

# TORRANCE/MAIN SPECIFIC PLAN



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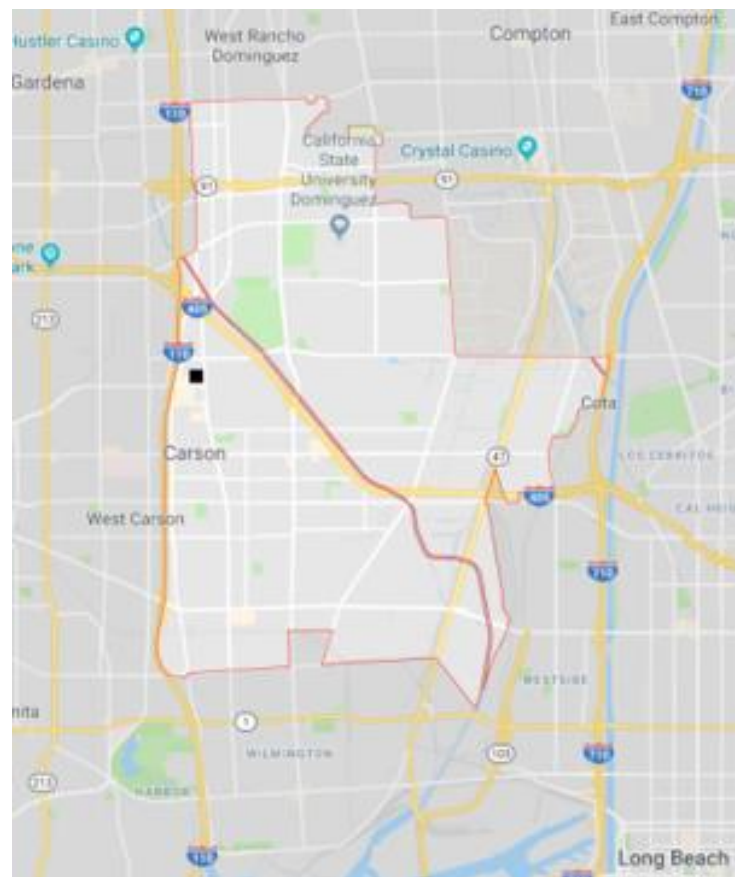
## CHAPTER 1: INTRODUCTION

### 1.1 SCOPE OF SPECIFIC PLAN

The Torrance/Main Specific Plan provides a comprehensive land use program to guide development of an urban residential or mixed-use development and to provide for the reuse and revitalization of a brownfield property. The Specific Plan land use concept features high density housing with up to 356 rental units. The Specific Plan provides a bridge between the City's General Plan and adopted standards for development and subdivisions. It directs all facets of future development within the Specific Plan by combining land use, general site planning and development standards, designation of access and circulation and other regulatory devices into one document. The Specific Plan provides development standards and guidelines for a mixed-use land use category allowing for residential or mixed-use development.

### 1.2 LOCATION

The project site is located at 225 West Torrance Boulevard, Carson CA (the "Site"). The Site is located approximately 17 miles from downtown Los Angeles and 6.5 miles from the Pacific Ocean with close access from the San Diego Freeway (I-405) and the Harbor Freeway (I-110).



City of Carson      Specific Plan Location

Figure 1-1      Regional Map

### 1.3 PROJECT SITE AND SURROUNDING USES

*Site Characteristics:* The Site is a 5.4 acre rectangular-shaped property with a narrow westerly extension located at the northern edge. Existing development includes a 26,408 square foot building constructed in 1968 and a 47,908 square foot building constructed in 1975. The northern parking lot of the Site, approximately 2 acres, is located on a portion of the former Gardena Valley 1&2 landfill.



