

# PERRY STREET SPECIFIC PLAN 21611 SOUTH PERRY STREET, CARSON, CA 90745

*Specific Plan Amendment (SP-2-24) adopted by City Council on 3/18/2025*

Prepared for

*City of Carson*

*February 2025*



# 1. INTRODUCTION

## 1.1 WHAT IS A SPECIFIC PLAN?

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

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

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

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

The Perry Street Specific Plan ("PSSP") was originally adopted by ordinance to establish the necessary plans, development standards, regulations, infrastructure requirements, and implementation programs on which subsequent project-related development activities within the Plan area are to be founded. This amendment to the PSSP incorporates changes to accommodate two different development scenarios: a self-storage facility with management office, retail, and café uses ("Project A") and a residential townhome development with 62 units, parking and open space for residents ("Project B").

## 1.2 PURPOSE AND AUTHORITY OF THE SPECIFIC PLAN

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

The PSSP amendment is being processed in accordance with California Government Code section 65453(a), which permits amendments to existing adopted specific plans as necessary by the City's legislative body.

## 1.3 RELATIONSHIP TO OTHER LAND USE REGULATIONS

The City of Carson General Plan establishes the overall vision for growth and development in the

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

State law requires that any Specific Plan be consistent with the City's General Plan. In October 2022, the City Council adopted a General Plan Amendment (GPA) No. 111-21 (from Light Industrial to Heavy Industrial) concurrent with the adoption of the original PSSP. A corresponding amendment to the City Zoning Map (ZCC) No. 185-21 was processed to change the Site's zoning to "Perry Street Specific Plan." In April 2023, the comprehensive Carson 2040 General Plan update took effect and updated the Land Use Element. The updated Land Use Element included a change to the Site's land use designation from Heavy Industrial to Corridor Mixed Use.

The PSSP is being amended in order to accommodate an alternative development scenario. In order to maintain consistency between the City's zoning and General Plan, as well as to align with the Development Agreement (DA) No. 27-21 which was adopted with the original PSSP and is being updated with this amendment, a clarifying amendment to the General Plan Land Use and Revitalization Element (GP Land Use Element) will be processed alongside the PSSP amendment. With these updates, the General Plan Land Use Element, Zoning Map, and PSSP will be consistent.

### 1.3.1 ENVIRONMENTAL REVIEW

In May 2022, a mitigated negative declaration (MND) was prepared and circulated for public review in accordance with the provisions of the California Environmental Quality Act to address the potential environmental effects of the Project A scenario of the original PSSP. The MND imposed mitigation measures to reduce potential impacts resulting from implementation of Project A. Mitigations identified in the MND were identified in the Mitigation Monitoring and Reporting Program (MMRP) adopted with the MND and are incorporated into this PSSP by reference for Project A.

With the PSSP amendment, an addendum to the City's Carson 2040 General Plan Environmental Impact Report (EIR) will be prepared to assess the consistency of the PSSP amendment and Project B with the EIR in accordance with CEQA Guidelines Section 15168(c).

## 1.4 SPECIFIC PLAN ORGANIZATION

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

## 1.5 PERRY STREET SPECIFIC PLAN CONTEXT AND EXISTING CONDITIONS

The Perry Street Specific Plan ("PSSP") area encompasses approximately 2.80 acres and includes

APNs 7327-010-014 and 7327-010-015 located at 21611 South Perry Street, Carson, California 90745 (the “Project Site”, Figure 1). The Project Site is bounded by East Carson Street to the south, the Dominguez Flood Control Channel to the west, Perry Street to the east, and existing single-family residences to the north.

The PSSP will permit two different development scenarios. Project A describes a mixed-use project consisting of a self-storage facility with management office, retail, and café uses. The self-storage facility comprises approximately 121,775 square feet in a mix of two one- and two-story buildings and one three-story building, with a maximum height of approximately 36 feet. Building A features a management office, retail and café uses total approximately 4,675 square feet. Buildings B and C would contain interior climate-controlled storage units and external non-climate storage units. Access to Project A would be provided from a single driveway on Perry Street

Project B is a three-story residential townhome development with 62 units, parking and open space for residents. Project B would include 10 distinct buildings designed as four building types: Building Type A would contain four units, Building Type B would contain six units, Building Types C and D would both contain eight units per structure. Access to the residential Project B would be provided from a single driveway on Perry Street leading to private Drives and Courts that provide access to the ground floor garages connected to each unit. An Emergency Vehicle Access (EVA) would be provided from Carson Street. Open space areas for residents would be provided at the west edge of the site and open parking spaces for residents and guests are designed in multiple locations throughout.

### 1.5.1 SITE CONDITIONS

The Project Site is currently a vacant and undeveloped lot. There are currently 17 groundwater monitoring wells present at the Project Site used as part of a groundwater monitoring program.

### 1.5.2 SURROUNDING LAND USES

The Project Site is located in a region characterized by a mix of residential and commercial uses. The Project Site is located on the northwest corner of East Carson Street and South Perry Street, with the Dominguez Flood Control Channel to the west and northwest, in between the Project Site and Interstate 405 further west. Auto repair facilities and truck dealers are located to the east and south across Perry and Carson Streets. Two- and three-story multi-family housing is located across Perry Street to the east, with Perry Street Mini-Park and single-family neighborhoods to the north and northeast.

### 1.5.3 EXISTING GENERAL PLAN DESIGNATIONS AND POLICIES

The City of Carson’s General Plan (General Plan) designates the Project Site for “Corridor Mixed Use” land uses. A clarifying amendment to the General Plan Land Use Element and Land Use Map will be processed alongside the PSSP amendment to align the original PSSP, the current zoning map, and the DA, and to acknowledge both Project A and Project B.

The existing “Corridor Mixed Use” General Plan land use designation, in conjunction with the PSSP, allows for the mixed use, self-storage use of Project A and the residential townhome use of Project B. The PSSP is consistent with the following General Plan goals and policies:

### **Land Use Element**

**GOAL LUR-G-1**     *Maintain a balanced land use program that promotes a diversified economic base and capitalizes on Carson’s location and assets – strong industrial economy, access to major freeways, rail corridors, airports, and the ports of Long Beach and Los Angeles, and the presence of California State University, Dominguez Hills.*

**CONSISTENCY:**     The PSSP would maximize the City’s market potential by facilitating development of a vacant and undeveloped lot with either a mixed-use project consisting of a state-of-the-art self-storage facility with lobby/self-storage management office, retail, and café uses or with a new 62-unit residential townhome development. Consistent with Goal LU-5, the PSSP would provide population-serving opportunities such as a self-storage service and neighborhood-serving café/retail uses, which would increase revenues to the City and provide new employment opportunities. Alternatively, the PSSP would permit the construction of necessary new housing that will attract new residents to the City. Consistent with Policy LU-5.2, the PSSP would implement a strategy to develop the site as a neighborhood-serving commercial resource or a new residential development that will attract new investment and promote economic development.

**GOAL LUR-G-4**     *Promote a diversity of complementary uses in different parts of the city, including mixed flexible office space, retail, dining, residential, hotels, and other compatible uses, to foster vibrant, safe, and walkable environments, with flexibility to accommodate emerging uses and building typologies.*

**CONSISTENCY:**     The PSSP would allow for the development of Project A, a mixed-use project consisting of a state-of-the-art self-storage facility with lobby/self-storage management office, retail, and café uses on a currently vacant and undeveloped lot. Project A would be generally consistent with the mixed-use, commercial corridor along Carson Street, and the PSSP includes development standards to ensure compatibility with adjacent residential land uses. Project A would create an appropriate transition between the residential and commercial areas along Carson Street by providing neighborhood-serving uses in an attractively designed facility. Similarly, Project B would provide new residential uses which provide a moderate density transition compatible with both the single family uses to the north and the commercial uses of the nearby Downtown area to the west. Therefore, the PSSP is consistent with Goal LU-7.

**GOAL LUR-G-5**     *Provide opportunities for new residential development in a variety of settings, including in high-resource/higher-income areas and through infill and*

*redevelopment, without impacting existing neighborhoods or creating conflicts with industrial operations, while conserving mobile homes as much as possible, which provide more affordable housing.*

**CONSISTENCY:** Through Project B, the PSSP would facilitate the development of a new residential development that will increase home ownership opportunities at a scale that is compatible with the existing residential uses in the surrounding vicinity. Project B will be attractively designed, landscaped, and oriented to the pedestrian experience for both residents and neighbors. The addition of new residential units within close proximity to the City's Downtown district will create a stronger connection with surrounding residential areas to the City's economic base and promote local businesses. Therefore, consistent with Goal LUR-G-5 and the corresponding policies, the PSSP will promote a project which reflects "Livable Communities" concepts.

