing housing, shopping, dining, and entertainment uses as well as attracting visitors to the area.

Development within the Specific Plan area is characterized by:

- A focus around the central Food Pavilion, located at the corner of Avalon Boulevard and 213th Street. This location provides high visibility for the commercial and restaurant uses and is easily accessible to residents and visitors;
- Multi-family apartments and townhomes surrounding the Food Pavilion with the highest density uses focused directly adjacent to it;
- Parking structures associated with Multi-family Phase 1 and 2 adjacent to the I-405 freeway to serve as a buffer between the freeway and on-site residential uses; and
- A hotel and small drive-through restaurant use in the northern portion of the planning area adjacent to the I-405 freeway.

A. Specific Plan area

The following guidelines relate to development across the entirety of the Specific Plan area:

- There should be a clearly defined roadway network consisting of major thoroughfares, easily-identifiable ingress/egress points, and internal roadways that provide access to buildings and parking.

CHAPTER 4 | URBAN DESIGN

- Community open space areas should be located so that they are easily accessible and enjoyable by residents and visitors. These spaces should be located away from heavily trafficked roadways.
- Buildings should be oriented to define publicly accessible community open spaces.
- Internal pedestrian circulation should consider connections to surrounding uses, both on-site and off-site, to create well-connected and safe pedestrian corridors.
- Enhanced paving, including changes in color, design, or materials, should be used at community entrances and areas with a high likelihood for pedestrian/vehicular interaction.
- Parking should be concentrated adjacent to the I-405 freeway to act as a buffer between the freeway and on-site uses.
- Site circulation should allow for and facilitate emergency access to the site and all buildings.
- All utility-related equipment at the ground-floor level shall be screened from view from the public realm through landscaping, walls, or some other type of enclosure. Trash enclosures adjacent to residential uses should be screened from view from above.

B. Individual Projects/Parcels

The following guidelines relate to development of individual projects or parcels:

- Buildings should engage the street to create a lively and interesting pedestrian zone. Large residential buildings should take access from adjacent streets in several locations to increase pedestrian engagement with the street.
- Sidewalk widths should be increased adjacent to commercial and restaurant uses to accommodate outdoor seating, landscaping, or pedestrian gathering spaces.
- Buildings with first floor commercial uses should incorporate storefronts that open directly onto pedestrian walkways or gathering spaces.
- Crosswalks and pedestrian walkways should be located in areas that minimize conflict areas with vehicular circulation paths and designed to place an importance on pedestrian safety.
- Individual residential units should not face directly onto the I-405 freeway.
- Residential units should not front onto commercial or hotel loading areas or back-of-house facilities where feasible.
- Loading and unloading zones should provide adequate space for maneuvering into and out of a loading position. These areas should be designed to be integrated with the surrounding development.
- Refuse storage areas should be located in close proximity to all uses but not within or adjacent to public open/amenity spaces. Refuse storage areas should be screened from view on all sides and above.

4.1.3 Building Scale and Massing

Building scale and massing refers to the size of a structure in relation to the surrounding open space and other existing or planned development. Scale and massing of buildings is an important component

of the design process as buildings that are too large have the ability to negatively impact the space around them. Development within the Specific Plan area should be consistent with the vision for the community and make considerations regarding the overall size of the development to ensure that it does not negatively impact adjacent uses.

- Each building should have a recognizable base, body, roof lines and entry.
- Buildings should use windows, balconies, overhangs, horizontal and vertical banding, architectural detailing, changes in materials, or push/pull portions of the building façade to create movement on all sides of the building.
- Buildings should incorporate varied setbacks to provide visual interest and varying shadow patterns.
- Flat roofs should include parapets or other architecturally integrated methods to screen rooftop equipment. These elements should be consistent with the style, materials, and color of the building.
- Roof heights should vary between buildings to create architectural interest and an interesting street scene.
- Building heights should be scaled appropriately with surrounding elements and take into consideration the heights of existing and known future development.

The following images show anticipated architectural design and massing, with multiple building planes and color blocking to create interest.



PHASE 1 PERSPECTIVE

CHAPTER 4 | URBAN DESIGN



PHASE 2: PERSPECTIVE



FOOD PAVILION: PERSPECTIVE



PHASE 3: PERSPECTIVE



TOWNHOMES: PERSPECTIVE



HOTEL: PERSPECTIVE



DRIVE•THRU RESTAURANT: PERSPECTIVE

4.1.4 Architecture

The architectural styles of buildings within the planning area define the theme and create a sense of place. Future development should display a consistency in style and detailing that reinforces the desired theme while varying enough so that each individual development is unique and identifiable. No specific architectural style is mandated for implementing projects in the Specific Plan area, but proposed buildings should be of high quality contemporary architecture, generally in keeping with the imagery shown below.

Building Segments

Building segments are definitive increments of the building façade created through the push and pull of the building plane. Segments create architectural interest through changes in materials, colors, shadow, and depth.

Conceptual building segments for each proposed building are shown in Figures 4-1 through 4-14. Building segments are subject to change with final design. The following guidelines relate to building segments and articulation for new buildings within the Specific Plan area.

- No building or structure within the Specific Plan area shall exceed one hundred and fifty (150) feet in length without a break in the façade.
- Building segments should be easily identifiable through the use of facade articulation, color, materials, and other architectural elements such as vertical and horizontal banding.
- Façade articulation must be a minimum of 2' difference (within the allowed setback) from the adjacent building segments on either side.

Architectural Style and Elements – General Guidelines

- “360-degree” architecture should be implemented. All faces of a building, no matter if visible from a current public space or not, should receive equal consideration in regard to design features and architectural interest.
- Roof elements and design features (e.g., pitch, materials, eaves, dormers, etc.) should be consistent on all elevations, including those that are not visible from the public right-of-way.
- The size of door and windows should relate to the scale and proportion of the overall structure. Monumental entries that are not pedestrian-scaled are discouraged.
- Doors and windows should either be recessed into the structure or accented with trim decorations to create different levels to the façade.
- All rooftop utilities and mechanical devices should be screen from view from the street or public sidewalk.
- Incorporate energy-saving measures into the building design wherever possible.

A. Multi-Family Buildings

Architectural Style and Elements

The following guidelines relate to the Multi-Family (Phases 1, 2, and 3) development:

- The main entry to each building should be clearly visible from the nearest public circulation walkway and easily recognized as a main building entrance. Secondary entrances should be distinguished from main entrances through the use of varied colors, materials, and building articulation.
- Upper stories should not project beyond the ground floor footprint, except for bay windows and private balconies that should not exceed 50% of the main building façade.
- Window and door sizes should vary across the façade of the building to decrease repetition in design elements.
- Garage entries, loading and services entries, stairs, elevators, and other service elements should not occupy more than 20% of the width of the public street facing building façade. These should be internally focused or front onto private parking or drive aisles when possible.
- Ensure appropriate privacy conditions when designing all private and common open space areas. Upper level decks, patios, and other open space should not have unobstructed views into neighboring uses.



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Figure 4-1 Phase 1 Elevation (West Along Avalon Boulevard)



Figure 4-2 Phase 1 Elevation (South)



Figure 4-3 Phase 2 Elevation (West)



Figure 4-4 Phase 2 Elevation (South Along 213th Street)



Figure 4-5 Phase 3 Elevation (East Along Avalon Boulevard)



Figure 4-6 Phase 3 Elevation (South Along 213th Street)

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CHAPTER 4 | URBAN DESIGN

B. For-Sale Townhomes

Architectural Style and Elements

- Each unit should be individually defined through the use of varied colors, materials, and articulated wall planes.
- Townhome units may incorporate features such as stoops, porches, shared landings, and canopies at the primary entrance adjacent to the pedestrian walkway.
- Townhome units should be well-articulated to break up long building facades.
- Garage doors should be oriented onto a private alley or drive and not towards the pedestrian realm.
- Access to individual dwelling units should provide a unique identity for the individual unit, allow opportunities for social interaction, and increase natural surveillance.
- Private open space should be defined physically through low walls, fencing, or grade changes. All walls and fences should complement the architectural style of the building and be consistent in theme and appearance across units.
- Ensure appropriate privacy conditions when designing all private and common open space areas.



Figure 4-7 Townhomes Elevation (North Along 213th Street)



Figure 4-8 Townhomes Elevation (East Along Avalon Boulevard)

C. Food Pavilion

Architectural Style and Elements

The following guidelines relate to the Food Pavilion development:

- A Master Signage program is required for all signage.
- First-floor retail storefronts should be designed at a pedestrian scale with large doors and windows, awnings, and easily identifiable signage.
- Storefronts should have a large percentage of the façade be translucent and inviting to the public.
- Due to its prominent location at the intersection of Avalon Boulevard and 213th Street, the Food Pavilion should include enhanced architectural elements and wayfinding signage at the corner.
- Design of outdoor sales or display areas (i.e., garden centers, etc.) should be consistent with the architecture of the primary building, utilizing articulated walls or fencing to enclose the space.
- Exterior wall treatments, such as arcades, porticos, offset planes and colonnades should be used to break up the mass and scale of the building.

D. Hotel

Architectural Style and Elements

- Hotel structures should include a porte-cochere or similar entry feature at the pedestrian entrance to the building.
- For structures over two stories, access to guestrooms should be provided from interior hallways. Avoid room entrances directly adjacent to parking lots or exterior walkways.
- Air conditioning units should not be visible from public streets.
- Walkways, stairways, and balcony railing and other similar details should be architecturally consistent with the building design.

E. Drive-through Restaurant

Architectural Style and Elements

- The actual architectural style may vary depending on the tenant. Many national food establishments have corporate architecture for consistency in appearance and branding.
- When possible, the building should complement the architectural characteristics of surrounding development.
- Building entries should orient directly on to the primary parking area.
- Buildings should be oriented to avoid intersection of the queuing area and pedestrian walkways when possible.
- Landscape buffering of the drive-through lanes is required through berming or low shrubs.



Figure 4-9 Food Pavilion Elevation (West Along Avalon Boulevard)



Figure 4-10 Food Pavilion Elevation (South Along 213th Street)



Figure 4-11 Hotel Elevation (West Along Avalon Boulevard)



Figure 4-12 Hotel Elevation (North)



Figure 4-13 Drive-through Restaurant Elevation (West)



Figure 4-14 Drive-through Restaurant Elevation (South)

F. Colors and Materials

Color and material palettes for each development will vary depending on architectural style, building form and massing, and use. The following guidelines relate to building material and color for development within the Specific Plan area:

- Exterior materials, textures, and colors should be appropriate for the architectural style or theme of the building.
- Changes in materials or colors should correspond to variations in building mass or should be separated by a building element.
- The predominant colors for dwelling units and accessory structures should be natural or muted tones. Appropriate use of more than one predominant paint color is encouraged. Compatible accent colors are encouraged to enhance important building elements.
- Colors and materials should be high-quality, durable, and not readily deteriorate when exposed to the elements.
- Materials such as brick, stone, copper, etc. should be left in their natural appearance. Such materials should not appear artificial. Veneer should turn corners and avoid exposed building edges.
- All materials for exterior applications should be finished. Inappropriate materials for exterior applications include:
 - Plastics/Plastic Laminates
 - Asphalt shingles
 - Corrugated fiberglass, or plastic
 - Plywood or similar
 - Highly reflective materials
- Roof protrusions such as roof flashing, rain gutters, downspouts, and vents should be finished to complement the architectural style and color of the building.