Figure 1-2 Project Site

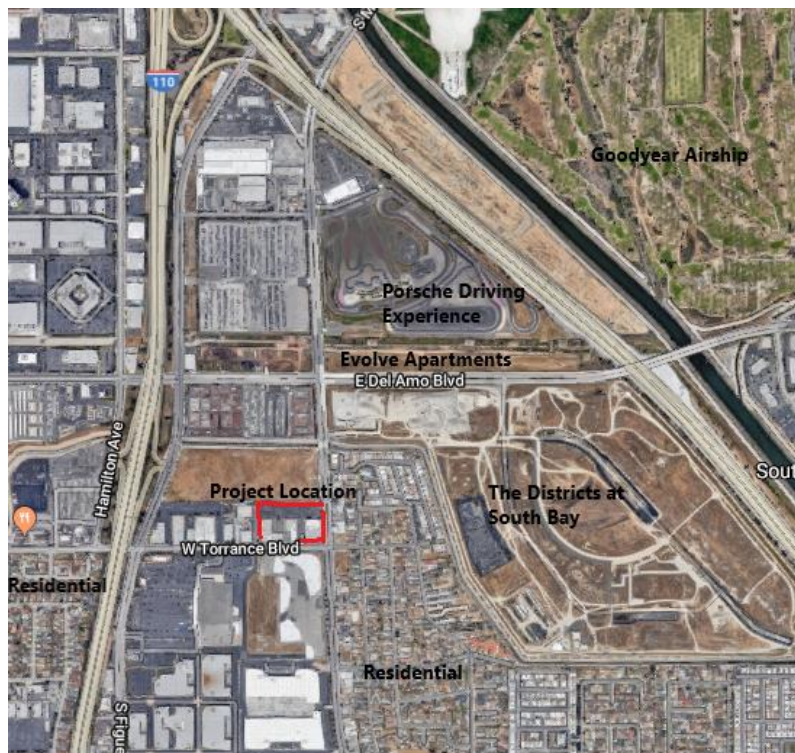


Figure 1-3 Specific Plan and Surrounding Area

*Existing Uses:* There are a range of uses occupying the Site which include religious institutions, office, indoor recreation, warehouse and light industrial. The largest tenant is Glory Christian Fellowship.

*Existing Zoning:* The Site is designated as “Commercial General” within a design overlay (CG-D) and Organic Refuse Overlay (ORL) zoning.

*Adjacent Uses:* The Site is located in the western portion of the City of Carson. Within a one-mile radius there exists residential, commercial and light industrial development. There are several residential areas located immediately east and southeast of the site as well as to the west beyond the Harbor Freeway. The closest residences are located in a mobile home park, approximately 150 feet east of the Site, and a single-family residential neighborhood located approximately 300 feet to the south east. The 300-unit Evolve Apartments, located ¼ of a mile to the northeast, are under construction. An elementary school is located ¼ of a mile from the Site.

North: Vacant 14.5-acre vacant landfill (proposed for large truck yard), Torrance Lateral and Rebel Self Storage beyond

South: Torrance Boulevard with Carson Town Center (retail, industrial and vacant landfill) beyond

East: Main Street with light industrial, vacant land and residential uses beyond

West: Mission Ebenezer Family Church, the Printing Museum and light industrial beyond

*Adjacent Zoning:*

North: Manufacturing Light – Organic Refuse Landfill Overlay, Design Review Overlay

South: Carson Town Center Specific Plan (Commercial, Light Industrial, Business Park) with Organic Refuse Landfill Overlay

East: Manufacturing Light – Design Overlay Review

West: Manufacturing Light – Design Overlay Review

*Former Landfill:* The Gardena Valley 1 & 2 Landfill operated as a Class II waste disposal facility under an Industrial Waste Disposal Permit issued by Los Angeles County. The landfill operated from November 1956 through October 1959. The site was reportedly excavated to a maximum depth of approximately 37 feet in the mid-1950’s to obtain soil for the construction of the 110 Freeway. The landfill accepted 635,500 cubic yards of soils and wastes. These wastes were approximately 75 percent residential refuse and 25 percent other wastes, including liquid industrial waste. The landfill covered 28.7 acres. The portion of the landfill to the north along Del Amo Boulevard has been paved and is currently being used as mini-storage. The 14.5 acre site located south of the Torrance Lateral and north of the Site is currently owned by KL Fenix Corporation and the subject of a current development application proposing a large truck yard.