**GOAL LUR-G-10** *Provide lands to accommodate a wide range of light industrial uses including research and development, manufacturing, agricultural processing, and logistics near transportation corridors in areas where low- to moderate intensity operations would be sufficiently buffered.*

**CONSISTENCY:** The PSSP would allow for the development of Project A, a mixed-use project consisting of a state-of-the-art self-storage facility with lobby/self-storage management office, retail, and café uses on a currently vacant and undeveloped lot. Project A would be generally consistent with the mixed-use, commercial corridor along Carson Street, which was formerly industrially zoned. The addition of a self-storage use provides an appropriate buffer between higher-intensity areas such as the freeway and the lower density residential neighborhoods adjacent to the site. The PSSP includes additional development standards to ensure compatibility with adjacent land uses. Therefore, the PSSP is consistent with Goal LUR-G-10.

**GOAL LUR-G-12** *Promote adaptive reuse and environmental remediation of brownfield sites, sites with abandoned buildings and facilities, or underutilized properties with productive uses.*

**CONSISTENCY:** The PSSP allows for the flexible development of Project A, a mixed use, self-storage project, or Project B, a residential townhome development. By providing alternative development scenarios that are appropriately regulated to be compatible with surrounding uses, the PSSP ensures that a currently vacant, underutilized site may be developed into one of two uses that serve the overall goals of the City. The PSSP allows for the site to be utilized for housing production or for a mixed use project that will create a small community amenity and serve the nearby residential uses, meeting the Goal of LUR-G-12.

**GOAL LUR-G-13**     *Ensure adequate buffers and transitions between industrial and residential land uses as sites are developed or redeveloped.*

**CONSISTENCY:**     The PSSP includes regulations and development standards to ensure that there are appropriate buffers between Project A or Project B and the nearby residential land uses. Project A is required to provide an enlarged, landscaped setback along the northern property line which adjoins an existing residential neighborhood, providing screening of the proposed commercial and self-storage uses. Project B similarly provides a landscaped buffer adjacent to the adjoining residential uses and will be inherently compatible with existing residential as it replicates the land use pattern on the Project Site. The PSSP provides two development scenarios which will be adequately buffered from existing residential uses, meeting Goal LUR-G-13.

**GOAL LUR-P-2**     *Promote development of a range of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces in transitioning industrial districts, and senior and student housing to meet the needs of future demographics and changing family sizes.*

**CONSISTENCY:**     Through Project B, the PSSP would facilitate the development of a new residential development that will increase home ownership opportunities at a scale that is compatible with the existing residential uses in the surrounding vicinity. Project B will provide a variety of unit sizes and types, which will create opportunity for a variety of household types to purchase as first-time buyers or upgrade their home to a larger, amenitized development. As the residential units will be subdivided as condominiums, Project B will allow for a more flexible site plan than may be achieved in a fee simple lot arrangement. The PSSP provides development standards and regulations that promote this range of housing typology, meeting the goal of LUR-P-2.

## **Economic Development Element**

**GOAL ED-G-7**     *Establish land use priorities based on economic criteria and sound fiscal planning; reserve sites for designated uses rather than accepting any development.*

**CONSISTENCY:**     The PSSP would maximize the City's market potential by permitting a flexible development scenario, either through the development of Project A, a mixed use self-storage facility, or through Project B, a new residential townhome development. By facilitating development of a vacant and undeveloped lot with permission to develop two in-demand project types, the PSSP furthers the goal of sound land use planning inspired by economic development.

## 1.5.4 EXISTING ZONING DESIGNATIONS AND STANDARDS

### **Zoning Ordinance**

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

The Carson Zoning Code and Map was amended by ordinance concurrent with adoption of the PSSP to ensure complete consistency with the General Plan. The Perry Street Specific Plan (PSSP) zoning designation replaced the Site's previous designation as Manufacturing, Light—Design Overlay (ML-D) zoning. The PSSP amendment will provide development standards and regulations for Project A and Project B.

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



## 2. THE PLAN

### 2.1 THE PLAN OBJECTIVES

The Perry Street Specific Plan (“PSSP”) is intended to achieve the following objectives:

#### PROJECT A

- Provide a self-storage facility to support multi-family housing development in the vicinity of the Project Site by accommodating an anticipated increase in demand for storage space, helping the City achieve its Housing Element goals and Regional Housing Needs Assessment obligations.
- Provide neighborhood-serving amenities, such as a self-storage service and café/retail uses, in an attractively designed facility to revitalize a vacant and underutilized lot, increase revenues to the City, provide new employment opportunities, and create an appropriate transition between residential and commercial areas along Carson Street.
- Limit transportation and other environmental impacts compared to traditional warehouse, storage, and manufacturing uses and other commercial, retail, office or industrial projects.

#### PROJECT B

- Provide a residential housing development with ownership opportunities to support the City’s Housing Element goals and Regional Housing Needs Assessment obligations.
- Revitalize a vacant, underutilized lot with housing, landscaping, and residential amenities that complement the existing residential neighborhoods in the surrounding area.
- Provide new housing options within close proximity to the City’s Downtown district, thereby reducing vehicle trips typically associated suburban housing sprawl.

### 2.2 THE PLAN

The PSSP authorizes two project scenarios. Project A is a one- to three-story self-storage facility with management office, retail, and café uses (Figure 2). Project B is a three-story residential townhome development with 62 units (Figure 3).

#### 2.2.1 PROJECT A

Project A describes a mixed-use project consisting of a self-storage facility with management office, retail, and café uses. The self-storage facility comprises approximately 121,775 square feet in a mix of two one- and two-story buildings and one three-story building, with a maximum height of approximately 36 feet. The management office, retail and café uses total approximately 4,675 square feet. Project A will develop a vacant and undeveloped lot adjacent to the Perry Street mini-park into a neighborhood-serving resource.

The buildings house interior climate-controlled units and external non-climate units with ramp access to the second floors of the internal buildings. Storage units range in size with a 5 foot by 10 foot unit as the smallest unit for rent and a 10 foot by 38 foot unit as the largest unit for rent. Project A consists of neutral-toned building materials in Spanish styled architecture, which include Spanish

accents, Spanish tile roof, spandrel glazing, and landscaping. The proposed design largely resembles a multi-family residential building in its aesthetics and massing. The exceptional design and mix of uses will revitalize the vacant lot and the surrounding area by creating an accommodating transition between the residential and commercial areas along Carson Street and providing neighborhood-serving uses potentially including a café and mail service store such as UPS or FedEx.

Access to the proposed self-storage facility is controlled via computerized access gates. 22 public parking spaces are provided outside the gates with an additional 19 spaces provided inside the gates for a total of 41 parking spaces. The premises will be under digital surveillance 24 hours a day, 7 days a week. Office hours are planned from 8am to 6pm, Monday through Sunday with access hours of 6am to 10pm, 7 days a week.

## 2.2.2 LANDSCAPING – PROJECT A

Project A includes approximately 12,134 square feet of landscaping around the perimeter of the site. A variety of drought tolerant ornamental shrubs and medium size trees, which vary in height, are included as a part of the proposed landscaping. Landscaping and plantings to be provided along the site's northern edge offer a verdant privacy screen for adjacent residential uses.

## 2.2.3 SECURITY – PROJECT A

Project A will feature a contemporary 24-hour security system including keypad entry security gates, individually monitored and alarmed storage units, video surveillance monitoring, burglar alarms, an automatic fire sprinkler system, as well as an intercom system. Pedestrian areas including entryways into the proposed project are well-lit for security. An on-site manager or other office personnel will monitor these security systems on a control panel during hours of operation. Should there be a violation of any of the security systems when the management office is closed, an independent security firm will respond. Hence, the need for and impact upon municipal services such as police and fire are minimized.

Fire suppression within the proposed buildings will consist of a National Fire Protection Association (NFPA)-13 sprinkler system (deferred submittal) as well as surrounding fire hydrants. Construction type is Type-II non-combustible.

## 2.2.4 TRAFFIC & CIRCULATION – PROJECT A

To accommodate the entry to the new storage facility in Project A, the existing driveway will be demolished and a new driveway constructed, to be located near the center of the eastern frontage along Perry Street. Curb, gutter, sidewalks and driveway will be designed and constructed with City Engineer review and approval.

No access points or curb cuts are proposed along the Carson Street arterial.

Typical daily operational traffic is low in frequency and significantly less than a traditional warehouse, storage, and other manufacturing or commercial uses. Operational traffic consists of inbound and outbound UPS-type delivery trucks and self-storage patrons arriving and departing the project site. Peak traffic trips to the project site are offset from the peak morning and afternoon commute periods.

## 2.2.5 SIGNAGE CONCEPT – PROJECT A

Proposed signage includes building identification signage, street address, and identification/wayfinding signage for the vehicular and pedestrian entries to the buildings.