All future development within the Specific Plan area is subject to site plan and design review. Color and material palettes will be provided as part the submittal for incoming projects and their appropriateness will be evaluated by City staff for consistency with the Specific Plan guidance.

G. Signage

Signage is an important component of all types of development within the Specific Plan area. Signage helps both residents and visitors with finding their way around the site and to their destinations. The Jefferson on Avalon Specific Plan sets for the following guidelines related to on-site signage, with the exception of signage related to the Food Pavilion. A Master Sign Program must be created for all signage associated with the Food Pavilion.

Wayfinding Signage (Specific Plan area)

- Wayfinding signage should be clearly visible and included in both public and private spaces.
- Wayfinding signage should delineate between pedestrian, bicycle, and vehicular pathways.

CHAPTER 4 | URBAN DESIGN

- Wayfinding signage should not be placed within the direct pedestrian zone or obstruct pedestrian traffic flow in any way.
- Wayfinding signage associated with an individual use (commercial, residential, office) should be consistent in look and size with other signs of the same use to provide easier identification of building uses to pedestrians and motorists.
- Creative approaches to wayfinding that utilize existing vertical elements, such as streetlight banners, are encouraged.
- All signage and associated components should complement the color and finish of the surrounding streetscape and architectural elements.
- Wayfinding elements should be designed to be utilized by a variety of users, including visually and hearing impaired.

Building Signage

- The following types of signs are encouraged subject to CMC and/or a comprehensive signage program:
- Flush-mounted or painted wall signs
- Projecting signs, blade signs, and marquees
- Awning and canopy signs
- Applied window signs
- Directional, alley, and service signs
- Murals or public art
- Building signage should complement the architecture of the building and be attached in a way that does not detract from the architectural quality.
- Wall signs must be placed in highly visible areas on the upper third of the building façade.
- All signs must be well-lit and clearly visible at night. A variety of lighting techniques are allowed, subject to site plan and design review.

4.1.5 Conceptual Landscape Design

Landscaped areas within the Specific Plan area fall into three primary categories: streetscape, public community spaces and plazas associated with the Food Pavilion and private amenity spaces for the multi-family apartments, townhome units, and hotel. Each space will be associated with the adjacent uses and provide detailed landscape plans for review by the City as part of the site plan and design review process for future implementing projects.

The purpose of this section is to provide developers and builders with guidance on the types of high-quality plant material and public realm elements that should be included as part of each future development. Applicants should also consult the City of Carson's City Tree Preservation and Protection Ordinance, including the Criteria for Allowed Trees and Parkway Tree Master Plan.

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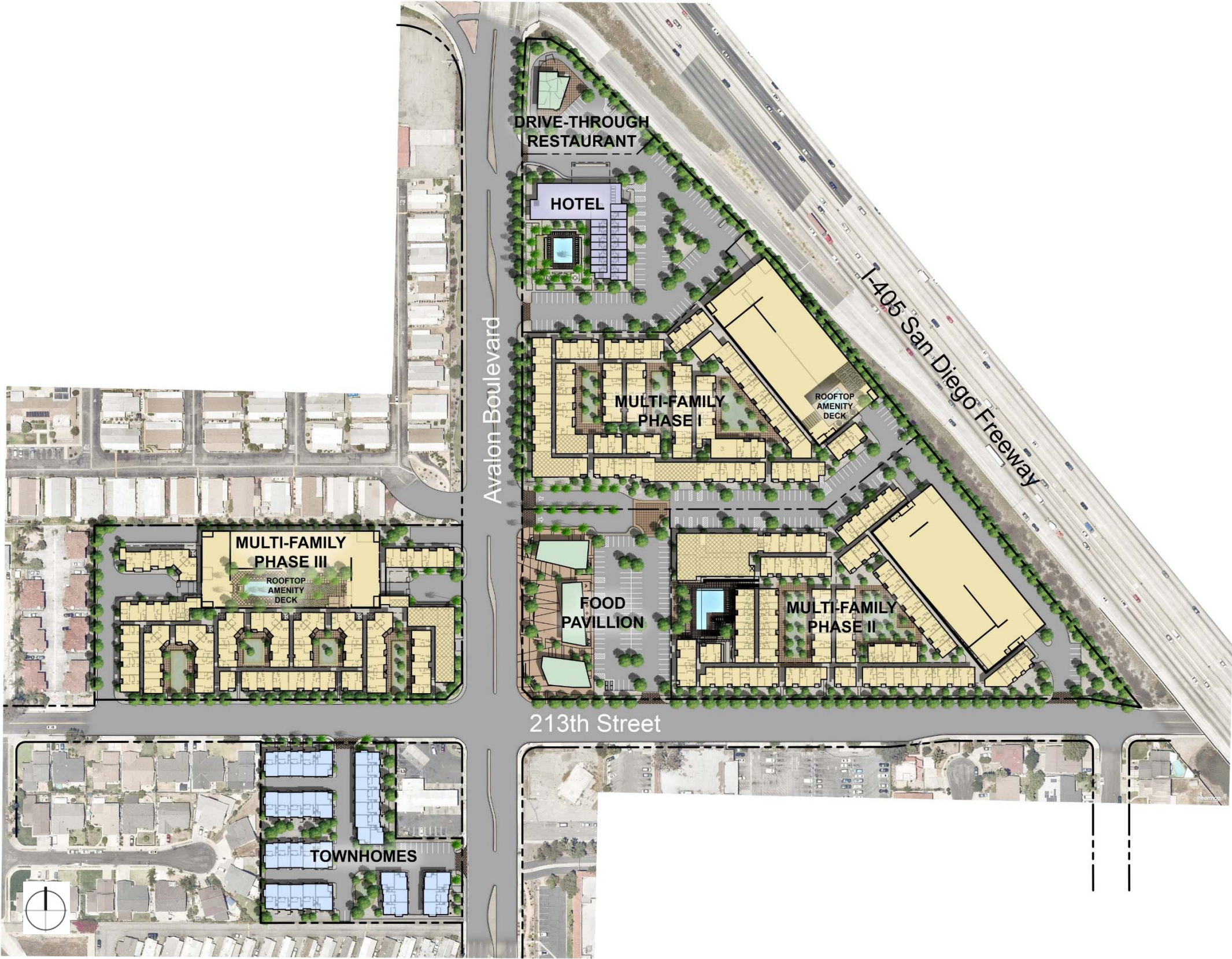


Figure 4-15 Conceptual Site Rendering

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CHAPTER 4 | URBAN DESIGN

A. Public Realm Elements

Site furnishings within the public realm or private amenity space of a development can be used to define the physical character and boundaries of the area, reinforce an architectural theme, or provide recreational and community gathering opportunities. Site furnishings should complement the overall design aesthetic and architecture of adjacent buildings. Colors and materials of site furnishings should be consistent throughout the public realm and streetscape areas to reinforce a unified character. Site furnishing specifications will be provided as part the submittal for incoming projects and their appropriateness will be evaluated by City Staff for consistency with the Specific Plan guidance.

Refer to Figures 4-16 and 4-17: *Site Furnishings (Public Realm)* and Figure 4-18: *Site Furnishing (Private Amenity Space)* for sample imagery boards depicting typical site furnishings throughout the Specific Plan area.

Placemaking elements shall be included in both public and private open space areas, along pedestrian walkways, and as needed in association with adjacent uses. This may include site furnishings such as seating, trash receptacles, planters, bike racks, light fixtures, decorative paving, and more. The size, shape, color, and materials for the proposed site amenities will be provided as part the submittal for incoming projects and their appropriateness will be evaluated by City Staff for consistency with the intent of the Specific Plan.

The following guidelines relate to site furnishings and placemaking elements within the Specific Plan area:

- Provisions to accommodate Americans with Disabilities Act (ADA) requirements must be incorporated into the design and siting of furnishings. This includes a provision for space adjacent to walkways for wheelchair and/or stroller parking.
- The location and layout of the different elements of street furniture should ensure that each article or structure is designed and situated to be in harmony with both the surrounding furnishings and the overall Specific Plan area.
- Colors and materials of site furnishings should complement the adjacent development in size, color, materials, and architectural character.
- Street furnishings, except seating, should be located along or near the curb as a barrier to automobile traffic; this is especially applicable to trash receptacles, and heavy planters.
- The design and selection of street furniture should include considerations for the security, safety, comfort and convenience of the user.
- Bicycle storage should be placed in areas easily accessible from bicycle routes to minimize riding on pedestrian sidewalks.
- Public art installations and murals are encouraged in public and private gathering spaces.

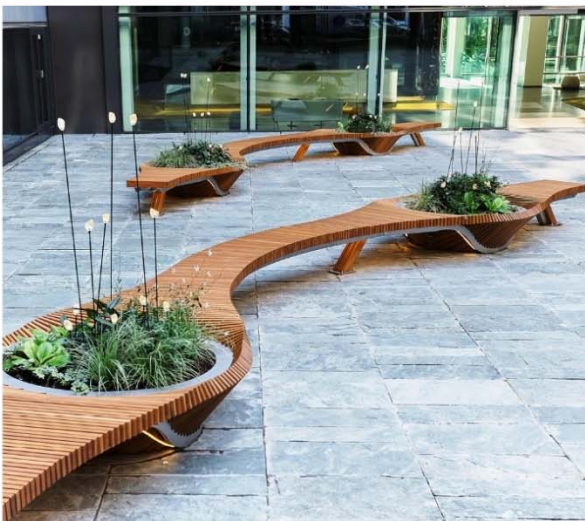
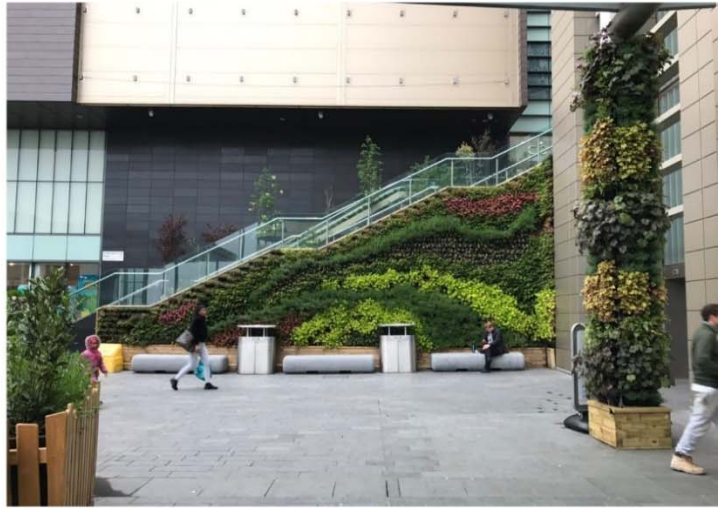


Figure 4-16 Site Furnishings (Public Realm) (1 of 2)

CHAPTER 4 | URBAN DESIGN



Figure 4-17 Site Furnishing (Public Realm) (2 of 2)

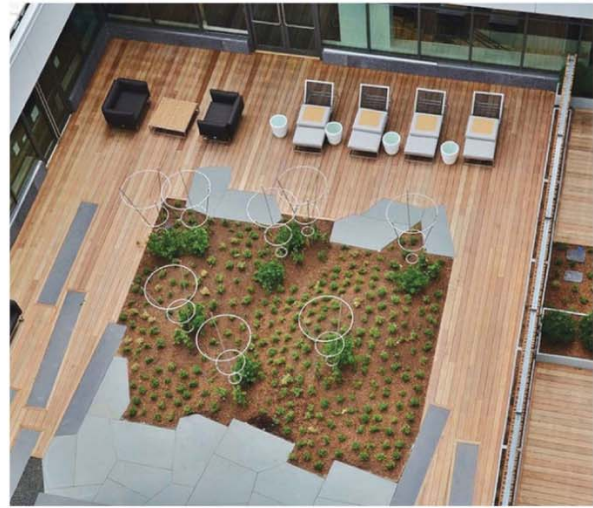


Figure 4-18 Site Furnishings (Private Amenity Space)

CHAPTER 4 | URBAN DESIGN

Private Amenity Space Concepts

The private amenity areas/open spaces within the Specific Plan area will be designed per the aesthetic theme of each associated building. These themes will dictate potential programming elements and site features such as pools, fire pits, water elements, and art. Material will vary from wood (or wood composite), cobble, brick, and concrete to reinforce the aesthetic.