Approximately 1.5 acres of the landfill is located in parking areas serving the Mission Ebenezer Family Church and approximately 2 acres of the landfill are within the subject Site. In 1992, the Department of Toxic Substances Control (DTSC) approved a Remedial Action Plan (Bryan Stirrat & Associates) for a portion of the Gardena Valley 1&2 Landfill which included a soil vapor extraction system and installation of a landfill cap to establish a barrier between the landfill materials and the surface. The 14.5 acre site owned by KL Fenix Corporation is currently under investigation with DTSC to identify potential updated remedial actions necessary to allow for development. A separate investigation with DTSC will be associated with the Site.

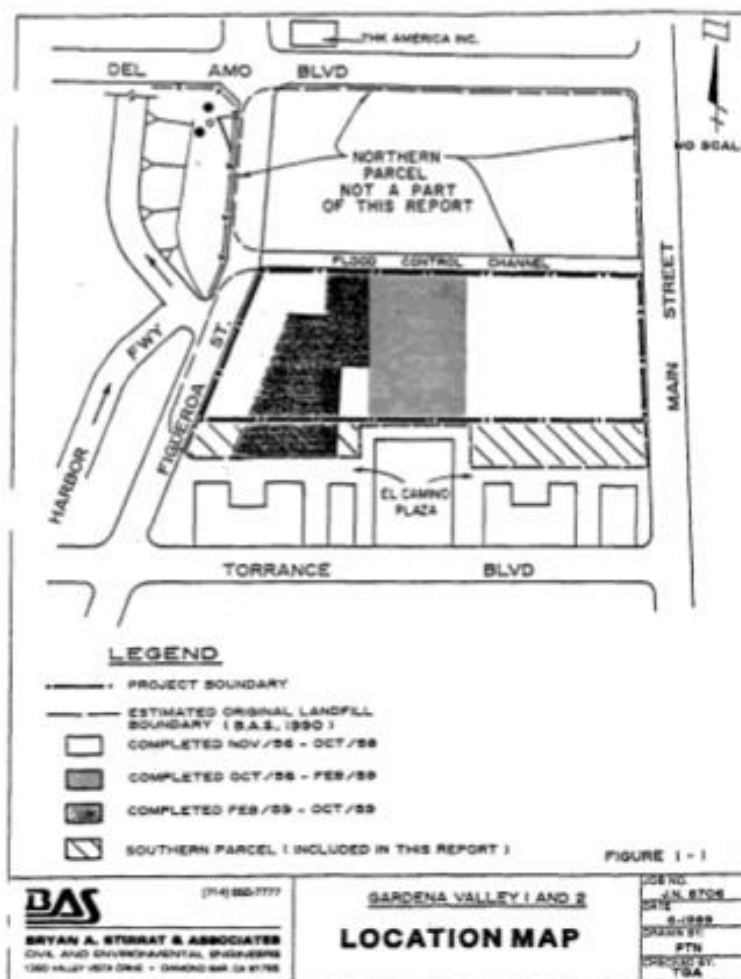


Figure 1-4 Remedial Action Plan: Gardena Valley 1&2 Landfill Map  
Prepared by Bryan Stirrat & Associates (1992)

The main geotechnical issue impacting proposed site development is the continued settlement of landfill material. The likely mitigation measures to reduce post-construction settlement at the Site, while leaving the landfill material in place, will be surcharging and/or Deep Dynamic Compaction (DDC), a method to compress the waste material. Some removal of landfill material



may also be included in a remedial plan. Future development within the landfill area will primarily be associated with parking structures and surface improvements. Conceptual plans in the Specific Plan do show a small area of residential development in the landfill area, however, this option is unlikely due to increased costs.



**1. West on Torrance Blvd**



**2. West on Torrance Blvd**



**3. West on Torrance Blvd**



**4. East on Torrance Blvd**



Figure 1-5 Site Photos of Existing Condition

#### 1.4 PURPOSE AND INTENT OF THE SPECIFIC PLAN

The purpose of the Torrance/Main Specific Plan is to provide a viable development opportunity that will benefit the community, address the jobs/housing imbalance (as identified by the Southern California Association of Governments Regional Housing Needs Assessment), facilitate the remediation of the Site and promote the overall transformation of the area into an active mixed-use neighborhood. Development will be high-density residential with up to 356 rental units and opportunity for mixed-use development.