### 2.3.1 PROJECT B

Project B is a three-story residential townhome development with 62 units and maximum density of 22.14 dwelling units per acre, parking and open space for residents. Project B would include 10 distinct buildings designed as four building types: Building Type A would contain four units, Building Type B would contain six units, Building Types C and D would both contain eight units. Across all buildings, Project B would provide eight (8) two-bedrooms ranging from 1,210 to 1,168 square feet each, 27 three-bedrooms approximately 1,525 square feet each, and 27 four-bedrooms approximately 1,783 square feet each, with an overall average unit size of approximately 1,594 square feet.

Project B would be designed with a modern agrarian/farmhouse architectural vocabulary, designed in various color and material schemes a pitched roof accent. The façade designs would vary between the various buildings types, including brick veneer, corrugated metal panels, smooth stucco, vertical sidings, asphalt shingle roofs, vinyl windows, and metal railing and garage door accents.

Access to Project B would be provided from a single driveway on Perry Street leading to private driveways that provide access to the ground floor garages connected to each unit. An Emergency Vehicle Access (EVA) would be provided from Carson Street. Two parking spaces would be provided within a private garage for each of the 62 units and an additional 26 spaces would be dispersed throughout the site to provide for guest parking, resulting in a total of 150 vehicle parking spaces.

Common open space areas for residents totaling 29,071 square feet would be focused along the west end and the substantial setback along the northern edge of the site. The common open space areas are planned with different characteristics to provide different passive and active recreation options for the residents. These areas include the “contemplative garden” area at the northwest corner of the site, the “neighborhood park” areas with seating at the southwest corner, and a trail that runs along the north property line made of lush landscaping and decomposed granite. Private balconies would be provided at each unit, comprising 72 square feet per unit or 4,722 square feet total. Such balconies shall have no dimension less than 5 feet.

### 2.3.2 LANDSCAPING – PROJECT B

Project B includes approximately 29,071 square feet of landscaped common open space, featuring internal passageways between the residential buildings. A variety of drought tolerant ornamental shrubs and medium size trees, which vary in height, are included as a part of the proposed landscaping. Landscaping and plantings to be provided along the site’s northern edge offer a passive area for residents while still providing privacy to and from the existing residential uses to the north.

### 2.3.3 SECURITY – PROJECT B

Ground-floor access to the individual residential buildings will be secured for Project B and residents will have private access and control of the entry points for their individual units. Pedestrian area lighting and landscape lighting in the proposed project are well-lit for security. All vehicular access is centralized into one location and enforced through a perimeter fence, limiting the risk of non-resident entry into the property. All residents will be provided with a list of emergency contacts for local law enforcement resources when moving into the project.

#### 2.3.4 TRAFFIC & CIRCULATION – PROJECT B

To accommodate the entry to all residential units in Project B, the existing driveway will be demolished and a new driveway constructed, to be located near the center of the eastern frontage along Perry Street. Curb, gutter, sidewalks and driveway will be designed and constructed with City Engineer review and approval.

No access points or curb cuts are proposed along the Carson Street arterial, with the exception of a gated entry/exit restricted exclusively to Emergency Vehicle Access (EVA).

Typical operational traffic from Project A is low in frequency and consistent with the existing patterns of the surrounding residential neighborhoods. Daily trips are generated by residential occupants, guests, and other limited or temporary visitors consistent with the operation of a low density project.

Public Transportation access includes the bus stop on Carson Street (westbound) that is immediately proximate to the subject property and provides for easy access to the public transportation network to both residents and visitors.

#### 2.3.5 SIGNAGE CONCEPT – PROJECT B

Proposed signage includes building identification signage, street addresses for each unit, and identification/wayfinding signage for the vehicular and pedestrian entries to the buildings.

## 3. DEVELOPMENT STANDARDS

### 3.0 PURPOSE AND APPLICABILITY

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

This chapter is structure to provide development standards for either Project A or Project B. The standards for each project are intended to be specific to that project and they are not interchangeable across the different project scenarios.

All references to the municipal code for Project A and Project B refer to Article IX of the Carson Municipal Code in place at the time that the original PSSP was adopted in October 2022. Nothing other than Project A or Project B may be developed on the site.

#### 3.0.1 PERMITTED USES – PROJECT A

This section of the Specific Plan establishes the permitted land uses within the PSSP Area for Project A and the corresponding permit requirements in the event Project A is constructed.

Allowable land uses within the PSSP for Project A are detailed in Table 3.2. The general location of each proposed use will follow the site plan included in the PSSP. Definitions of allowed land uses are provided in this Specific Plan document, and, when not provided in this Specific Plan document, in Chapter 9 of the Carson Municipal Code in effect as of October 2022. The Director of Community Development shall have the authority to interpret the use provisions in this Specific Plan pursuant to Section 5 of this Specific Plan document governing interpretation and approve or deny any additional uses in the future.

#### Permit Descriptions

Permit	Description
X	Automatically permitted use.
L	Automatically permitted use provided special limitations and requirements are satisfied as noted in Table 3.2.
D	Use permitted subject to the approval of the Director of Community Development.
C	Use permitted upon approval of a conditional use permit.

#### Permitted Uses for Project A

Use	Permit	Notes
<b>Storage Uses</b>		

Storage, self-storage, mini-warehouse, commercial storage, personal storage, storage building for household goods (in each case, including truck rentals)	X	
<b>Personal Services Uses</b>		
Barber shop, beauty shop, reducing salon, manicure parlor	X	
Clothing services – laundry or dry cleaning agency, self-service laundry or dry cleaning, hand laundry, sponging and pressing, tailor, dressmaker, seamstress, shoe repair.	X	
Fix-it shop.	X	
Parcel delivery service.	X	
Copying, addressographing, mimeographing, photostating, instant printing, blueprinting, silk screening, photography, picture framing.	X	
<b>Retail Sales</b>		
Convenience stores	X	
Department stores, variety stores, and specialized stores for apparel, items for personal use, household items, plants and flowers, and supplies and small equipment for businesses, including antiques	L	No other secondhand items. Swap meets and flea markets, as defined in CMC 9191.670, are prohibited.
<b>Offices</b>		
Business, professional, financial, insurance, real estate, messenger service, advertising, newspaper, or publishing (no printing), ticket agency, travel agency, collection agency, detective agency, security service	X	
<b>Food Sales and Services</b>		
Restaurant (including refreshment stands, soda foundation).	X	
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.	X	
Food store	X	
<b>Health Services</b>		
Medical or dental office or clinic, public health center	X	
Optical services (for fitting, grinding, or mounting eyeglasses)	X	

Medical or dental laboratory.	L	Only permitted as an incidental use in a medical/dental office building or clinic.
Pharmacy	X	
<b>Communications and Utilities</b>		
Minor communications facilities	L	See CMC 9138.16.
Post office (including private parcel services)	X	
<b>Temporary Uses</b>		
Office or other permitted commercial use in a trailer or other mobile unit	L	Permitted for a period not exceeding six months during construction of a building on the same lot while a building permit is in effect. The Director of Community Development may approve reasonable time extensions.
Storage of construction materials and equipment at a construction site without the screening which would be required for permanent outdoor storage	L	Only during the period a building permit is in effect.

### Maximum Building Height

No building in the PSSP shall exceed a height at any point of 36 feet when developed as Project A.

### Floor Area Ratio

Floor area ratio (FAR) is defined as the ratio of floor area to total (gross) lot area (inclusive of any required dedications, public or private easement areas, or setback areas).

FAR shall not exceed a maximum of 1.0 as calculated over the entire Project Site when developed as Project A.

## 3.0.2 PROPERTY SETBACKS – PROJECT A

Building setback is measured from the property line to the closest building façade. Minimum building setbacks above the ground floor are required. Projections, such as balconies, may encroach into the setback as allowed in Table 3.3, Building Setback Requirements. Buildings shall adhere to minimum setbacks as required below.

### Building Setback Requirements for Project A

Setback	Minimum
Front (Perry St)	25 ft.
Street Side (Carson St)	10 ft.

Rear (abutting residential)	40 ft.
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### Permitted Encroachments Within Setbacks

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

### 3.0.3 PERMITTED USES – PROJECT B

This section of the Specific Plan establishes the permitted land uses within the PSSP area for Project B and the corresponding permit requirements in the event Project B is constructed.

Allowable land uses within the PSSP for Project B are detailed in Table 3.2. The general location of proposed uses will follow the site plan included in the PSSP. Definitions of allowed land uses are provided in this Specific Plan document, and, when not provided in this Specific Plan document, in Article IX of the Carson Municipal Code in effect as of October 2022. The Director of Community Development shall have the authority to interpret the use provisions in this Specific Plan pursuant to Section 5 of this Specific Plan document governing interpretation and approve or deny any additional uses in the future. All other uses are prohibited, except as otherwise required by state and federal law.

### Permit Descriptions

Permit	Description
X	Automatically permitted use.
L	Automatically permitted use provided special limitations and requirements are satisfied as noted in Table 3.2.
D	Use permitted subject to the approval of the Director of Community Development.
C	Use permitted upon approval of a conditional use permit.