Figure 4-19 Conceptual Multi-Family Amenity Space (Phase 1 – Natural Living)

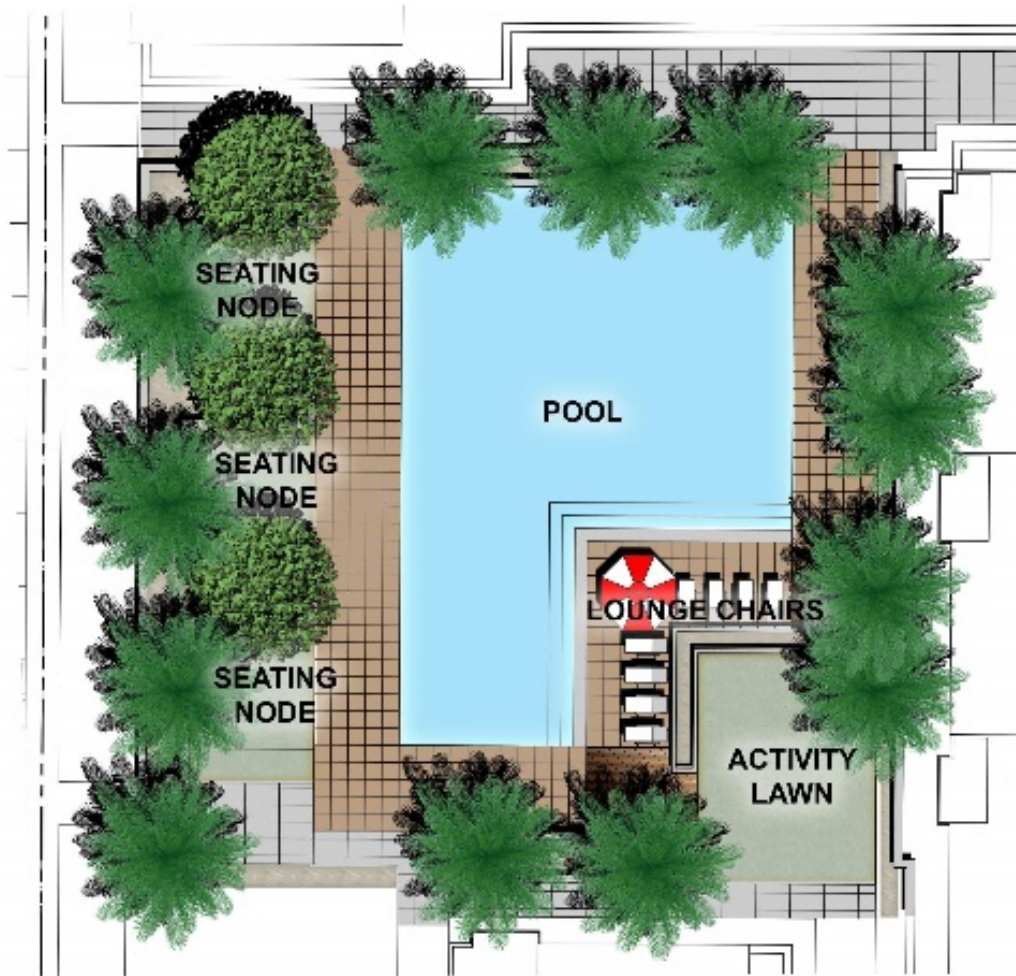


Figure 4-20 Conceptual Multi-Family Amenity Space (Phase 2 – Modern Luxury)



Figure 4-21 Conceptual Multi-Family Amenity Space (Phase 3 – Urban Lifestyle)

CHAPTER 4 | URBAN DESIGN

B. Landscape Plant Palette

The following plant palettes show the typical plant material proposed within the Jefferson on Avalon Specific Plan area. Plant material is organized by Public Realm/Street Concept and Private Amenity Space, with plants chosen based on their character and appropriateness for each condition. A full planting plan will be provided as part the submittal for incoming projects and proposed plant material will be evaluated by City Staff for consistency with the Specific Plan guidance.

Refer to Figure 4-22: *Plant Palette (Public Realm)* and Figure 4-23 and 4-24: *Plant Palette (Private Amenity Space)* for sample plant material within the Specific Plan area.

Table 4-1: Preliminary Plant Palette - Phase 1	
Botanical	Common
Trees	
<i>Olea europaea</i>	Olive
<i>Quercus agrifolia</i>	Coast Live Oak
<i>Platanus x acerifolia</i>	London Plane Tree
<i>Arbutus 'Marina'</i>	Marina Strawberry Tree
<i>Laurus nobilis</i>	Sweet Bay
Shrubs/Grasses/Groundcovers	
<i>Bambusa oldhamii</i>	Giant Timber Bamboo
<i>Rosmarinus officinalis</i>	Rosemary
<i>Calamagrostis foliosa</i>	Mendocino Reed Grass
<i>Anigozanthos 'Big Red'</i>	Red Kangaroo Paw
<i>Muhlenbergia rigens</i>	Deer Grass
<i>Lavandula x intermedia 'Provence'</i>	Blue Lavandar
<i>Olea europaea 'Montra'</i>	Little Ollie Dwarf Olive
<i>Hesperaloe parviflora 'Yellow Sun'</i>	Yellow Red Yucca
<i>Myrtus communis 'Compacta'</i>	Dwarf Myrtle
<i>Festuca Mairei</i>	Atlas Fescue
<i>Lomandra longifolia 'Platinum Beauty'</i>	Variegated Dwarf Mat Rush
<i>Ligustrum japonicum</i>	Waxleaf Privet
<i>Pittosporum tenuifolium 'Silver Sheen'</i>	Pittosporum 'Silver Sheen'
<i>Rosa x 'Noaschnee'</i>	Flower Carpet White Groundcover Rose
<i>Baileya multiradiata</i>	Desert Marigold
<i>Arctostaphylos manzanita</i>	Common Manzanita
<i>Carex divulsa</i>	European Grey Sedge
<i>Helictotrichon sempervirens</i>	Blue Oat Grass
<i>Cistus x purpureus</i>	Orchid Rockrose
<i>Rhamnus californica 'Mound San Bruno'</i>	Coffeeberry
<i>Festuca rubra</i>	Red Fescue

Table 4-2: Preliminary Plant Palette - Phase 2

Botanical	Common
Trees	
<i>Syagrus romanzoffiana</i>	Queen Palm
<i>Lophostemon confertus</i>	Brisbane Box
<i>Podocarpus gracilior</i>	Fern Podocarpus
<i>Juniperus scopulorum</i> 'Skyrocket'	Skyrocket Juniper
Shrubs/Grasses/Groundcovers	
<i>Asparagus densiflorus</i>	Foxtail Fern
<i>Phormium tenax</i>	New Zealand Flax
<i>Festuca glauca</i>	Blue Fescue
<i>Anigozanthos flavidus</i> 'Bush Gold'	Kangaroo Paws
<i>Polypodium vulgare</i>	Common Polypod Fern
<i>Buxus microphylla</i> Var. <i>japonica</i>	Japanese Boxwood
<i>Agave attenuata</i>	Foxtail Agave
<i>Senna artemisioides</i>	Feathery Cassia
<i>Carex divulsa</i>	European Grey Sedge
<i>Aloe striata</i>	Coral Aloe
<i>Sansevieria trifasciata</i>	Mother-In-Law's Tongue
<i>Juncus effusus</i> 'Quartz Creek'	Common Rush
<i>Senecio rowleyanus</i>	String of Pearls
<i>Muhlenbergia capillaris</i> 'Irvine'	Plumetaetic Pink Muhly Grass
<i>Dichondra sericea</i>	Silverleaf Ponysfoot
<i>Setcreasea pallida</i> 'Purple Heart'	Purple Heart
<i>Pittosporum tobira</i> 'Dwarf Variegata'	Dwarf Variegated Mock Orange
<i>Carissa macrocarpa</i>	Natal Plum
<i>Parthenocissus tricuspidata</i>	Boston Ivy

Table 4-3: Preliminary Plant Palette - Phase 3

Botanical	Common
Trees	
<i>Aloe barberae</i>	Tree Aloe
<i>Arbutus</i> 'Marina'	Marina Strawberry Tree
<i>Koelreuteria bipinnata</i>	Chinese Flame Tree
<i>Jacaranda mimosifolia</i>	Jacaranda
Shrubs/Grasses/Groundcovers	
<i>Anigozanthos</i> 'Big Red'	Red Kangaroo Paw
<i>Aloe striata</i>	Coral Aloe
<i>Carex divulsa</i>	European Grey Sedge
<i>Pittosporum tobira</i>	Mock Orange

Table 4-3: Preliminary Plant Palette - Phase 3

Botanical	Common
Trees	
<i>Callistemon 'Little John'</i>	Dwarf Callistemon
<i>Arctostaphylos manzanita</i>	Common Manzanita
<i>Chondropetalum tectorum</i>	Small Cape Rush
<i>Dianella tasmanica 'Variegata'</i>	White Striped Tasman Flax Lily
<i>Muhlenbergia 'Pink Flamingo'</i>	Pink Flamingo Muhly
<i>Furcraea foetida 'Mediopicta'</i>	False Agave
<i>Agave 'Blue Glow'</i>	Blue Glow Agave
<i>Aeonium 'Zwartkop'</i>	Zwartkops Tree Aeonium
<i>Sedum spathulifolium</i>	Yellow Stonecrop
<i>Helictotrichon sempervirens</i>	Blue Oat Grass
<i>Bougainvillea 'Orange King'</i>	Bougainvillea
<i>Ceanothus Spp.</i>	California Lilac
<i>Iris douglasiana</i>	Douglas Iris

Table 4-4: Preliminary Plant Palette - Streetscape

Botanical	Common
Trees	
<i>Archontophoenix cunninghamiana</i>	King Palm
<i>Lophostemon confertus</i>	Brisbane Box
<i>Platanus x acerifolia</i>	London Plane Tree
<i>Podocarpus gracilior</i>	Fern Podocarpus
Shrubs/Grasses/Groundcovers	
<i>Muhlenbergia 'White Cloud'</i>	White Awn Muhly
<i>Phormium tenax</i>	New Zealand Flax
<i>Muhlenbergia rigens</i>	Deer Grass
<i>Anigozanthos 'Big Red'</i>	Red Kangaroo Paw
<i>Rosmarinus officinalis 'Tuscan Blue'</i>	Upright Rosemary
<i>Hemerocallis lilioasphodelus</i>	Yellow Daylily
<i>Carex pansa</i>	California Meadow Sedge
<i>Lantana Spp.</i>	Lantana
<i>Festuca rubra</i>	Red Fescue

C. Landscape Cross Sections and Plan View

The landscape cross sections below show typical streetscape conditions along Avalon Boulevard and 213th Street, and at the primary entryway condition. Figure 4-22, *Primary Entryway Render*, shows the vehicular entrance from Avalon Boulevard between the Multi-Family Phase 1 and the Food Pavilion.