The Specific Plan will direct future development by addressing the following:

- Classification of Site for Urban Residential;
- Establishment of general site planning and development standards;
- Provision of design guidelines tailored for the Specific Plan area;
- Designation of required access and circulation elements;
- Promote development of multi-family housing in close proximity to employment, transportation and activity centers.

## 1.5 AUTHORITY AND REQUIREMENTS

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

## 1.6 RELATIONSHIP TO OTHER REGULATIONS

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

### 1.6.1 CONSISTENCY WITH THE GENERAL PLAN

The Torrance/Main Specific Plan is designed to meet the goals established in the City’s General Plan by providing a framework for future development. The Specific Plan is designed to be consistent with, and serves as an extension of, the City’s General Plan. The policies and standards in the Torrance/Main Specific Plan will take precedence over the more general policies and standards during the review of a development project within the Specific Plan area. In situations where policies or standards relating to an aspect of development have not been provided in the Specific Plan, the existing policies and standards of the City’s General Plan and Zoning Ordinance will apply.

To ensure consistency between the Torrance/Main Specific Plan and the City’s General Plan, the General Plan will be amended concurrent with the adoption of this Specific Plan. The corresponding General Plan amendment establishes an “Urban Residential” land use designation for the Torrance/Main Specific Plan area to replace the Site’s existing “Mixed Use-Business Park” General Plan designation.

The City’s General Plan includes a land use designation for “Urban Residential” as follows:

Urban Residential (UR) “Urban Residential” is intended to provide for multiple dwelling units and a range of commercial uses, including retail, offices, hospitals, and private community gathering facilities. Residential densities up to 65 du/ac are allowed. The allowable density/ intensity for mixed-use development will be determined using an allowable range of FAR (1.0 to 4.0). This land use category will be implemented with a Specific Plan zone.

The Torrance/Main Specific Plan is consistent with the following General Plan Land Use element and Housing element goals, policies and objectives:

TABLE 1-1 GENERAL PLAN GOALS, POLICIES AND OBJECTIVES		
<i>Adaptive Reuse of Brownfields</i>		
Goal LU-1	Productive reuse of brownfield sites.	
	Consistent:	The redevelopment of the property will require the remediation of the portion of the property that was part of the Gardena Valley 1&2 landfill. Through a Voluntary Cleanup Order, the California Department of Toxic Substances Control (DTSC) will utilize a Remedial Investigation (RI), Remedial Action Plan and Remedial Action Implementation to remediate landfill conditions as necessary to allow for proposed development. Cleaning up brownfield properties not only eliminates the potential threat to residents and neighborhoods from hazardous substances, it frees this underutilized land for productive reuse.
<i>Expansion of Commercial Base</i>		
Goal LU-5	Maximize the City's market potential in order to enhance and retain shopping and entertainment opportunities to serve the population, increase revenues to the City, and provide new employment opportunities.	
	Consistent:	The City's General Plan Urban Residential land use designation and the Specific Plan allows for a higher-density residential or mixed-use residential and commercial development. An increasing population means an increase in the number of working population who can function as active participants in the process of economic growth and development.
<i>A Balance of Uses</i>		
Goal LU-6	A sustainable balance of residential and non-residential development and a balance of traffic circulation throughout the City.	
Goal H-3	The City shall seek to provide for an adequate supply of housing for all economic segments of the City.	
	Consistent:	The Specific Plan provides for an urban residential density of up to 65 du/acre that is expected to provide a range of studio, one bedroom and two-bedroom units. As the community grows, there is an increasing demand for a broad range of housing to serve the population and to address the current jobs/housing imbalance. The higher intensity residential development is appropriate given the Site's proximity to surrounding business, including the proposed District at South Bay, a 168-acre mixed-use development with the Los Angeles Premium Outlets as the key project and the 300 unit high-density Evolve