### Permitted Uses for Project B

Use	Permit	Notes
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<b>Residential Uses</b>		
Residential Condominium; residential stock cooperative	X	Residential Condominium uses in Project B are exempt from the requirements of CMC sections 9302 – 9306 and 9128.14 - 9128.16.
<b>Temporary Uses</b>		
Office or other permitted commercial use in a trailer or other mobile unit	L	Permitted for a period not exceeding six months during construction of a building on the same lot while a building permit is in effect. The Director of Community Development may approve reasonable time extensions.
Storage of construction materials and equipment at a construction site without the screening which would be required for permanent outdoor storage	L	Only during the period a building permit is in effect.

### Maximum Building Height

No building in the PSSP shall exceed a height at any point of 39 feet when developed as Project B.

### Floor Area Ratio

Floor area ratio (FAR) is defined as the ratio of floor area to total (gross) lot area (inclusive of any required dedications, public or private easement areas, or setback areas).

FAR shall not exceed a maximum of 1.0 as calculated over the entire Project Site when developed as Project B, unless through a Development Agreement, a 15% increase is authorized by providing Community Benefits.

### 3.0.4 BUILDING SETBACKS – PROJECT B

Building setback is measured from the property line to the closest building façade. Minimum building setbacks above the ground floor are required. Projections, such as balconies, may encroach into the setback as allowed in Table 3.3, Building Setback Requirements. Buildings shall adhere to minimum setbacks as required below.

#### Building Setback Requirements for Project B

Setback	Minimum
Front (Perry St)	10 ft.
Street Side (Carson St)	5 ft.
North Side (abutting residential)	23 ft.
West Side (abutting channel)	10 ft.

### Permitted Encroachments Within Setbacks

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

## 3.1 PARKING AND LOADING

### 3.1.1 MINIMUM PARKING REQUIREMENTS – PROJECT A

Project A shall provide a total of 41 parking spaces, including 39 standard spaces and 2 accessible spaces.

### 3.1.2 DESIGN OF PARKING – PROJECT A

#### Expansion of Leasable Floor Area

Upon any future request for change or enlargement of a building or structure that increases the amount of leasable floor area, additional parking and loading spaces shall be provided for the new leasable floor area without diminishing the existing parking provided for the existing use, buildings, and/or structures, unless the Director of Community Development determines that such additional parking is not required to maintain compliance with Section 3.1 of this Specific Plan.

#### Parking Areas

Project A shall provide 22 public parking spaces outside the computerized access gates for the self-storage facility, and 19 parking spaces inside the access gates.

Project A shall include a new driveway, located near the center of the eastern frontage along Perry Street. The driveway entrance shall be 28 feet wide, and all drive aisles shall be in conformance with local fire department requirements specific to the site.

#### Parking Design and Standards

Parking spaces shall adhere to the following dimensions:

- Standard spaces: 8.5' x 18'
- Parallel spaces: 8' x 24'

#### Electric Vehicle (EV) Charging Stations

EV charging stations shall be provided in compliance with state building code.

### 3.1.3 MINIMUM PARKING REQUIREMENTS – PROJECT B

Parking for Project B shall be required at the ratios of 2.0 spaces per 2-, 3- or 4-bedroom unit, with Guest parking provided at a ratio of 0.2 spaces per unit. The site plan included with the PSSP provides

additional parking with a total of 150 parking spaces.

Use	Quantity	Ratio	Spaces Required
2-bedroom Unit	8	2.0 spaces per unit	16
3-bedroom Unit	27	2.0 spaces per unit	54
4-bedroom Unit	27	2.0 spaces per unit	54
Guests	62	0.2 spaces per unit	13
		<b>Total Parking</b>	<b>137</b>

### 3.1.4 DESIGN OF PARKING – PROJECT B

#### Parking Areas

Project B shall provide private parking spaces for each unit within the garages attached to each unit which are accessible via the eight separate private Drives or Courts. Such Drives or Courts shall provide for maneuvering clearance of at least 2 ft past garage doors.

Any voluntary common or guest parking provided may be dispersed throughout the site as surface parking.

Access to Project B would be provided from a single 26-foot wide driveway on Perry Street leading to private Drives or Courts that provide access to the ground floor garages connected to each unit. An Emergency Vehicle Access (EVA) would be provided from Carson Street. Two parking spaces would be provided within a private garage for each of the 62 units and an additional 26 spaces would be dispersed throughout the site to provide for guest parking, resulting in a total of 150 vehicle parking spaces.

#### Parking Design and Standards

Parking Spaces shall adhere to the following dimensions:

- Standard spaces: 9' x 18'

Private spaces within an attached garage may be designed in a standard (side-by-side) or tandem formation. Such tandem formation shall meet a minimum garage inside dimension of 10.5 ft width by 40 ft length.

#### Storage Areas

Storage for each unit shall be provided in garages and may be provided as above parking overhead storage, provided the minimum area is at least 100 cf per unit.

#### Bicycle Parking

Bicycle Parking would shall be provided in compliance with the California Building Code (CBC).

#### Electric Vehicle (EV) Charging Stations

EV charging stations shall be provided in compliance with CBC.

## Laundry Facilities

Laundry facilities shall be provided within each unit.

## 3.2 LANDSCAPE STANDARDS

### 3.2.1 LANDSCAPING – PROJECT A

Project A would include approximately 12,134 square feet of landscaping around the perimeter of the Project Site. A variety of drought tolerant ornamental shrubs and medium size trees, which would be varying in height, would be included as a part of the proposed landscaping. Landscaping and plantings to be provided along the site's northern edge will offer a verdant privacy screen for adjacent residential uses.

### 3.2.2 LANDSCAPING – PROJECT B

Project B would include approximately 29,071 square feet of landscaping around the perimeter of the site, within the internal passageways between the residential buildings, and within the common open space. A variety of drought tolerant ornamental shrubs and medium size trees, which vary in height, are included as a part of the proposed landscaping. Landscaping and plantings to be provided along the site's northern edge offer a passive area for residents while still providing privacy to the existing residential uses to the north. Landscaping will comply with the California Department of Water Resources Model Efficient Landscape Ordinance set forth in CMC and Chapter 2.7 of Division 2 of the California code of Regulations and Chapter 10.09 of Title 20 (Utilities Code) of the Los Angeles County Code.

A landscape and irrigation plan shall be submitted with the permit application for all projects for which landscaping is required.

No hedge, tree, or landscape planting shall be planted to obscure or block the visibility of vehicles entering or exiting an alley, driveway, parking lot, street intersection or other vehicle right-of-way or to constitute an unreasonable and unnecessary hazard to persons lawfully using an adjacent pedestrian or vehicle right-of-way.

Project B would include 4,722 square feet of private open space and 29,071 square feet of common open space, for a combined total of 33,793 square feet of total open space.

## 3.3 LIGHTING

### 3.3.1 LIGHTING – PROJECT A

New lighting for Project A would include building identification wayfinding, and security lighting. Low emittance lighting would be provided on the walls of the buildings facing the internal drive aisles and mounted at a height of approximately 12 to 14 feet. Pedestrian areas including entryways into the proposed Project would be well-lit for security and ground-mounted light fixtures would be shielded and directed towards the areas to be lit and away from adjacent light-sensitive residential land uses. A detailed safety, lighting, and signage lighting plan shall be submitted and approved by the Director of Community Development, prior to issuance of a building permit, where the plan will

discuss strategies for avoiding spillover lighting and to ensure pedestrian safety. Lighting for uncovered parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. In addition, the following lighting standards apply:

1. Lighting within the Specific Plan Area shall be directed to driveways, walkways, and parking, and away from adjacent properties and public rights-of-way.
2. Outside of “public” areas of the Plan Area, lighting temperatures shall not exceed 3000 Kelvin.
3. The pedestrian lights should have a relatively low wattage light source in the warm (yellow) color range (close to 3000 Kelvin).
4. Pedestrian-scaled pole lighting shall provide a minimum of one (1) foot-candle in all public areas.
5. Storefront entries shall be illuminated.
6. Outdoor lighting shall be shielded to prevent glare on adjacent properties.
7. Energy-efficient light bulbs shall be used to minimize environmental impacts.
8. Pedestrian-scale decorative street lighting in sidewalks shall have a maximum spacing of 80 feet on-center. Light sources should be 12 to 14 feet above finished grade.
9. Site lighting requirements shall be one (1) foot-candle per square foot to lower the amount of light that spills across the site.
10. Lighting fixtures shall be integrated into the landscape to facilitate safe pedestrian circulation.
11. Dark-sky lighting is encouraged to minimize light-pollution. Lights should be shielded on top and sides, avoiding all up-lighting.
12. Full-cutoff fixtures shall be used in landscape lighting. Excessive lighting shall be avoided.