Figure 4-22 Primary Entryway Render

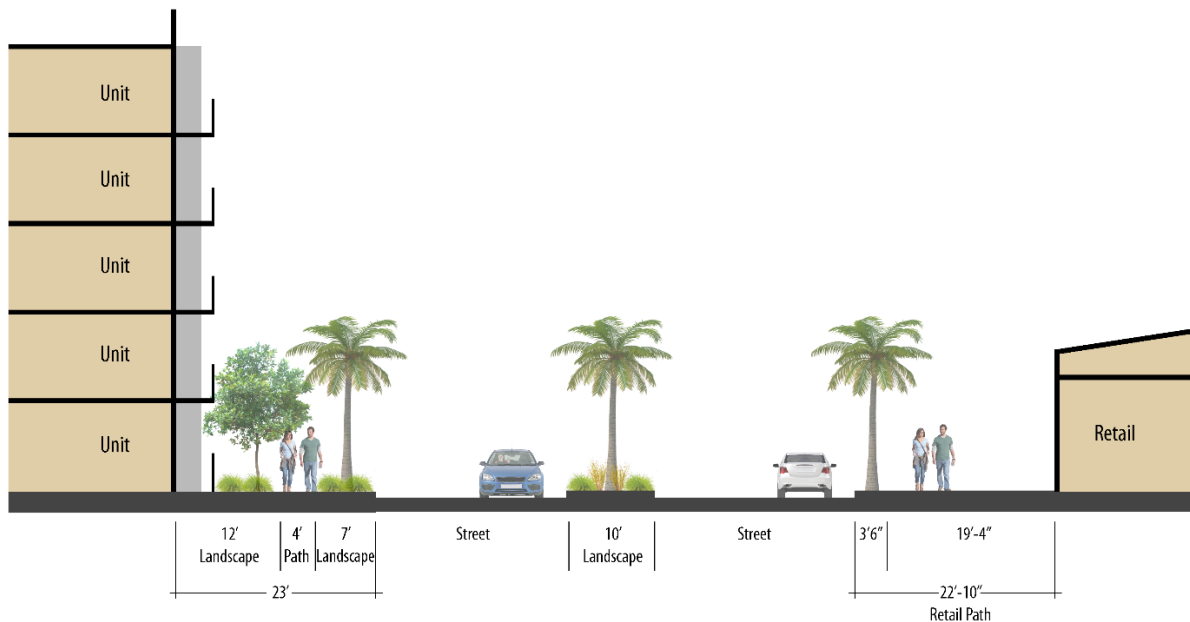


Figure 4-23 Primary Entryway Section

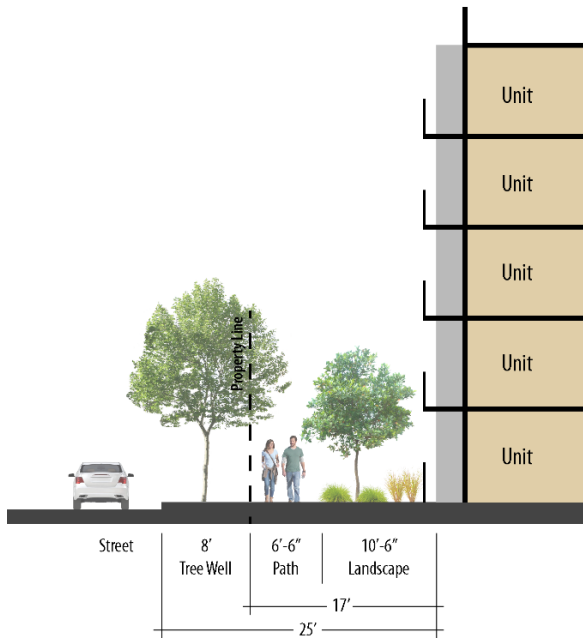


Figure 4-24 Phase 1 – Stoop Units on Avalon Boulevard

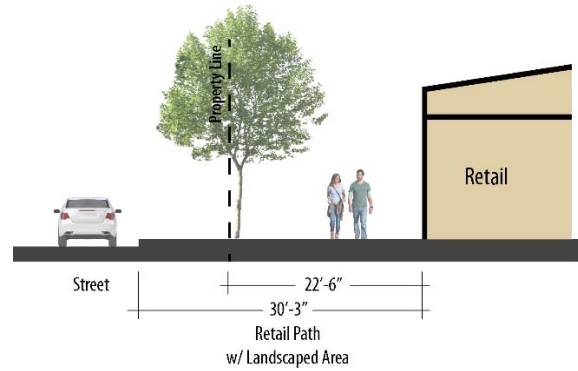


Figure 4-26 Food Pavilion on Avalon Boulevard

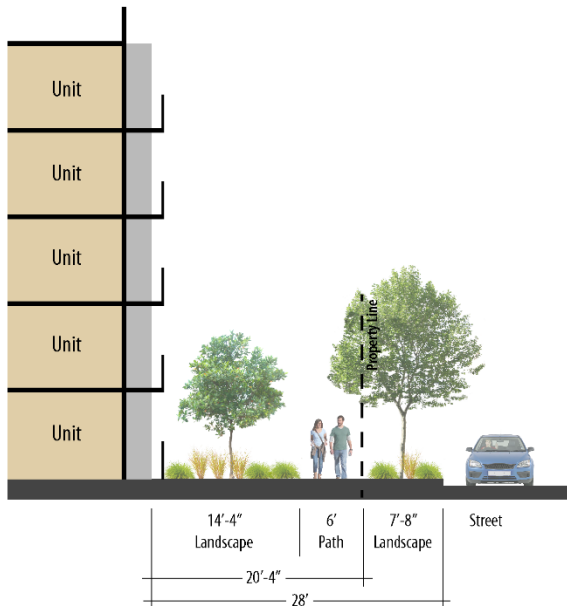


Figure 4-25 Phase 2 – Stoop Units on 213th Street

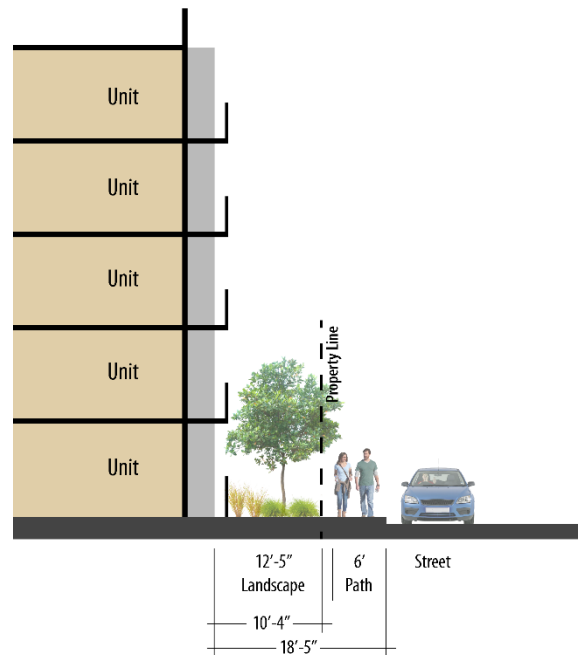


Figure 4-27 Phase 3 – Stoop Units on 213th Street

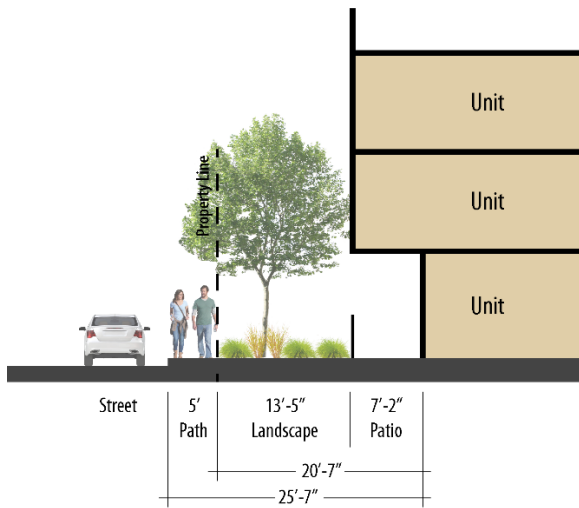


Figure 4-28 Townhomes on 213th Street

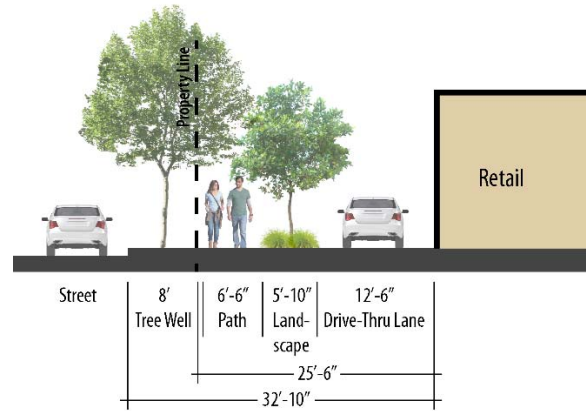


Figure 4-30 Drive-thru Restaurant on Avalon Boulevard

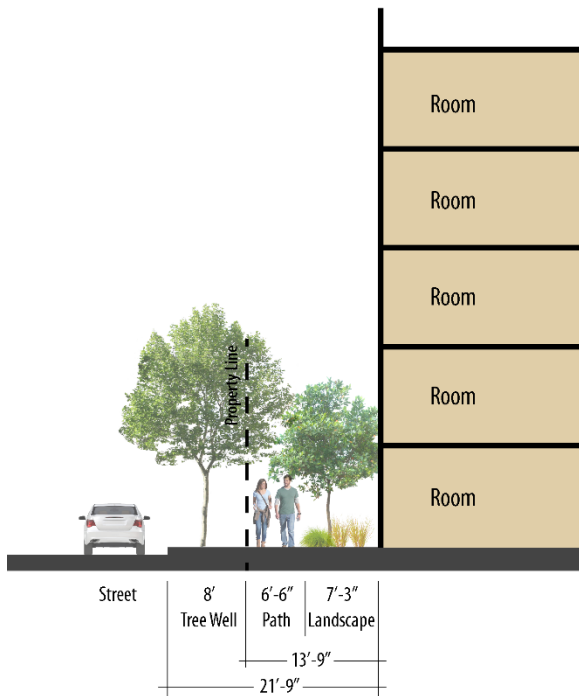


Figure 4-29 Hotel on Avalon Boulevard

D. Lighting

- Lighting shall not produce glare or spill over onto adjacent properties; consider the latest technical and operational energy conservation concepts in lighting designs.
- Lighting shall be provided, at a minimum, in the following locations for safety and for crime prevention:
 - Parking Lots;
 - Parking Structures;
 - Plazas or outdoor seating areas;
 - All building entries;
 - Refuse disposal areas (may be provided as part of parking lot lighting); and
 - Walkways.
- Wall-mounted lights should not extend above the height of the wall or parapet to which they are mounted.
- Lighting should be designed to accommodate the scale of the user. Thus, there should be taller lighting fixtures for vehicular traffic (parking lots) and shorter lighting fixtures for pedestrian movement.
- Lighting levels should vary depending on the specific use and conditions, but the overall consideration should be to provide lighting levels sufficient to provide security and safety.
- Light fixtures should be designed or selected to be architecturally compatible with the main structure and the theme of the area.
- Where appropriate, design exterior lighting as part of the overall architectural style of the building to highlight interesting exterior architectural features. Lighting of full facades or roofs is discouraged.
- Low voltage lighting should be incorporated into landscaped areas.
- Lighting should provide consistent light levels to prevent dark areas.
- Lighting fixtures should be covered or otherwise directed so that bulbs are not directly visible to pedestrians or drivers.
- On the top floor of a parking structure with no roof, lighting should be positioned appropriately to create a safe environment for pedestrians, while not negatively impacting the users of surrounding uses and developments.

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5

ADMINISTRATION AND IMPLEMENTATION

This section discusses the development review procedures by the City of Carson and other relevant permitting agencies applicable to the Specific Plan. A process for amendments to the Specific Plan is discussed as well as

The purpose of this chapter is to provide an outline of the steps necessary to implement the Specific Plan and applicable regulations in coordination with the City of Carson and other governing public agencies. This chapter is intended to address each of these elements for the benefit of the development team, the City and other relevant agencies, and interested citizens.

5.1 Administration

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to utilize Specific Plans for purposes of implementing the goals and policies of the City's General Plan. This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

5.1.1 Responsibility

The City of Carson's Community Development Department, its Director or their designee shall be responsible for administering the Jefferson on Avalon Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable state and federal laws, the City of Carson's General Plan, and the City's Municipal Code.

5.1.2 Applicability

All development within the Jefferson on Avalon Specific Plan area shall comply with the requirements and standards set forth in this Specific Plan document. If conflicts exist between the standards contained in this Specific Plan and those found in the City of Carson Zoning Ordinance or Municipal Code, the regulations and standards in the Specific Plan shall take precedence. Any area of site development, administration, review procedures, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the City of Carson Zoning Code, Municipal Code or General Plan, using the context and objectives of the Specific Plan as a guide.

5.1.3 Enforcement

The Jefferson on Avalon Specific Plan serves as the implementation tool for the zoning for the Specific Plan area. The Specific Plan addresses permitted uses, development standards, and project design guidelines.

The City shall enforce the provisions of the Specific Plan in the same manner that the City enforces the provisions of the General Plan, Municipal Code and Zoning Code.

5.1.4 Approval Authority

Approving bodies for actions implementing the Specific Plan include the following (note that the final approving authority for projects that include multiple actions will be the highest approval authority). For all required permit types not identified in Table 5-1, *Approval Authority*, of this Specific Plan, please refer to the Carson Municipal Code.

CHAPTER 5 | IMPLEMENTATION

Table 5-1: Approval Authority

Implementing Action	Approval Authority
Specific Plan Approval, General Plan Amendments or Amendments thereafter	City Council
Tentative Subdivision Maps	Subdivision Committee/Planning Commission
Final Tract or Parcel Maps	City Council
Site Plan and Design Review (Major)	Planning Commission
Site Plan and Design Review (Minor)	Community Development Director
Minor Variances from Development Standards	Community Development Director
Conditional Use Permits	Planning Commission
Temporary Use Permits	Community Development Director

5.1.5 Severability

If any portion of this Specific Plan and its regulations are declared to be invalid or ineffective in whole or in part by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions thereof.

5.1.5 Initial Entitlements

Initial entitlements required for development of the Specific Plan area include the following actions to be taken by the City:

- Environmental Impact Analysis – The Jefferson on Avalon Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality Act (“CEQA”). As part of the approval process for the Specific Plan, an Environmental Impact analysis must be considered and certified by the City prior to approval of any of the project-related entitlements. This is anticipated to take the form of a project-level Environmental Impact Report.
- General Plan Amendment – The Specific Plan area is presently designated “Regional Commercial”; this designation will be amended to “Urban Residential”;
- Zoning Amendment – The existing zoning district for Planning Areas A and B is Commercial Automotive (CA); Parcel C is zoned Commercial Regional with Design Overlay (CR-D). The proposed zoning amendment would change the zoning designation on the project site to “19 - Jefferson on Avalon Specific Plan” or “SP-19”.
- Specific Plan – The Jefferson on Avalon Specific Plan is a regulatory document that establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan area. The Specific Plan will implement the City’s General Plan as amended. The Specific Plan