		apartments. The Specific Plan promotes the development of multi-family housing in close proximity to employment, transportation and activity centers as called for by Housing Element Policies 3.6 and 3.7. The inclusion of a range of unit sizes will coincide with varying rental rates.
<i>Mixed Use Developments</i>		
Goal LU-8	There is a need for mixed use developments which provide a variety of uses, including residential, retail, office, limited industrial, and recreational. Such projects should provide an integrated development theme, quality design, easy access to public transportation, and a safe environment.	
	Consistent:	As identified in implementation measure LU-8-3, the Specific Plan addresses the need by locating higher density residential uses in proximity to commercial centers in order to encourage pedestrian traffic and provide a consumer base for commercial uses. To provide for flexibility and potential changes in market conditions, the Specific Plan provides for higher density residential uses as well as the potential for mixed-use.
<i>Development of a Signature Project</i>		
Goal LU-11	Development of one or more “Signature Projects” to create a focal point or points for the City	
	Consistent:	The Specific Plan will provide for a high-quality development located at a major intersection near the proposed District at South Bay. The Specific Plan will provide a project design that enhances the overall image of the area.
<i>Livable Communities</i>		
Goal LU-15	Promote development in Carson which reflects the “Livable Communities” concepts.	
	Consistent:	As identified by implementation measure LU-15-2, the higher intensity residential development supports the policy of maintaining a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live in Carson.
Goal H-2	Maintenance and Enhancement of Neighborhood Quality	
	Consistent:	The design of the housing will be consistent with Housing Element Policy 2.7: Require excellence in the design of housing through the use of materials and colors, building treatments, landscaping, open space, parking, environmentally sensitive and sustainable building design.

### 1.6.2 ZONING ORDINANCE CONSISTENCY

The Carson Zoning Ordinance and Map is also amended by ordinance concurrent with adoption of the Specific Plan to ensure consistency. A “Torrance/Main Specific Plan” zone will replace the Site’s existing “Commercial General” within a designated design overlay (CG-D) and Organic Refuse Overlay (ORL) zoning.

The City of Carson Zoning Ordinance (Article IX – Chapter 1) provides standards for site specific development and land use regulations that govern the size, shape, and type of use for development within the City. This Specific Plan document customizes some of the standards and regulations found in the City’s Zoning Ordinance to help implement the Specific Plan vision. In any instance where the Specific Plan conflicts with the requirements of the Zoning Ordinance, the Specific Plan provisions will take precedence. Where the Specific Plan is silent on a topic, the Zoning Ordinance requirements shall prevail.



## CHAPTER 2: DEVELOPMENT STANDARDS

### 2.1 USES PERMITTED

*Permitted Uses.* The following uses, subject to definitions in the Carson Municipal Code, shall be permitted where the symbol “P” appears; a Director approval is required where a “D” appears; and a conditional use permit is required where the symbol “C” appears. Uses not identified in Table 2-1 are not permitted unless it is determined by the Community Development Director that a use is similar to other permitted uses, is compatible with the adjacent uses, and is consistent with the Specific Plan goals and design principles.

TABLE 2-1 PERMITTED USES		
Residential Use Types		
1.	Caretaker's Residence	P
2.	Community Care Facility	C
3.	Multifamily Dwelling and Residential Condominiums	P
4.	Family Day Care Homes	P
5.	Home-Based Cottage Food Operation	D
6.	Home Occupation Business	P
7.	Residential Health Care Facility	C
8.	Residential Service/Care Home	C
9.	Supportive Housing	C
10.	Transitional Housing	C
11.	Mixed-Use	P
12.	Live/work residential units	P
Commercial Use Types		
1.	Animal Sales and Services	
	a. Day Care	P
	b. Grooming and Pet Stores	P
2.	Banks and Financial Services	P

<b>Commercial Use Types</b>		
3.	Business Support Services - includes establishments primarily engaged in rendering services to business establishments on a fee or contract basis. Services include, but are not limited to: a. Advertising; b. Blueprinting; c. Computer related services; d. Office equipment maintenance and repair; e. Office equipment sale and rental; f. Mailing/shipping; g. Photocopying.	P
4.	Day Care Centers	P
5.	Eating and Drinking Establishments	
	a. Bars and Alcohol Drinking Establishments	C
	b. Restaurants	P
6.	Health Services	P
7.	Personal Services	
	a. Barber shop, beauty shop, manicure parlor	P
	b. Clothing services	P
	c. Massage service (See CMC 63134, 63165, 9133 and 9138.91)	C
	d. Repair of small appliances, watches, electronics, bicycles	P
8.	Professional Offices	P
9.	Recreation, Commercial	
	a. Health club	C
	b. Indoor Sports and Recreation	C