### 3.3.2 LIGHTING – PROJECT B

New lighting for Project B would include building identification wayfinding, landscape lighting, and security lighting. Low emittance lighting would be provided at the primary entrance of each residential unit and at each residential garage. Pedestrian areas including entryways into the proposed Project B would be well-lit for security and ground-mounted light fixtures would be shielded and directed towards the areas to be lit and away from adjacent light-sensitive residential land uses. A detailed safety, lighting, and signage lighting plan shall be submitted and approved by the Director of Community Development, prior to issuance of a building permit, where the plan will discuss strategies for avoiding spillover lighting and to ensure pedestrian safety.

Lighting for uncovered parking areas, vehicular access ways, and walkways shall not exceed a height of 25 feet. In addition to Lighting Requirements of CMC Section 9127.1, the following lighting standards apply:

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

## 3.4 SIGNAGE

### 3.4.1 SIGNAGE – PROJECT A

Proposed signage would include building identification signage, street address, and identification/wayfinding signage for the vehicular and pedestrian entries to the buildings.

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

### 3.4.2 SIGNAGE – PROJECT B

Proposed signage would include community monument signage, building identification signage, street addresses, and identification/wayfinding signage for the vehicular and pedestrian entries to the buildings.

All signs proposed for Project B will be governed by a comprehensive sign program that will provide internal consistency in design style and direction for placement and size of signs, including a standardized wayfinding program. The comprehensive sign program shall also include provisions that ensure that lighting from signs shall not significantly intrude upon or impact adjacent residential uses. The comprehensive sign program will be submitted after approval of the Specific Plan for

review and approval by Director of Community Development pursuant to Chapter 6, *Administration*, as a part of the ministerial review and approval process.

## 3.5 FIRE STANDARDS

### 3.5.1 FIRE STANDARDS – PROJECT A

1. Fire suppression within buildings shall consist of a National Fire Protection Association (NFPA)-13 sprinkler system as well as surrounding fire hydrants.
2. Construction type is to be Type-II non-combustible.
3. All-weather fire department access shall be provided.
4. Vehicular access to all required fire hydrants must be provided and maintained as serviceable throughout construction.
5. Provide fire-department- or City-approved street signs and building access numbers prior to occupancy.
6. All buildings over 5,000 square feet shall have sprinkler systems.
7. A Knox box or other access provisions shall be provided through all gates.
8. Approval from the fire department is required prior to issuance of building permits.

### 3.5.2 FIRE STANDARDS – PROJECT B

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

## 3.6 NOISE ATTENUATION

### 3.6.1 NOISE ATTENUATION – PROJECT A

The City's General Plan Noise Element identifies the maximum exterior noise level for commercial and industrial uses as 75 dBA CNEL (maximum interior exposure is 55 dBA CNEL for commercial uses and 65 dBA CNEL for industrial uses).

### 3.6.2 NOISE ATTENUATION – PROJECT B

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

## 3.7 TRASH AND RECYCLING, AND ORGANICS

### 3.7.1 TRASH – PROJECT A AND PROJECT B

- Any planned trash and recycling areas for the proposed Project will be finalized by the waste management provider during the site development review and approved by the Director of Community Development prior to issuance of the first building permit.
- Trash and recycling areas serving the Project shall either be enclosed within a building or constructed of solid masonry material with a decorative exterior surface finish compatible with the main structure. The walls shall be a minimum of six feet in height.
- All centralized trash and recycling areas shall include a four-inch concrete pad.
- Any provisions not listed herein or approved in the site development review are subject to CMC Section 9164.1 et seq. Trash and Recycling Areas.

### 3.7.2 COLLECTION AND LOADING OF RECYCLABLE MATERIALS – PROJECT A AND PROJECT B

- Any recycling area(s) shall be located so they are at least as convenient as the location(s) where solid waste is collected and loaded. Whenever feasible, recyclable and organics materials should be adjacent to or incorporated within the trash collection areas.



## 4. INFRASTRUCTURE

Both project scenarios permitted by the PSSP will have minimal effects upon the City's infrastructure. The following information are excerpted from *Carson Self-Storage Preliminary Utilities Technical Memorandum*, Omega Engineering Consultants, March 2022 [Appendix A] and additional analysis provided by a licensed civil engineer. Excerpts display and discuss existing and proposed storm drains, sanitary sewer lines, water lines, natural gas, electrical lines, and communication lines.

### 4.1 UTILITIES

#### 4.1.1 WATER

##### Existing Conditions

Water utilization will be minimal with the largest amount being devoted to landscape irrigation. California Water Service owns and operates a 12" water main in the east side of S Perry Street and a 12" branch off the main even further in the east side of S Perry Street, adjacent to the project. There is one fire hydrant on the east side of S Perry Street, adjacent to the project site.

##### Proposed Conditions – Project A

**Estimated Project Water Demand – Project A**

Proposed Use	Average Generation Factor <sup>(a)</sup>	Square Footage	Average Daily Water Demand (GPD)	Estimated Water Use (AFY) 2045 – Ultimate Condition
Café / Commercial	0.28 GPD/SQFT	4,675 SQFT	1,309	1.5
Landscaping / Open Space	-	12,134 SQFT	254	0.29
System Water Losses (3.4%)	-	-	53	0.06
Existing Site Use	0	0	0	0
Proposed Total Demand	-	-	1,616	1.85

a) All flows were calculated using historical data for the Dominguez District, as provided in the Cal Water WSA Water Factor Tool.

b) Estimates of landscape irrigation are based on MWELO ETWU calculations provided by Cal Water. Landscape irrigation estimates include all irrigated areas including public open space and private yards.

Water service to commercial spaces is expected to be the main contributor of water consumption for Project A. The total water demand for Project A is conservatively estimated at 1.85 AFY at buildout. Project A will require the construction of new onsite water service infrastructure to serve the new buildings.

Fire water demands place the greatest immediate demand on the water network. Due to size and

area of Project A, LACFD will require onsite fire hydrants. A regional Fire Hydrant Flow Test has been received from California Water to confirm the pressure from the existing fire hydrant. The hydrant tested is on the west side of S Perry Street, within immediate vicinity of the Project site. The flow test demonstrated that the hydrant is capable of 4,144 gallons per minute.

According to the 2019 California Fire Code Section 501.3, construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus roads and construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction. Referencing the California Fire Code [Appendix B (Table B105.1) and Appendix C (Table C105.1)].

- The water system must deliver 2,500 GPM at 20 psi for 2 hours.
- The spacing between fire hydrants does not exceed 450 feet via vehicular access.
- The distance of proposed buildings must be within 225 feet of a vehicular access roadway that is a minimum of 20 feet wide, paved with concrete or asphalt and does not exceed 15% grade.

California Water Service Company has confirmed that the Fire Hydrant Flow Test form results indicate that available pressure and capacity meet the proposed demands. All buildings will be sprinklered.

## Proposed Conditions – Project B

### Estimated Project Water Demand – Project B

Proposed Use	Average Generation Factor <sup>(a)</sup>	Dwelling Units or Square Footage	Average Daily Water Demand (GPD)	Estimated Water Use (AFY) 2045 – Ultimate Condition
Residential Townhomes	7,800 GPD/DU	60 DU	468,000	524
Landscaping / Open Space	-	29,071 SQFT	254	0.29
System Water Losses (3.4%)	-	-	15,921	17.8
Existing Site Use	0	0	0	0
<b>Proposed Total Demand</b>	-	-	<b>452,333</b>	<b>507</b>

- c) All demands were calculated using estimated average private water supply fixture units (WSFU) for similar residential townhome projects. Water demands will be provided during final engineering and will be based on actual WSFU for this project.
- d) Estimates of landscape irrigation are based on MWELO ETWU calculations provided by Cal Water. Landscape irrigation estimates include all irrigated areas including public open space and private yards.

The total water demand for Project B is conservatively estimated at 507 AFY at buildout. Project B will require the construction of new onsite water service infrastructure to serve the new buildings.

Fire water demands place the greatest immediate demand on the water network. LACFD will require onsite fire hydrants. A regional Fire Hydrant Flow Test has been received from California Water to

confirm the pressure from the existing fire hydrant. The hydrant tested is on the west side of S Perry Street, within immediate vicinity of the Project site. The flow test demonstrated that the hydrant is capable of 6,231 gallons per minute.

According to the 2022 California Fire Code Section 501.3, construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus roads and construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction. Referencing the California Fire Code [Appendix B (Table B105.1) and Appendix C (Table C105.1)]

- The water system must deliver 1,875 GPM at 20 psi for 2 hours.
- The spacing between fire hydrants does not exceed 300 feet via vehicular access.
- The distance of proposed buildings must be within 225 feet of a vehicular access roadway that is a minimum of 20 feet wide, paved with concrete or asphalt and does not exceed 15% grade.

California Water Service Company has confirmed that the Fire Hydrant Flow Test form results indicate that available pressure and capacity meet the proposed demands. All buildings will be sprinklered.