will be considered by the Planning Commission and adopted by Ordinance by the City Council. The Specific Plan shall be adopted concurrently with or after the adoption of the zoning designation on the project site and after the General Plan Amendment.

- Major Site Plan. Consistent with the City's Municipal Code, the proposed project requires review and approval of a Major Site Plan.

5.1.6 Interpretation

Whenever the provisions contained in the Specific Plan conflict with the Municipal or Zoning Codes, the provisions of the adopted Specific Plan shall take precedence. Any ambiguity concerning the content or application of the Jefferson on Avalon Specific Plan shall be resolved by the City's Community Development Director, or their designee in accordance with CMC 9172.24. Such interpretations shall take into account the stated goals and intent of the Specific Plan.

5.1.7 Transfers

The Specific Plan land uses as described in the land use tables and text represent the baseline project characteristics. To allow for flexibility during the implementation of the project over a number of years, dwelling units and commercial intensity may be transferred from one parcel to another as part of the site plan review process provided that the total number of units does not exceed the unit maximum for the Specific Plan or the amount of commercial intensity. Increase in residential units or commercial intensity may require an amendment to the Specific Plan and additional environmental review and analysis.

5.1.7 Substantial Conformance

Final development plans for each parcel of the project may be adjusted or modified based on final design and engineering and the precise development plans of the planning area builder. Substantial Conformance is a mechanism to allow the approval of minor modifications for development under the Specific Plan.

Written documentation requesting a proposed minor modification to support an implementing site plan or use permit must be submitted for the review and approval of the Community Development Department, its Director or their designee.

Minor Modifications under Substantial Conformance

The Community Development Director or their designee shall have the authority to approve minor adjustments or modifications, as defined herein, which substantially conform to the approved Specific Plan through an administrative "Substantial Conformance" review process, so long as those minor modification and adjustments are consistent with the intent of the Specific Plan.

Minor modifications may be warranted to accommodate changes resulting from final design and engineering that cause adjustments in location of utilities or other infrastructure, development of innovative product design, or other similar modifications deemed to be minor. Minor modifications or technical adjustments may include, but are not limited to the following:

- Inclusion of land uses not specified in Section 3, *Development Regulations* but similar in intent and character subject to interpretation by the Community Development Director as specified in the Development Regulations in Section 3 of this document;

CHAPTER 5 | IMPLEMENTATION

- Modifications necessary to comply with final Conditions of Approval or mitigation measures when adopted under concurrent or subsequent actions;
- Addition of information to the Specific Plan (including maps or text) for purposes of clarification that does not change the intent of any plan or regulation, as well as correction of any clerical or grammatical errors;
- Adjustments to the alignment, location and sizing of utilities and facilities or a change in utility and/or public service provider may be approved by the City's Engineering or Public Works Department so long as the adjustments or changes are found to be in compliance with applicable plans and standards of the agency responsible for such utilities and facilities and do not result in new or different environmental impacts;
- Minor changes to the architectural or landscape design guidelines, which are intended to be conceptual in nature and flexible in implementation;
- Modification of any design element in this Specific Plan that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs or improves the level of sustainability; and
- Modifications or refinements to an approved site plan or architectural elevations and floor plans proposed by a builder that are deemed to be substantially similar to the approved design elements and are consistent with the Specific Plan.

The minor modifications described and listed above are not comprehensive. Any modification that is deemed by the Community Development Director to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted.

The documentation of substantial conformance may include text and/or maps which describe the nature of all proposed modifications or adjustments to the Specific Plan. This application of substantial conformance with the adopted Specific Plan shall undergo any necessary technical review by City agencies as the Community Development Director or their designee deems necessary.

Substantial Conformance Determination shall not include significant modifications in the basic design of the Specific Plan area including any increase in the allowable units within the Specific Plan area.

5.1.8 Amendments to the Specific Plan

Substantial modifications to the Specific Plan would require an Amendment. A minor modification or adjustment to the Specific Plan listed in the section above would not require a Specific Plan Amendment. An amendment to the Specific Plan is required if the following occur:

- Any increase in the overall development density thresholds within the Specific Plan; or
- Any addition of new land uses not contemplated by the Specific Plan's Development Regulations.

5.1.9 Appeals

An appeal of any determination, decision, or requirement of City staff or Planning Commission shall be made in conformance to the appeal procedures established by the Carson Zoning Code Section 9173.4.

5.2 Implementation

5.2.1 Specific Plan Adoption

The Jefferson on Avalon Specific Plan will be prepared, submitted, and approved in a manner consistent with California Government Section 65451, as well as the City's Zoning Code. The Specific Plan shall be adopted by ordinance and shall serve as the zoning for the Specific Plan area. The approved Specific Plan area will be designated on the City's Zoning Map as "19 - Jefferson on Avalon Specific Plan" or "SP-19). The land use and development standards identified in this Specific Plan document supersede all zoning regulations to the extent that they would be in conflict with the sections of this Specific Plan.

5.2.2 Subsequent Approvals and Plans

Several levels of subsequent approvals are required to implement the project after or concurrent with adoption of the Specific Plan.

- Site Plan Review. Any proposed implementing development shall be subject to additional Site Plan and Design Review in accordance with CMC Section 9172.23.
- A Signage Program will be prepared to provide for design continuity within the new community.

In order to develop any uses listed as "C" (Conditional Use Permit) in Table 3-1, *Permitted Uses*, the Applicant shall submit an application for a Conditional Use Permit in accordance with the requirements set forth in the CMC, as may be modified or supplemented by this Specific Plan. Findings for approval of a Conditional Use Permit shall be as outlined in the CMC.