<b>Commercial Use Types</b>			
	c.	Outdoor recreation facilities	C
10.		Retail Sales, General	P
11.		Retail Sales, Specific	
	a.	Food Stores	P
	b.	Discount Stores	P
	c.	Drugstores	P
	d.	Liquor Stores	C
<b>Public and Semi-Public Use Types</b>			
1.		Public Services, General	P
2.		Wireless Communications Facilities, subject to the requirements of CMC 9138.16	
<b>Other</b>			
1.		Shared parking facilities	C
2.		Temporary uses (e.g. construction trailer, real estate office, holiday sales)	D

## 2.2 RESIDENTIAL DENSITY

The maximum residential is sixty-five (65) dwelling units per acre. Any fractional amount equal or greater than one-half (1/2) shall permit an additional unit.

## 2.3 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, or public or private easement areas). The FAR limitation in this Specific Plan shall be used to limit the above-grade gross floor area of all permitted structures to 4 to 1. The maximum above-grade gross floor area shall be determined by multiplying the FAR by the total area of the Specific Plan area.

## 2.4 BUILDING HEIGHT

No structure within the Specific Plan area may exceed sixty-five (65) feet in height as measured according to CMC Section 9191.058

## 2.5 FRONT, SIDE AND REAR SETBACKS

All setbacks shall be measured from property line adjacent to a public right-of-way or property located adjacent to the Specific Plan area.

Front:	10 feet
Side:	10 feet
Rear:	10 feet
Parking (grade or partial subterranean):	1 inch or 3 feet 10 feet if adjacent to street

### 2.5.1 PROJECTIONS INTO REQUIRED SETBACKS

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

## 2.6 PARKING

A garage or an off-street automobile parking area shall be provided in connection with and at the time of the erection of each of the buildings or structures hereinafter specified, or at the time such buildings or structures are altered, enlarged, converted or increased in capacity by the addition of dwelling units, guest rooms, beds for institutions, floor area or seating capacity. The parking space capacity required in said garage or parking area shall be determined by the number of dwelling units, guest rooms, beds for institutions, floor area or seats so provided, and said garage or parking area shall be maintained thereafter in connection with such buildings or structures. Parking shall be generally provided in accordance with Section 9162.21 of the Carson Municipal Code except as provided in the modified standards of this subsection.

### A. Dwelling Units

Studio units (not more than 450 square feet.):	1 space/unit;
1 bedroom and Studio units:	1.5 spaces per unit;
2 bedrooms or more:	2 spaces per unit
Guest Parking:	1 space per 4 units

### B. Commercial and Other Uses

There shall be at least one automobile parking space for each 300 square feet of combined floor area contained within all the office, business or commercial buildings or portions thereof. There shall be at least one automobile parking space for each 100 square feet of gross floor area included within the total square footage of any restaurant, cafe, bar or any similar establishment.

### C. Parking Stall Size and Location

Standard:	9 feet x 18 feet
Compact:	8 feet x 15 feet
Aisle Width:	24 feet

### D. Additional Requirements and Allowances

1. The width of a parking stall shall be increased by a minimum of one (1) foot if adjoined on either side of its longer dimension by a fence, wall, partition, column, post or similar obstruction, and said obstruction is located less than 14 feet from the access aisle measured along the length of the stall.
2. A maximum of 35% compact stalls shall be allowed.
3. Tandem parking of up to 25% of the total parking count will be allowed for residential units with two or more required stalls.
4. Bicycle parking shall be provided equal to 5% of required parking spaces.
5. Bicycle racks and storage shall be located in areas convenient to residents and non-resident users respectively.
6. Temporary parking shall be provided to allow for ridesharing services and delivery services.
7. A loading space shall be provided subject to site plan review.