#### 4.1.2 SEWER

##### Existing Condition

The PSSP site is located within the Consolidated Sewer Maintenance District run by LACDPW. There is an existing 10" clay sewer main in the center of S Perry Street adjacent to the Project Site that is owned by LACDPW.

##### Proposed Condition – Project A

LACDPW's average wastewater generation factors were used to calculate the estimated demand of the proposed Project as follows:

Proposed Use	Average Generation Factor <sup>(a)</sup>	Proposed Number of Units	Average Daily Water Demand (GPD)
Office	200/1,000 GPD/SF	3,125 SF	625
Café/Restaurants	1,000/1,000 GPD/SF	1,550 SF	1,550
Storage	25/1,000 GPD/SF	117,100 SF	2,928
<b>Proposed Total Demand</b>	-	-	<b>5,103</b>
<b>Proposed Total Demand with 2.5 Peaking Factor</b>	-	-	<b>12,758</b>
<b>Existing Condition</b>	-	-	<b>0</b>

a) All flows were calculated using the County of Los Angeles sewer generation values. See appendix for entire sewer generation.

Project A will contribute 12,250 GPD or .02 cubic feet per second (cfs), when a peaking factor of 2.5 is factored in. This totals a net increase of 12,758 GPD when compared to current vacant condition. It is anticipated that Project A will flow 100% into the existing 10" diameter sewer through two separate sewer laterals.

A will serve letter request was submitted to the LACSD for a 100% discharge of the project sewer that enters their system.

Project A will require construction of new wastewater infrastructure to serve the new buildings. Installation of wastewater infrastructure will be limited to on-site wastewater distribution, and minor off-site work associated with connections to the public main.

### **Proposed Condition – Project B**

LACDPW's peaked wastewater generation factor was used to calculate the estimated peaked sewer flow of the proposed Project as follows:

<b>Proposed Use</b>	<b>Average Generation Factor <sup>(a)</sup></b>	<b>Proposed Number of Units</b>	<b>Daily Peaked Sewer Flow (cfs)</b>
<b>Residential Townhomes</b>	<b>200/1,000 GPD/SF</b>	<b>60 DU</b>	<b>0.06</b>

Project B will contribute 38,779 GPD or 0.06 cubic feet per second (cfs) of peaked flows. This totals a net increase of 38,779 GPD when compared to current vacant condition. It is anticipated that Project B will flow 100% into the existing 10" diameter sewer through a proposed 6" and 8" on-site sewer lateral design that extends to each of Project B's Private Drives and Courts.

A will serve letter request was submitted to the LACSD for a 100% discharge of the project sewer that enters their system.

Project B will require construction of new wastewater infrastructure to serve the new buildings. Installation of wastewater infrastructure will be limited to on-site wastewater distribution, and minor off-site work associated with connections to the public main.

### **4.1.3 ELECTRICITY**

The existing power service in the vicinity of the PSSP site is supplied by Southern California Edison.

### **Proposed Condition – Project A**

**Temporary Power:** There is overhead power available from the pole at the south-east corner of the property which can be a potential source, given that the temporary power is no more than 200A-600A Single Phase.

**Permanent Power:** Project A would have Southern California Edison run a primary cable from the existing Edison manhole on South Perry Street to a proposed onsite 10' x 12' transformer pad approximately 175' away. Based on historical data provided to SCE, to service buildings of this size & expected usage in this climate zone, a single transformer on a single 10'x12' transformer pad will be sufficient to feed the entire site. Developer shall underground all existing overhead utility lines 12 kilovolts and less both onsite and along project frontage on the west side of Perry Street to the satisfaction of the City Engineer.

All estimated kVA's per building can be found on the proposed utility exhibit in the *Carson Self-Storage*

*Preliminary Utilities Technical Memorandum, Omega Engineering Consultants, March 2022 [Appendix A].*

There are no service upgrades expected at this time.

### **Proposed Condition – Project B**

**Temporary Power:** There is overhead power available from the pole at the south-east corner of the property which can be a potential source, given that the temporary power is no more than 200A-600A Single Phase.

**Permanent Power:** There is an existing Southern California Edison manhole on South Perry Street that could potentially extend a primary cable to three (3) proposed onsite 8' x 10' transformer pads dispersed across the site for Project B. Any service upgrades would depend on future engineering design provided by Southern California Edison but is not currently expected.

#### **4.1.4 NATURAL GAS**

The existing natural gas service in the vicinity of the PSSP site is supplied by Southern California Gas Company (SoCal Gas).

### **Existing Condition**

The project gas service provider will be Southern California Gas Company. There are no apparent gas facilities on the existing site.

### **Proposed Condition – Project A**

Project A would connect to the existing gas mainline located in South Perry Street east of the property.

Southern California Gas will need to obtain permits to conduct work in the public right of way. Additionally, note that gas meters must be 3' away from any doors and windows, if under an opening window must be minimum 10' above. Gas meters must be easily accessible for emergencies & maintenance.

A will-serve letter was received from Southern California Gas Company on 2/7/2022 (*Carson Self-Storage Preliminary Utilities Technical Memorandum, Omega Engineering Consultants, March 2022, Appendix A, page 182*). Based on similar projects of this size, there are no service upgrades expected at this time.

### **Proposed Condition – Project B**

Project B would be designed as fully electric and no gas service would be provided.

#### **4.1.5 TELECOMMUNICATIONS FACILITIES**

### **Proposed Condition – Project A**

The existing telecommunications services in the vicinity of the PSSP site are supplied by various utilities providers such as AT&T Distribution South. From a records request through the utility providers, it has been determined that aerial and underground facilities exist. Will-serve letters have been received from Charter (dated 2/22/22) & AT&T Distribution South (dated 1/31/22) (*Carson Self-Storage Preliminary Utilities Technical Memorandum*, Omega Engineering Consultants, March 2022, Appendix A, pages 184 and 186 respectively). Based on similar projects of this size, there are no service upgrades expected at this time.

### **Proposed Condition – Project B**

The existing telecommunications services in the vicinity of the PSSP site are supplied by various utilities providers such as AT&T Distribution South. From a records request through the utility providers, it has been determined that aerial and underground facilities exist. Will-serve letters have previously been received from Charter & AT&T Distribution South. Any service upgrades would be coordinated based on utility provider design but are not expected at this time.

## **4.2 GRADING**

During the site preparation for Project A, approximately 150 cubic yards (cy) of concrete/asphalt debris would be generated. Construction of Project A would include the removal of the existing driveways, the excavation of approximately 906 cubic yards of soil and import approximately 257 cubic yards of soil. In addition, the upper 6 feet of existing earth materials within the proposed building footprint areas would be excavated and properly compacted for foundation and slab support.

During the site preparation for Project B, approximately 150 cubic yards (cy) of concrete/asphalt debris would be generated. Construction of Project B would include the removal of the existing driveways, the excavation of approximately 380 cubic yards of soil and import approximately 4,590 cubic yards of soil. In addition, the upper 5 feet of existing earth materials within the proposed building footprint areas would be excavated and properly compacted for foundation and slab support.

Soil conditions and further site preparation processes are provided in the Geotechnical Investigations of the site by Geocon West, Inc. as included as Appendix E (for Project A) and Appendix F (for Project B).

### **4.2.1 STORMWATER COLLECTION**

#### **Existing Condition**

The PSSP site as it currently exists is the bare pad where a previous development stood. The surface cover consists of compacted fills, and base materials left by the previous development. The existing site is approximately 3.5% impervious and underlain by soil type #3. Details are provided in the

Geotechnical Investigation of the site by Geocon West, Inc. as included as Appendix E (for Project A) and Appendix F (for Project B).

The PSSP Site is not located within a FEMA FIRM area with reduced flood risk due to levee, also known as Zone “X.” Stormwater runoff currently flows into existing offsite improvements which will also be utilized in the proposed conditions as described below.

### Proposed Condition – Project A

Project A will re-grade the entire site but will keep the same discharge point as the existing and previous developed conditions. The proposed Project A site will be 89.7% impervious. Project A will construct gutters that wrap around the self-storage facilities and direct the runoff generated from the site towards the westerly portion of the site. Runoff will then drain into a 10'x20' Modular Wetland System for treatment. Following treatment, the stormwater will drain out via pipe flow to a storm drain clean out structure thence to the existing 5' storm drain inlet and ultimately the Dominguez Channel. This point is referred to as Discharge Point # 1 in this report. The discharge point will have a 50-year peak discharge that increases from the existing condition.