5.2.3 Phasing

Construction of the implementing projects within the Specific Plan area will be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety. Construction activities would be initiated with demolition of on-site structures and parking areas.

The project will be phased to:

- Provide for the orderly build-out of the community based upon market demand;
- Provide adequate infrastructure to service the project;
- Phases may occur concurrently so long as the associated infrastructure is provided.

The phasing program assumes three initial phases, with the Multi-family units constructed in three (3) phases with an estimate shown on the Phasing Plan (see Figure 5-1, *Phasing Plan*, and Table 5-2, *Phasing*). All other land uses will be constructed based on market demand. The assumed intensity in the first phases is an estimate; final unit counts per phase may differ based on architectural design and site planning. The number of units per phase may vary so long as the specific plan total unit count is not exceeded.

CHAPTER 5 | IMPLEMENTATION

Table 5-2: Phasing			
Phase	Planning Area	Use	Units/Intensity
Phase 1	A	Multifamily	355 units
Phase 2	A	Multifamily	352 units
Phase 3	B	Multifamily	301 units
Phases 4 +	C	Townhomes	40 units
	A	Hotel	200 keys
	A	Restaurant/Food Pavilion	15,000 sf



Figure 5-1 Conceptual Phasing Plan

5.2.4 Transportation Demand Management Plan

This section applies to the construction of new non-residential gross floor area, and residential floor area when provided in a mixed-use project. Prior to the issuance of a building permit, the owner/applicant shall agree to provide and maintain in a state of good repair the following applicable transportation demand management and trip reduction measures.

Requirements

1. The owner shall provide a bulletin board, display case, or restaurants (displaying transportation information) where the greatest number of employees is likely to see it. The transportation information displayed should include, but is not limited to, the following:
 - a. Current routes and schedules for public transit serving the site;
 - b. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;
 - c. Ridesharing promotion material supplied by commuter-oriented organizations;
 - d. Regional/local bicycle route and facility information;
 - e. A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.
2. A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s). The spaces shall be signed and striped sufficient to meet the employee demand for such spaces. The carpool/vanpool parking area shall be identified on the driveway and circulation plan upon application for a building permit;
3. Parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/ vanpool parking area may be used by other vehicles;
4. No signed and striped parking spaces for carpool/vanpool parking shall displace any handicapped parking;
5. A statement that preferential carpool/vanpool spaces are available on-site and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board;
6. A minimum vertical clearance of 7 feet 2 inches shall be provided for all parking spaces and access ways used by vanpool vehicles when located within a parking structure;
7. Bicycle parking shall be provided for at least five (5) percent of the total number of stalls in all parking areas in conformance with the Carson Municipal Code Section 9138.18 Mixed-Use – Carson Street (MU-SB).
8. A safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area;

CHAPTER 5 | IMPLEMENTATION

9. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development;
10. If determined necessary by the City to mitigate the project impact, bus stop improvements shall be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops; and
11. Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

Monitoring

The City shall be responsible for monitoring the owner/applicant's continual implementation and maintenance of the project trip reduction features required by this Specific Plan.

5.2.5 Financing

All improvements required to support the build-out of the project will be privately financed by the builder/developer of each parcel. On-site infrastructure is anticipated to be privately owned and maintained. Public infrastructure, where provided, will be maintained by the relevant agency.

5.2.6 Maintenance and Ownership

Maintenance of facilities within the Specific Plan area will be accomplished through a combination of public and private mechanisms. Generally, facilities dedicated to public agencies will be maintained by that agency, while private facilities will be maintained by a business association or Homeowner's Association. Table 5-3, *Financing, Ownership, and Maintenance* outlines the anticipated program.

A Business Association or other association may be formed to address shared driveways, landscaping, common open space, signage, and maintenance within the commercial and multifamily areas of the Specific Plan.

Table 5-3: Financing, Ownership, and Maintenance			
Improvement	Financing	Ownership	Maintenance
Water Improvements -In public rights-of-way -On private property	Developer Developer/Builder	Public Private	Water District Private/City ³
Sewer Improvements -In public rights-of-way -On private property	Developer Developer/Builder	LACSD Private	LACSD Private/LACSD ⁴
Drainage System (on-site)	Developer/Builder	Private	Private
Water Quality Features/BMPs	Developer/Builder	Private	Private
Public Street Improvements	Developer	City	City
Private Internal Drives and Parking	Developer/Builder	Private	Private

³ District maintenance will extend to the water meter, which is on private property.

⁴ Sewer District maintenance of the sewer system will extend to the sewer cleanout, which is on private property.

Table 5-3: Financing, Ownership, and Maintenance

Improvement	Financing	Ownership	Maintenance
Landscaping within Public Right-of-Way	Developer	City	City
Common Area	Developer/Builder	Private	Private
Private Recreation Areas	Developer/Builder	Private	Private

5.2.7 Environmental Clearance

The Jefferson on Avalon Specific Plan EIR will serve as the primary environmental document for future development undertaken within the Specific Plan area, including serving as environmental clearance for purposes of backbone infrastructure improvements. Future development projects that require discretionary review will be examined against the analysis prepared for the EIR to determine if additional environmental documentation must be prepared. Developments that do not require additional discretionary review will not be subject to additional environmental documentation. However, a project applicant may be required to submit documentation substantiating the finding that said development is allowed and in conformance with the Specific Plan, and the potential environmental effects are within the parameters and timeframe analyzed within the Specific Plan EIR.

CHAPTER 5 | IMPLEMENTATION

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APPENDICES

This section Contains the legal description for the Specific Plan area and General Plan conformance

Appendix A Legal Description

Legal descriptions of the Specific Plan area as described in the Preliminary Title Reports for each parcel/planning area prepared by the Chicago Title Company.

TRIANGLE PARCEL

PARCEL A:

PARCEL 1 OF PARCEL MAP NO. 17332, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 197, PAGES 97 AND 98 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, OIL RIGHTS, MINERALS, MINERAL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBONS BY WHATSOEVER NAME KNOWN THAT MAY BE WITHIN OR UNDER THE PARCEL OF LAND HEREINAFTER DESCRIBED, TOGETHER WITH THE PERPETUAL RIGHT OF DRILLING, MINING, EXPLORING AND OPERATING THEREFOR AND REMOVING THE SAME FROM SAID LAND OR OTHER LAND, INCLUDING RIGHT TO WHIPSTOCK OR DIRECTIONALLY DRILL AND MINE FROM LANDS OTHER THAN THOSE HEREINABOVE DESCRIBED, OIL OR GAS WELLS, TUNNELS AND SHAFTS INTO, THROUGH OR ACROSS THE SUBSURFACE OF THE LAND HEREINABOVE DESCRIBED AND TO BOTTOM SUCH WHIPSTOCKED OR DIRECTIONALLY DRILLED WELLS, TUNNELS AND SHAFTS UNDER AND BENEATH OR BEYOND THE EXTERIOR LIMITS THEREOF AND TO REDRILL, RETUNNEL, EQUIP, MAINTAIN, REPAIR, DEEPEN AND OPERATE ANY SUCH WELLS OR MINES, WITHOUT, HOWEVER, THE RIGHT TO DRILL, MINE, EXPLORE AND OPERATE THROUGH THE SURFACE OF THE UPPER 100 FEET OF THE SUBSURFACE OF THE LAND HEREINAFTER DESCRIBED OR OTHERWISE IN SUCH MANNER AS TO ENDANGER THE SAFETY OF ANY HIGHWAY THAT MAY BE CONSTRUCTED ON SAID LAND, AS EXCEPTED IN DEED EXECUTED BY HOWARD C. BOONE, BERTHA Z. BOONE, HUSBAND AND WIFE, MARGARET L. FITZGERALD, A MARRIED WOMAN, ALFRED D. BOONE, LENORE M. BOONE, HUSBAND AND WIFE AND ALPHA I. TIPTON, EVERETT H. TIPTON, HUSBAND AND WIFE, RECORDED DECEMBER 13, 1955 IN BOOK 49779 PAGE 78, OFFICIAL RECORDS, AS INSTRUMENT NO. 1636.

PARCEL B:

PARCEL 2 OF PARCEL MAP NO. 17332, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 197, PAGES 97 AND 98 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THEREFROM ALL OIL, OIL RIGHTS, MINERALS, MINERAL RIGHTS, NATURAL GAS, NATURAL GAS RIGHTS AND OTHER HYDROCARBONS BY WHATSOEVER NAME KNOWN THAT MAY BE WITHIN OR UNDER THE PARCEL OF LAND HEREINAFTER DESCRIBED, TOGETHER WITH THE PERPETUAL RIGHT OF DRILLING, MINING, EXPLORING AND OPERATING THEREFOR AND REMOVING THE SAME FROM SAID LAND

OR OTHER LAND, INCLUDING RIGHT TO WHIPSTOCK OR DIRECTIONALLY DRILL AND MINE FROM LANDS OTHER THAN THOSE HEREINABOVE DESCRIBED, OIL OR GAS WELLS, TUNNELS AND SHAFTS INTO, THROUGH OR ACROSS THE SUBSURFACE OF THE LAND HEREINABOVE DESCRIBED AND TO BOTTOM SUCH WHIPSTOCKED OR DIRECTIONALLY DRILLED WELLS, TUNNELS AND SHAFTS UNDER AND BENEATH OR BEYOND THE EXTERIOR LIMITS THEREOF AND TO REDRILL, RETUNNEL, EQUIP, MAINTAIN, REPAIR, DEEPEN AND OPERATE ANY SUCH WELLS OR MINES, WITHOUT, HOWEVER, THE RIGHT TO DRILL, NINE, EXPLORE AND OPERATE THROUGH THE SURFACE OF THE UPPER 100 FEET OF THE SUBSURFACE OF THE LAND HEREINAFTER DESCRIBED OR OTHERWISE IN SUCH MANNER AS TO ENDANGER THE SAFETY OF ANY HIGHWAY THAT MAY BE CONSTRUCTED ON SAID LAND, AS EXCEPTED IN DEED EXECUTED BY HOWARD C. BOONE, BERTHA Z. BOONE, HUSBAND AND WIFE, MARGARET L. FITZGERALD, A MARRIED WOMAN, ALFRED D. BOONE, LENORE M. BOONE, HUSBAND AND WIFE AND ALPHA I. TIPTON, EVERETT H. TIPTON, HUSBAND AND WIFE, RECORDED DECEMBER 13, 1955 IN BOOK 49779 PAGE 78, OFFICIAL RECORDS, AS INSTRUMENT NO. 1636.

PARCEL C:

PARCEL 2, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS SHOWN ON PARCEL MAP NO. 4268 FILED IN BOOK 53, PAGE 29 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 7337-003-012, 7337-003-013 & 7337-003-014

KOTT PARCEL

LOT 49 OF TRACT NO. 3848, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 42, PAGES 68 AND 69 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 7337-002-042, 7337-002-043

TERMINAL PARCEL

PARCEL A:

THE WEST 150 FEET OF THE EAST 359.5 FEET OF THE NORTH 150 FEET OF LOT 50 OF TRACT NO. 3848, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 42, PAGES 68 AND 69 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY. EXCEPT 80 PERCENT OF ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY KRAUSHAAR, ET UX., BY DEED RECORDED MAY 14, 1952 AS INSTRUMENT NO. 947, IN BOOK 38925, PAGE 349 OF OFFICIAL RECORDS.