## 2.7 USABLE OPEN SPACE

Usable open space shall mean an area which is designed and intended to be used for active or passive recreation. Usable open space includes yards (except the required front yard setback), courtyards, balconies, decks, porches, roof decks and patios. Any usable open space which is not planted shall be developed to encourage outdoor active or passive recreational use and shall include such elements as decks, sports courts, outdoor seating, decorative paved areas and walkways which do not serve as entrance walkways. No area designated for off-street parking and loading areas, service areas, driveways, required walkways or portions thereof or any features that are used for required access to dwelling units, shall be counted as satisfying any usable open space area requirement.

Each residential unit shall have usable open space which may consist of a combination of private and common open space as follows:

Studios and 1 bedroom:	100 square feet
2 bedrooms:	125 square feet
3+ bedrooms:	150 square feet average

## 2.9 PRIVATE OPEN SPACE

Each residential unit shall have private open space, with a minimum dimension of 5 feet in any direction, which can be private balconies, terraces and stoops only accessible by the unit's occupants.

## 2.9 FENCES AND WALLS

Fences, walls, and hedges shall not be higher than eight (8) feet above finished grade in a side or rear yard. In a required front yard or abutting future right-of-way area, any portion of a fence, wall or hedge above three and one-half (3-1/2) feet in height shall not impair vision by obscuring more than ten (10) percent of the area in the vertical plane unless approved by the Community Development Director pursuant to the procedures and requirements for Site Plan and Design Review contained in CMC Section 9172.23.

## 2.10 PRIVATE STORAGE SPACE.

Residential units shall have at least fifty (50) cubic feet of private storage space as described below.

A. Such space may be provided within individual storage lockers, cabinets or closets, and may be split among two (2) locations. Moreover, it is the intention of this standard to require space over and above that normally associated with the day-to-day functioning of the unit, such as guest, linen or clothes closets or food pantries that are customarily within the unit. Thus, while providing such private storage space within the limits of the unit is not precluded, it shall be over and above that which would otherwise be provided within the unit

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

## 2.11 LANDSCAPING GENERAL PROVISIONS

A. Due to the subsurface constraints posed by the landfill site, trees shall generally not be permitted to be planted in the soil in the landfill portion of the Project Site unless there is reasonable certainty that the proposed tree and its location are not determined to interfere with any protective cap or other remedial system.

B. For plantings that will be directly in the soil within the landfill portion of the Project Site, the landscape palette shall consist primarily of small to medium shrubs, members of the grass family and other plants with fibrous root systems, bulbs, culms or rhizomes. Taller species with fibrous and/or surficial root systems, this includes, among others, members of the palm and bamboo families. For plantings outside of the landfill limits there are no restrictions as to roots systems for shrubs and or trees.

C. The taller species of trees that have a typical woody root structure shall be containerized either above or below grade. For containerized trees below grade, a subsurface drainage conveyance system will be necessary to convey drainage off-site.

## 2.12 PARKING STRUCTURE EDGE

Parking structure facades visible from the public right-of-way and adjacent properties should be designed with enhanced aesthetic treatments to soften the visual appearance of the structure. Treatments may include, but are not limited to landscaping or special treatment of building materials (use of color or patterns) as approved by the City.

## 2.13 SIGNAGE

Signage shall be determined pursuant to a sign program that will provide internal consistency in design style and direction for placement and size of signs, including a standardized way-finding program. The comprehensive sign program shall be submitted and approved as part of any Site Plan and Design Review application or if submitted under separate cover, shall be reviewed and approved pursuant to the applicable procedures and findings for Site Plan and Design Review contained in CMC Section 9172.23 and may deviate from the minimum standards contained in the City's Zoning Ordinance.

### A. Wayfinding Signage

1. Wayfinding signage should be clearly visible and included in both public and private spaces.
2. Wayfinding signage should delineate between pedestrian, bicycle, and vehicular pathways.
3. All signage and associated components should complement the color and finish of the surrounding streetscape and architectural elements.
4. Wayfinding elements should be designed to be utilized by a variety of users, including visually and hearing impaired.