### Hydrology Results

Table 1 summarizes the hydrology results demonstrating peak flows for the 25-,50- and 100-year storm events under previously developed, existing and proposed project descriptions

Table 1. Previously Developed, Existing, and Proposed Peak Runoff Flows

	Previously Developed	Existing	Proposed		
Storm Event	Q <sub>Total</sub> [cfs]	Q <sub>Total</sub> [cfs]	Q <sub>Total</sub> [cfs]	% Change from Existing	% Change from Prior Development
25-Yr	6.26	1.96	5.57	+64.8%	-11.0%
50-Yr	7.61	3.12	6.74	+53.7%	-11.4%
100-Yr	8.55	4.08	7.79	+47.6%	-8.8%

The review demonstrates that Project A will exceed the existing stormwater flows. However, Project A will treat and convey stormwater runoff to the existing drainage infrastructure that previous site development also drained to. The existing infrastructure includes a concrete brow ditch running parallel to the southwest property line of the site. This brow ditch flows into a 60" RCP levee drain that discharges to Dominguez Channel, a tidally influenced water body. This offsite drainage infrastructure appears to be unchanged since previous site development.

Project A will include the installation of private roof downspouts, planter drains throughout the project site to collect roof and site runoff, and direct stormwater to the LID system through a series of gutters. This onsite stormwater conveyance system would serve to prevent onsite flooding and nuisance water build-up on the Project Site.

For additional information and detailing see the full Hydrology report in the *Carson Self-Storage Preliminary Utilities Technical Memorandum*, Omega Engineering Consultants, March 2022 [Appendix A].

The LID requirements, approved by the Regional Water Quality Control Board, call for the treatment of the peak mitigation flow rate or volume of runoff produced either by a 0.75" 24-hr rainfall event



or the 85<sup>th</sup> percentile rainfall event, whichever is greater. Under section 3.1.2 of the LID Manual, this post-construction stormwater runoff from Project A shall be infiltrated, evapotranspired, captured and used, and/or treated through high efficiency BMP's onsite. The rainfall intensity of the 85th percentile rainfall event governs.

Table 1 Summary LID Mitigation BMPs

Description	Area [ac]	Impervious Area [ac]	Required Flowrate (CFS)	BMP Type	Provided Flowrate (CFS)	% Treated	Impervious Area Untreated [ac]
DMA-1	2.77	2.49	0.702	20x10 Modular Wetland System	0.710	100	0
Total Percent Treatment						100 %	

For Further information and detailing, see LID Plan in *Carson Self-Storage Preliminary Utilities Technical Memorandum*, Omega Engineering Consultants, March 2022 [Appendix A].

## Proposed Condition – Project B

Project B will re-grade the entire site but will keep the same discharge point as the existing and previous developed conditions. The proposed Project B site will be 86% impervious. Project B will construct curbs and gutters that wrap around each of the Private Drives and Courts and direct the runoff generated from the site towards inlets and catch basins placed throughout the site. Runoff will then drain into two Modular Wetland Systems for treatment. Following treatment, the stormwater will drain out via pipe flow to the existing 5' storm drain inlet and ultimately the Dominguez Channel. This point is referred to as Discharge Point # 1 in this report. The discharge point will have 25-year and 50-year peak discharges that decrease from the existing condition with original industrial land uses.

## Hydrology Results

Table 1 summarizes the hydrology results demonstrating peak flows for the 25- and 50-year storm events under existing and proposed project conditions.

**Table 1. Existing and Proposed Runoff Flows**

Storm Event	Existing Condition	Proposed Condition	% Change from Existing Condition
	Q	Q	(%)
	(cfs)	(cfs)	(cfs)
<b>25-year</b>	6.73	5.96	-11%
<b>50-year</b>	8.26	7.30	-12%

The review demonstrates that Project B will decrease compared with the existing stormwater flows. In addition, Project B will treat and convey stormwater runoffs to the existing drainage infrastructure that previous site development also drained to. The existing infrastructure includes a concrete brow ditch running parallel to the southwest property line of the site. This brow ditch flows into a 60" RCP levee



drain which discharges to Dominguez Channel. This offsite drainage infrastructure appears to be unchanged since the previous site development.

Project B will include the installation of private roof downspouts, planter drains throughout the project site to collect roof and site runoff, and direct stormwater to the LID system through a series of gutters and area drains. This onsite stormwater conveyance system would serve for flood protection to prevent onsite flooding and nuisance water build-up on the Project Site.

The LID design storm, from which the SWQDv is calculated, is defined as the greater of:

The 0.75-inch, 24-hour rain event; or

The 85th percentile, 24-hour rain event as determined from the Los Angeles County 85th percentile precipitation isoheytal map.

The rainfall intensity of the 85th percentile rainfall event with 0.85-inch governs.

A summary of the SWQDv values and Modular Wetland Systems is provided in the following Table 2.

**Table 2. LID Modular Wetland Systems Summary**

<b>Drainage Management Area (DMA)</b>	<b>Acres</b>	<b>% Imp.</b>	<b>C<sub>D</sub></b>	<b>D<sub>85</sub> (in)</b>	<b>Q<sub>BMP</sub> (cfs)</b>	<b>Q<sub>BMP</sub> 2.0x (as required) (cfs)</b>	<b>BMP</b>	<b>BMP Capacity (cfs)</b>
DMA A1	1.54	86	0.788	0.85	0.28	0.56	8x20 MWS	0.577
DMA A2	1.02	86	0.788	0.85	0.21	0.42	8x16 MWS	0.462

## 4.3 CONSTRUCTION

For Project A, construction is anticipated to start on [8/1/2025] and would take approximately 14 months to complete, ending in [9/30/2026]. It is estimated that Project A would be occupied and in operation by [10/1/2026].

For Project B, construction is anticipated to start on [8/1/2025] and would take approximately 16 months, ending [11/31/2026]. It is estimated that Project B would be occupied and in operation by [12/1/2026].

Prior to the start of construction for both Project A and Project B, the PSSP Site would be clearly defined with fencing and staking. Construction staging would take place within construction boundaries and would occur over the course of three phases: grading/site preparation, building construction, and exterior finishes/sitework.

Construction of Project A would include the removal of the existing driveways, the excavation of approximately 906 cubic yards of soil and import approximately 257 cubic yards of soil. In addition, the upper 6 feet of existing earth materials within the proposed building footprint areas would be excavated and properly compacted for foundation and slab support.

Construction of Project B would include the removal of the existing driveways, the excavation of approximately 380 cubic yards of soil and import approximately 4,590 cubic yards of soil. In addition, the upper 5 feet of existing earth materials within the proposed building footprint areas would be excavated and properly compacted for foundation and slab support.

Soil conditions and further site preparation processes are provided in the Geotechnical Investigations of the site by Geocon West, Inc. as included as Appendix E (for Project A) and Appendix F (for Project B).

#### 4.3.1 ESTIMATED CONSTRUCTION TIMING

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

- Phase I – Grading/Site Preparation
- Phase II – Building Construction
- Phase III – Exterior Finishes/Sitework

Table 4.1 Construction Timing – Project A

Construction Period	[Start Date]	[End Date]
Grading/Site Preparation	8/2025	10/2025
Building Construction	1/2026	9/2026
Exterior Finishes/Sitework	6/2026	9/2026

Table 4.1 Construction Timing – Project B

Construction Period	[Start Date]	[End Date]
Grading/Site Preparation/Utilities	8/2025	2/2026
Building Construction	3/2026	11/2026
Exterior Finishes/Sitework	3/2026	11/2026

During all stages of construction, there will be no full-time closures to any parking or travel lanes near the PSSP site. There will also be no sidewalk closures for the duration of construction. The sidewalks along Perry Street and Carson Street fronting the construction site will be open during construction.

## 4.4 TRANSPORTATION AND CIRCULATION

### 4.4.1 TRANSPORTATION AND CIRCULATION – PROJECT A

Access to the self-storage facility will be controlled via computerized access gates. 22 public parking spaces will be provided outside the gates with an additional 19 spaces provided inside the gates for a total of 41 parking spaces.

To accommodate the entry to the new storage facility, the existing driveway will be demolished and a new driveway constructed, to be located near the center of the eastern frontage along Perry Street. Curb, gutter, sidewalks and driveway will be designed and constructed with City Engineer review and approval.

No access points or curb cuts are proposed along the Carson Street arterial.

Typical daily operational traffic is low in frequency and significantly less than a traditional warehouse, storage, or other manufacturing uses. Operational traffic consists of inbound and outbound UPS-type delivery trucks and self-storage patrons arriving and departing the project site. Peak traffic trips to the project site are offset from the peak morning and afternoon commute periods.

The *21611 South Perry Street Local Transportation Assessment* by Fehr and Peers, dated January 18, 2022 [Appendix B] was conducted in order to evaluate local traffic conditions before and after completion of Project A, in addition to assessing the project's peak parking demand.

A subsequent *21611 South Perry Street Self-Storage/Mixed-Use Project Revised Project Description Traffic and Parking Study* by Fehr & Peers, dated September 7, 2022 [Appendix C] was conducted to analyze the final program and is summarized below.

*Trip Generation* – Project A will generate an estimated net increase of 631 daily trips, including 96 trips (50 inbound/46 outbound) during the AM peak hour and 50 trips (25 inbound/25 outbound) during the PM peak hour.