APN: 7337-008-030

PARCEL B:

THE WESTERLY 74.5 FEET OF THE EASTERLY 209.5 FEET OF THE NORTH 166 FEET OF LOT 50 OF TRACT NO. 3848, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE

OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 42, PAGES 68 AND 69 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT 80 PERCENT OF ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY KRAUSHAAR, ET UX., BY DEED RECORDED MAY 14, 1952 AS INSTRUMENT NO. 947, IN BOOK 38925, PAGE 349 OF OFFICIAL RECORDS.

APN: 7337-008-031

PARCEL C:

THE EASTERLY 359.5 FEET OF LOT 50 OF TRACT NO. 3848, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN BOOK 42, PAGES 68 AND 69 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPT THE NORTHERLY 166 FEET OF THE EASTERLY 209.5 FEET OF SAID LAND.

ALSO EXCEPT THE NORTH 150 FEET OF THE REMAINDER OF SAID LAND.

ALSO EXCEPT 80 PERCENT OF ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, AS RESERVED BY KRAUSHAAR, ET UX., BY DEED RECORDED MAY 14, 1952 AS INSTRUMENT NO. 947, IN BOOK 38925, PAGE 349 OF OFFICIAL RECORDS.

APN: 7337-008-026

Appendix B General Plan Consistency	
General Plan Goals/Policies	Compliance
Land Use Element	
Land Use Plan: The Project requires a General Plan Amendment to revise the land use designation from Regional Commercial to Urban Residential.	
Goal: LU-3 Removal of incompatible and non-conforming uses which detract from the aesthetics and safety of the community.	The large vacant automotive dealerships with parking lots that occupy most of the Specific Plan area decrease the aesthetics and safety of the area. The proposed mixed-use development will implement a mixed-use development along Avalon Boulevard.
Goal: LU-6 A sustainable balance of residential and non-residential development and a balance of traffic circulation throughout the City.	The Specific Plan incorporates both residential and non-residential uses that complement each other. The Project will reduce vehicle miles travelled (VMT) through the provision of a mixture of uses, promotion of walkability, and contribution to a jobs/housing balance.
Policy: 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 mixed uses include coordinated high-density housing, both rental and for sale, an upscale food pavilion, a service hotel, and a drive-thru restaurant all connected by a pedestrian circulation system.
Policy: 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 Specific Plan amends the General Plan Land Use designation to Urban Residential, which allows densities up to 65 dwelling units per acre (du/ac) and floor area ratios (FAR) between 1.0 and 4.0. A pedestrian circulation system will connect the mix of uses.
Policy: 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 Specific Plan includes food service uses, a drive-thru restaurant, and hotel that will generate tax revenue for the City while incorporating housing for a growing population.
Policy: LU-6.7 Implement and monitor the development intensities identified earlier in this Element. Periodically review these intensities and densities based on market demand and other conditions to confirm their appropriateness.	The Specific Plan will allow up to 65 du/ac and a FAR of 1.0 to 4.0. The Project will be phased and is expected to begin with the development of the multi-family units. All other uses will be constructed based on market demand.
Goal: LU-7 Adjacent land uses that are compatible with one another.	The Specific Plan is generally bordered by residential uses on two sides and a highway on the third. The Urban Residential use will complement its surrounding uses and will be well integrated internally.

Goal: LU-8 Promote mixed use development where appropriate.	The Specific Plan promotes a mix of residential development and pedestrian-serving commercial, hotel, and food service uses.
Policy: 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.	Planning Area A includes high density multi-family residences adjacent to the food pavilion. This close proximity will benefit both the on-site and off-site businesses and residents.
Goal: LU-11 Development of one or more “Signature Projects” to create a focal point or points for the City.	The Specific Plan is the gateway to the City and will create an attractive gateway to the central portion of the City through redevelopment of vacant and/or underutilized sites.
Policy: LU-11.2 Encourage development of desired uses such as quality retail, restaurant uses, and entertainment in targeted areas.	The Specific Plan includes a food service/retail area, restaurant, and hotel to complement the proposed on-site and existing off-site residences.
Policy: 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 Specific Plan landscape concepts mirror the plant palette and streetscape concept of the Carson Street Master Plan to provide the City with a cohesive public realm. The Specific Plan includes streetscape cross sections and landscape concepts.
Goal: LU-13 Encourage interesting and attractive streetscapes throughout Carson.	The Project will reflect the design concepts set forth in the Carson Street Master Plan. Avalon Boulevard has an existing landscaped median. The Specific Plan Design Guidelines outline the proposed landscape concepts and illustrate the proposed streetscape.
Policy: LU-13.1 Promote a rhythmic and ceremonial streetscape along the City’s arterial roadways, continuing the use of landscaped medians.	
Policy: LU-13.3 Continue and, when possible, accelerate the undergrounding of utility lines throughout the City.	
Policy: 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. Encourage pedestrian orientation by appropriate placement of buildings.	The residential communities will have different designs intended to appeal to different occupants but all have an overall cohesive design within the Specific Plan areas. Setbacks can be found in Table 3-2, <i>Development Standards</i> . The form-based imagery in the Development Regulations illustrate the variation in public realm/setbacks abutting public streets.
Policy: LU-13.5 Continue to require landscaping treatment along any part of a building site which is visible from City streets.	The Project will reflect the design concepts set forth in the Carson Street Master Plan . Landscape will be provided for all implementing projects, to be reviewed by the City as part of site plan review.
Goal: LU-14 Enhance freeway corridors and major arterials which act as gateways into the City of Carson.	The location of the Specific Plan area is a gateway to the City and will create a welcome setting for all users and observers of the area. Streetscape enhancements will be provided along Avalon Boulevard and E. 213 th Street.

Policy: 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.	The hotel and drive-thru restaurant are visible from the adjacent I-405 freeway. Architectural design of all buildings will be reviewed by the City as part of site plan review.
Goal: LU-15 Promote development in Carson which reflects the “Livable Communities” concepts.	Specific Plan implementation will encourage housing, jobs, and services within walking distance of each other by providing rental units, townhomes, a hotel, and restaurants within the boundaries of the Project site.
Policy: LU-15.1 Encourage the location of housing, jobs, shopping, services and other activities within easy walking distance of each other.	The Specific Plan is a mixed-use development with housing and neighborhood-serving retail uses proximate to employment. The mix of uses will reduce VMT, facilitate walkability, and contribute to a jobs/housing balance.
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.	Three apartment communities and a townhome neighborhood are planned within the Specific Plan which will increase the diversity of housing in the City.
Policy: 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 Specific Plan is a mixed-use development with housing and neighborhood-serving retail uses proximate to employment and near transit stops. The Project will reduce VMT, facilitate walkability, and contribute to a jobs/housing balance.
Policy: LU-15.7 Provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping, and use of reclaimed water, efficient appliances and water conserving plumbing fixtures.	The Specific Plan will incorporate elements of the Los Angeles Department of Water and Power low impact development (LID) strategies and will use low water-usage landscaping.
Policy: LU-15.8 Ensure that the street orientation, placement of buildings and the use of shading in existing and new developments contribute to the energy efficiency of the community.	The Project will incorporate energy efficiency design features in compliance with the California Building Code (Title 24) and CALGreen standards that are consistent with the City’s Climate Action Plan’s efficiency measures.
Economic Development Element	
Goal: ED-2 Encourage a variety of commercial activities to enhance and retain shopping opportunities to serve the population and increase sales tax revenues.	The Specific Plan includes housing, jobs, and services within walking distance of each other by providing residential units, townhomes, a hotel, and restaurants within the boundaries of the Project site. Both hotel and retail/restaurant uses will provide tax revenue to the City.
Policy: ED-2.1 Pursue categories of resident retail demand which are not being met within the City. To this end, initiate strategies to market, attract, and retain targeted types of retail commercial uses, including expanded use of the City’s website.	

Goal: ED-3 Maximize the City's market potential, in order to enhance and retain retail opportunities to serve the population, increase City revenues, as well as provide new employment opportunities.	
Policy: ED-10.2 Encourage development of desired uses such as quality retail, restaurant uses, and entertainment in targeted areas.	The Specific Plan includes residential units as well as a hotel and restaurants within the boundaries of the Project site.
Transportation and Infrastructure Element	
Policy: TI-1.4 Ensure that all new commercial projects have properly designed truck loading facilities.	All commercial uses will include adequately designed truck loading areas to be reviewed by the City as part of site plan review.
Policy: TI-2.7 Provide all residential, commercial and industrial areas with efficient and safe access to major regional transportation facilities.	The Project is located adjacent to the I-405 freeway, providing regional access. Each planning area has designated driveway access to Avalon Boulevard or E. 213 th Street as shown on the Circulation Plan, Figure 2-5.
Goal: TI-3 Minimize intrusion of commuter traffic on local streets through residential neighborhoods.	Project driveways provide access to existing arterial roadways with no access through existing residential neighborhoods. Regional freeway access is provided at the I-405 ramps located immediately north of the Specific Plan area, reducing the potential for commuter traffic from the Project site intruding on neighborhoods.
Goal: TI-7 Provide improved aesthetic enhancements to and maintenance of the City's transportation corridors.	The Project will reflect the design concepts set forth in the Carson Street Master Plan. The Specific Plan Design Guidelines include landscape improvements to Avalon Boulevard and E. 213 th Street, to be reviewed by the City as part of site plan review.
Policy: TI-7.1 Provide landscaped medians and greenbelts along major arterials, when economically feasible.	Avalon Boulevard currently contains a median along the Specific Plan frontage. The Project's Circulation Plan includes modification of a portion of the median in Avalon Boulevard.
Policy: TI-7.3 Target and prioritize street beautification programs along major transportation corridors.	The Project will reflect the design concepts set forth in the Carson Street Master Plan. Streetscape improvements will be provided on Avalon Boulevard as shown in the Design Guidelines, to be reviewed by the City as part of site plan review.
Goal: TI-8 Provide sustainable water and wastewater systems which meet the needs of the community.	The Project proposes to incorporate efficiency measures related to water use and wastewater systems in compliance with Title 24 and CALGreen standards.
Policy: TI-8.1 Continue to maintain, improve and replace aging water and wastewater systems to ensure the provision of these services to all areas of the community.	The implementing projects within the Specific Plan area will require new utility service system connections, replacing the infrastructure within the private parcels of the site. Existing infrastructure is present on adjacent public streets to serve the Project.