*Intersection Traffic Analysis* evaluates the project Levels of Service at each study intersection under the Existing plus Ambient Growth plus Project and Future Year (Year 2023) plus Project condition to estimate the incremental increase in seconds of delay per vehicle expected to be caused by the proposed Project A. Table 1 below updates the two intersections nearest the Project Site, one of which was slightly affected by the final development program.

**Table 6: Future Base and Future Plus Project Levels of Service**

Study Intersection	Period	Future Base		Future + Project	
		Delay (s)	LOS	Delay (s)	LOS
1. Avalon Boulevard & Carson Street	AM	59.1	E	59.8	E
	PM	79.0	E	79.4	E
2. I-405 SB Ramps & Carson Street	AM	9.5	A	9.9	A
	PM	11.3	B	11.4	B
3. I-405 NB Ramps & Carson Street	AM	7.7	A	7.9	A
	PM	8.1	A	8.2	A
4. Perry Street & Project Driveway	AM	Project Only Scenario		9.5	A
	PM			9.4	A
5. Perry Street & Carson Street	AM	21.8	C	31.6	D
	PM	27.2	D	31.3	D
6. Wilmington Avenue & Carson Street	AM	29.8	C	30.2	C
	PM	29.4	C	29.5	C

Source: Fehr &amp; Peers.

(see Appendix B)

**Table 1: Future Base and Future Plus Revised Project Levels of Service**

Study Intersection	Period	Future Base		Future + Revised Project	
		Delay (s)	LOS	Delay (s)	LOS
4. Perry Street & Project Driveway	AM	Project Only Scenario		9.5	A
	PM			9.4	A
5. Perry Street & Carson Street	AM	21.8	C	31.5	D
	PM	27.2	D	31.9	D

Source: Fehr &amp; Peers.

(see Appendix C)

The addition of Project A trips does not cause average vehicle delay at any study intersection to worsen from LOS D or better LOS E or F.

The addition of Project A trips does not cause spill over queuing at any study intersection.

Project A will not trigger any need for street improvements nor need any capacity upgrades.

Using the ITE (*Institution of Transportation Engineers*) method for estimating parking demand, the proposed on-site parking supply of 41 spaces is more than adequate to accommodate the estimated peak parking demand of 30 spaces.

**Table 2: Peak Parking Demand Estimate – ITE Method**

ITE Land Use Code	Equation [2]	Project Size	Project Demand
151 – Mini-Warehouse [1]	$P = 0.1x$	119,525 SF	12
936 – Coffee/Donut Shop without Drive-Through Window	$P = 10.49x$	1,550 SF	16
920 – Copy, Print, and Express Ship Store	$P = 3.01x$	700 SF	2
<b>Total</b>			<b>30</b>

[1] The ITE report specifies Mini-Warehouse to be “typically referred to as ‘self-storage’ facilities.”

[2]  $P$  = Parked Vehicles,  $x$  = 1,000 square feet increments of gross floor area.

Source: Fehr & Peers.

(see Appendix C)

#### 4.4.2 TRANSPORTATION AND CIRCULATION – PROJECT B

To accommodate the entry to all residential units in Project B, the existing driveways will be demolished and a new driveway constructed, to be located near the center of the eastern frontage along Perry Street. Curb, gutter, sidewalks and driveway will be designed and constructed with City Engineer review and approval.

No access points or curb cuts are proposed along the Carson Street arterial, except for Emergency Vehicle Access and Pedestrian access.

Typical operational traffic from Project A is low in frequency and consistent with the existing patterns of the surrounding residential neighborhoods. Daily trips are generated by residential occupants, guests, and other limited or temporary visitors consistent with the operation of a low density project.

The *21611 Perry Street Residential Project Non-CEQA Trip Generation Comparison* by Fehr and Peers, dated January 20, 2025[Appendix D] was conducted in order to evaluate local traffic conditions before and after completion of Project B.

*Trip Generation* – Project B will generate an estimated net increase of 446 daily trips, including 30 trips (8 inbound/22 outbound) during the AM peak hour and 35 trips (21 inbound/14 outbound) during the PM peak hour.

*Intersection Traffic Analysis* - The proposed trip generation estimates for Project B are lower due to changes in proposed land uses relative to what was analyzed for Project A. The trip generation comparison indicates that the Local Transportation Assessment for Project A analyzed 30% to 60% more trip generation and therefore adequately accounts for the potential traffic effects of Project B. Because the assessment compares Project B to Project A, the trip generation envelope for Project B is covered by the intersection level of service (LOS) analysis that was previously prepared, there are no changes to the conclusions of previous study, and no additional analysis is required. For the purposes of providing a conservative analysis, no trip generation credits were applied in either analysis.

## 5. IMPLEMENTATION

### 5.1 ADMINISTRATIVE PROCEDURES AND REVIEW

Approval of the PSSP indicates acceptance by the Carson City Council of the PSSP's framework for the development of the plan area. PSSP approval will be coordinated alongside an updated Development Agreement (DA) between the developer and the City of Carson. The PSSP and the DA establish the standards and regulations that constitute the zoning for the plan area and regulate development within the area. The DA provisions shall take precedence over any development regulated by the PSSP. The PSSP provisions shall take precedence over the requirements of the zoning code of the Carson Municipal Code (CMC). If not specifically addressed in the PSSP, the architectural plans included in the approved PSSP shall apply. If not specifically addressed in the PSSP or the architectural plans, the applicable provisions of the CMC in place as of October 2022 shall apply.

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

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

### 5.2 TYPE OF REVIEW PROCEDURES

Approval of development within the PSSP shall be subject to the review authority and review processes set forth in this Section. All review procedures specified herein shall be reviewed by the Community Development Director, unless otherwise specified in this section or the DA. Chapter 1 of Article IX of the CMC shall apply to matters not covered in this Specific Plan or in the DA. If there is any conflict between the provisions of this Specific Plan or the DA and Chapter 1 of Article IX of the CMC, the provisions of this Specific Plan or the DA shall control.

### 5.3 INTERPRETATION

The Director of Community Development has the authority to interpret any provision of this PSSP, consistent with the requirements of CMC Section 9172.24 Interpretation Procedures. Whenever the Director of Community Development determines that the meaning or applicability of any requirement is subject to interpretation, the Director of Community Development may issue an

official interpretation. When used in this PSSP, the words “shall” and “must” are always mandatory. The word “should,” as used in the design standards section of this plan, is not mandatory but is strongly recommended.

It is not intended that this PSSP interfere with, abrogate, or annul any easement, covenant, or other agreement to which the City is a party. In accordance with state law, the provisions of this PSSP shall control over duplicative and conflicting provisions of the CMC. In the event this PSSP is silent as to a development standard or procedure, the architectural plans included in the PSSP shall govern. In the event a development standard or procedure is not specifically addressed in the PSSP or the architectural plans, the applicable provisions of Article IX of the CMC in place as of October 2022 shall apply.

## 5.4 MINOR MODIFICATIONS

The Minor Modifications procedure is established to grant minor relief from development standards, under limited circumstances, when the granting of such relief will provide for better design and function of the structure, or addition to a structure, proposed. The Director of Community Development or his/her designee may approve a Minor Modification in accordance with the provisions of Section 12.4 of the DA. Those provisions of Section 12.4 of the DA shall be applicable to the PSSP beyond the initial term of the DA.

Deviations to PSSP development standards in excess of those cited in the DA shall require a Specific Plan Amendment.

## 5.5 SPECIFIC PLAN AMENDMENTS

Amendments to the PSSP shall be processed in accordance with the application provisions of state law provided in California Government Code sections 65450 et seq. The procedure in Section 9172.11 of the CMC shall be followed for hearing, notice, and decision of a Specific Plan Amendment by the Planning Commission and City Council. Each request for amendment shall specify the sections or portions of the PSSP that are affected by the amendment.

## 5.6 CONDITIONAL USE PERMITS

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

## 5.7 SITE PLAN REVIEW

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



providing maximum flexibility within the approved PSSP development envelope and associated environmental impacts studied and disclosed in the MND. Changes specified in Section 12.4 of the DA shall be processed in accordance with the Minor Modification procedure.

## 5.8 SPECIAL EVENT PERMITS

A Special Event or Use Permit may be granted to allow the occurrence of an event, activity, or use for a period of 4 or more days, but not exceeding 30 consecutive days, and no more than 60 days in any calendar year. Special Event Permits shall be filed and processed per Chapter Division 8. Special Requirements for Certain Uses of the City of Carson Municipal Code.

## 5.9 TEMPORARY USE PERMITS

Temporary Use Permits shall be filed and processed per Chapter Division 8. Special Requirements for Certain Uses of the City of Carson Municipal Code.

## 5.10 IMPLEMENTATION

The ownership, construction, management, conditions of approval, and operation of the PSSP Area will be described in a separate agreement with the City of Carson. Project specific infrastructure improvements are governed by the DA.