Policy: TI-8.2 As development intensifies and/or as land redevelopment occurs in the City, ensure that infrastructure systems are adequate to accommodate any intensification of use, as well as existing uses.	The Specific Plan will be adequately served by existing infrastructure as outlined in Section 2.2, <i>Infrastructure</i> .
Goal: TI-9 Promote sustainable energy, communication, and other systems which meet the needs of the community.	The Specific Plan will incorporate energy efficiency design features in compliance with Title 24 and CALGreen standards.
Policy: TI-9.1 Cooperate with the providers of the energy, communication, and other systems in Carson to maintain, improve, expand, and replace (when necessary) these systems throughout the City as good partners.	The Specific Plan will extend existing infrastructure to serve the new development. It is anticipated that as a condition of approval, the City will require the undergrounding of overhead powerlines located near the northwest corner of Planning Area C. Infrastructure will be constructed to agency standards.
Policy: TI-9.2 As development intensifies and/or as redevelopment occurs in the City, encourage the provision of integrated communication and other systems to accommodate any intensification of uses, as well as existing uses.	
Housing Element	
Goal: H-6 Long-term maintenance of private properties with common area ownership, such as condominiums and planned unit developments.	The Specific Plan includes up to 1,200 residential units within three apartment communities and one townhome neighborhood. Each area will be maintained privately.
Goal: H-7 Conservation of natural resources and reduction of energy consumption in all areas of residential development.	The Specific Plan will incorporate energy efficiency design features in compliance with Title 24 and CALGreen standards that are consistent with the CAP’s efficiency measures.
Policy: H-7.2 Promote the use of alternative energy sources.	
Safety Element	
Goal: SAF-1 Minimize the risk of injury, loss of life, and property damage caused by earthquake hazards.	All future development within the Project area will be subject to compliance with the existing regulations specified in Title 24 and relevant City codes related to seismic standards.
Policy: SAF-1.1 Continue to require all new development to comply with the most recent City Building Code seismic design standards.	
Policy: SAF-2.1 Continue to maintain and improve levels of storm drainage service.	The Specific Plan will incorporate elements of the Los Angeles Department of Water and Power LID strategies.

<p>Policy: SAF-2.4 As development intensifies and/or as redevelopment occurs in the City, ensure that storm drain systems are adequate to accommodate any intensification of uses, as well as existing uses.</p>	<p>Section 2.2, <i>Infrastructure</i> outlines the drainage system to serve the Specific Plan area.</p>
<p>Policy: SAF-3.1 Continue to ensure that each development or neighborhood in the City has adequate emergency ingress and egress.</p>	<p>All future development within the Project area will be subject to compliance with the existing regulations specified in the 2016 California Fire Code and will be reviewed by County of Los Angeles Fire Department (LACFD) for adequate access.</p>
<p>Goal: SAF-4 Minimize the threat to the public health and safety and to the environment posed by a release of hazardous materials.</p>	<p>The use of hazardous materials is not proposed within the Specific Plan area.</p>
<p>Goal: SAF-5 Minimize the public hazard from fire emergencies.</p>	<p>All future development within the Project area will be subject to compliance with the existing regulations specified in the 2016 California Fire Code and will be reviewed by LACFD for adequate access and fire water provisions.</p>
<p>Policy: SAF-5.1 Coordinate with the Fire Department to provide fire and paramedic service at standard levels of service.</p>	
<p>Policy: SAF-5.2 Continue to involve the Fire Department in reviewing and making recommendations on projects during the environmental, site planning and building plan review processes.</p>	<p>All implementing development projects within the Specific Plan area will be subject to fire and life safety requirements addressed through building fire plan check by LACFD.</p>
<p>Policy: SAF-5.5 Continue to enforce current regulations which relate to safety from fire, particularly in critical and high occupancy facilities.</p>	
<p>Policy: SAF-6.1 Coordinate with the Sheriff's Department to provide sheriff service at standard levels of service.</p>	<p>The Project proposes land uses that are consistent with the anticipated uses in the area and are not anticipated to result in substantial increases in demand for police services. The Project's Environmental Impact Report (EIR) will assess impacts to sheriff services.</p>
Noise Element	
<p>Goal: N-2 Minimize noise impacts on residential uses and noise sensitive receptors along the City's streets, ensuring that the City's interior and exterior noise levels are not exceeded.</p>	<p>All future development within the Project area will be subject to compliance with the existing regulations specified in Title 24. The Project's EIR will assess impacts related to noise and provide mitigation measures to reduce impacts.</p>
<p>Policy: N-2.2 Examine the feasibility of implementing sound attenuation measures along the City's arterial streets, particularly along designated truck routes.</p>	<p>The Specific Plan identifies commercial uses along many portions of Avalon Boulevard as buffers for the residences. The Project's EIR will assess impacts related to noise and provide mitigation measures, as needed, to reduce significant impacts.</p>

<p>Goal: N-4 Minimize noise impacts from the freeway corridors which surround and bisect the City of Carson, ensuring that the City's interior and exterior maximum noise level standards are not exceeded.</p>	<p>All future development within the Project area will be subject to compliance with the existing regulations specified in Title 24. The Project's EIR will assess potential impacts related to noise and provide mitigation measures, as needed, to reduce significant impacts from I-405.</p>
<p>Goal: N-7 Incorporate noise considerations into land use planning decisions.</p>	<p>The Specific Plan incorporates commercial uses along Avalon Boulevard, and parking structures along the freeway corridor as buffers for the residences. The Project's EIR will assess potential impacts related to noise and provide mitigation measures, as needed, to reduce significant impacts.</p>
<p>Policy: N-7.1 Incorporate noise considerations into land use planning decisions by establishing acceptable limits of noise for various land uses throughout the community.</p>	<p>The Specific Plan will conform to the requirements of the California Building Code, Carson General Plan, and the Carson Municipal Code. The Project's EIR will assess potential impacts related to noise and provide mitigation measures, as needed, to reduce significant impacts. Development of the Project area will follow the mitigation measures identified in the Acoustical Assessment prepared by Kimley-Horn (June 2019).</p>
<p>Policy: N-7.2 Continue to incorporate noise assessments into the environmental review process, as needed. Said assessments shall identify potential noise sources, potential noise impacts, and appropriate sound attenuation. In non-residential projects, potential noise sources shall include truck pick-up and loading areas, locations of mechanical and electrical equipment, and similar noise sources. Require mitigation of all significant noise impacts as a condition of project approval.</p>	
<p>Policy: N-7.3 Require all new residential construction in areas with an exterior noise level greater than 65dBA CNEL to include sound attenuation measures that reduce interior noise levels to the standards shown in Table N-3. Sound attenuation measures include:</p> <ul style="list-style-type: none"> • Sound walls, • Double glazing, • Building location, and/or • Facade treatment. 	
<p>Goal: N-8 Minimize noise impacts associated with residential uses in mixed use development.</p>	
<p>Policy: N-8.1 Require the design of mixed use structures to incorporate techniques to prevent transfer of noise and vibration from the commercial to the residential uses.</p>	

Policy: N-8.2 Encourage commercial uses in mixed use developments which are not noise intensive.	Proposed commercial uses will provide neighborhood focused food service uses. Commercial uses will be regulated by the operating hours that are conducive to their location and adjacent residential sensitive receptors.
Open Space and Conservation Element	
Policy: OSC-1.2 Maintain existing landscaping along the City's major streets and expand the landscaping program along other arterial streets throughout the community.	The Specific Plan landscape concepts mirror the plant palette and streetscape concept of the Carson Street Master Plan to provide the City with a cohesive public realm.
Policy: OSC-1.3 Require that adequate, usable and permanent private open space is provided in residential developments.	Chapter 3, <i>Development Regulations</i> , outlines the required common and private open space for residential uses.
Policy: OSC-2.1 Maintain and improve water quality.	The Specific Plan will incorporate elements of the Los Angeles Department of Water and Power LID strategies. In addition, a Water Quality Management Plan (WQMP) has been prepared for the Project and relevant Best Management Practices (BMPs) related to water quality will be incorporated into implementing projects as they are constructed.
Policy: OSC-2.2 Continue to monitor land uses discharging into water sources and water recharge areas, to prevent potential contamination from hazardous or toxic substances.	A WQMP has been prepared for the Project and relevant BMPs related to water quality will be incorporated into implementing projects as they are constructed.
Policy: OSC-2.2 Minimize soil erosion and siltation from construction activities through monitoring and regulation.	All future development within the Project area will be subject to compliance with standard erosion control requirements during grading and construction activities.
Policy: OSC-2.3 Conserve the water supply available to the City and promote water conservation in the management of public properties.	The Specific Plan will incorporate elements of the Los Angeles Department of Water and Power LID strategies. A Water Supply Assessment will be prepared for the Project during the entitlement process to provide for adequate water capacity. Reclaimed water is not presently available in the vicinity.
Policy: OSC-2.6 Encourage the use of reclaimed water in applications for which potable water is not necessary.	
Policy: OSC-3.2 Support the development of alternative sources of energy such as roof-mounted solar panels, fuel cells or new technology.	All future development within the Project area will be subject to compliance with the regulations related to solar panels and electric vehicle charging stations specified in Title 24 and CalGreen.
Goal: OSC-4: Minimize solid waste generated within Carson.	The amount of solid waste requiring disposal will be reduced through compliance with CalGreen standards and required recycling provisions outlined in the Project's EIR.

Policy: OSC-4.3 Facilitate physical collection of recyclable waste.	Waste and recycling bins will be located on-site throughout the Project area.
Parks, Recreation and Human Services Element	
Goal: P-1 Increase of and improvements to park, recreational and cultural facilities to meet the needs of existing and future residents and workers in the City.	Builders in the Specific Plan area will pay Development Impact Fees for parkland impacts. In addition, private and common open space (including recreational amenities such as pools/spa) is required for all residential uses.
Air Quality Element	
Goal: AQ-1: Reduced particulate emissions from paved and unpaved surfaces and during building construction.	The Project's EIR will assess potential impacts related to air quality and provide mitigation measures, as needed, to reduce significant impacts. Development of the Specific Plan will incorporate mitigation measures outlined in the EIR and the Air Quality Assessment dated June 2019 prepared by Kimley-Horn.
Policy: AQ-1.1 Continue to enforce ordinances which address dust generation and mandate the use of dust control measures to minimize this nuisance.	Development of the Specific Plan area will follow South Coast Air Quality Management District (SCAQMD) Rules 402 and 403, as described in Mitigation Measure AQ-1 in the Air Quality Assessment dated June 2019 prepared by Kimley-Horn.
Policy: AQ-2.5 Continue to improve existing sidewalks, bicycle trails, and parkways, and require sidewalk and bicycle trail improvements and parkways for new developments.	A pedestrian circulation system will connect the mix of uses throughout the Specific Plan. The City will develop citywide bicycle lanes through implementation of the Carson Master Plan of Bikeways, as amended, as part of the General Plan update.
Policy: AQ-2.7 Reduce air pollutant emissions by mitigating air quality impacts associated with development projects to the greatest extent possible.	The Project's EIR will assess impacts related to potential air quality and provide mitigation measures, as needed, to reduce impacts. Development of the Specific Plan will incorporate mitigation measures outlined in the EIR and the Air Quality Assessment dated June 2019 prepared by Kimley-Horn.
Goal: AQ-3 Increased use of alternate fuel vehicles.	All future development within the Project area will be subject to compliance with the regulations related to electric vehicle charging stations specified in Title 24 and CalGreen.