### B. Building Signage

1. Wall mounted sign
  - a. Sign area shall not exceed one and one-half (1.5) square foot per each foot of street frontage. Sign placement shall not exceed a maximum of one (1) per every one hundred fifty (150) linear feet of street frontage.
  - b. Capital letters shall not exceed a height of forty-eight (48) inches. Lower case letters shall not exceed a height of forty-eight (42) inches. When using a logo, logo size should not exceed fifty-four (54) inches. Two (2) rows of letters shall not exceed sixty-four (64) inches.

### E. Awning and canopy signs, projecting signs, blade signs, and marquees

### F. Applied window signs

### G. Directional, alley, and service signs

### H. Building signage should complement the architecture of the building and be attached in a way that does not detract from the architectural quality.

The development standards and guidelines contained within the Specific Plan permit multiple dwelling units, mixed-use and commercial. To gain an understanding of what could be developed under the Specific Plan, the following illustrative presents conceptual drawings of building footprints and heights for a residential, market rate apartment project. It is important to note that the illustrative site and building height plans (Figure 3-6) are conceptual and that a final plan may vary provided it complies with the regulations proposed herein, as described in Chapter 2.

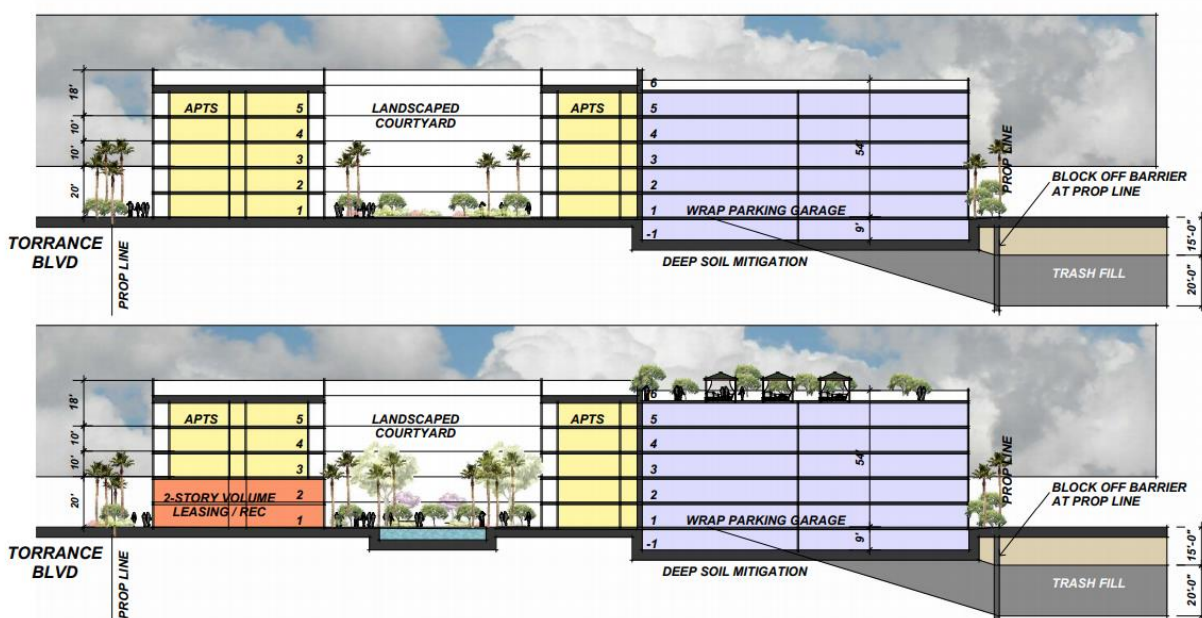


Figure 3-6 Illustrative Site Plan and Building Heights





Figure 3-7 Representative Elevation Types

## CHAPTER 4: TRAFFIC, CIRCULATION AND PARKING DEMAND MANAGEMENT

### 4.1 CIRCULATION PLAN

Regional access is provided primarily by the Harbor Freeway (I-110), located to the west, and by the San Diego Freeway (I-405), located to the north. The Site is bordered by two public streets: Torrance Boulevard and Main Street. Both Torrance Boulevard and Main Street are designated as a Class II bicycle route and a truck route on the City's General Plan Circulation Element. Torrance Boulevard is classified as a Secondary Highway (80-foot right-of-way) and Main Street is classified as a Major Highway (100-foot right-of-way).

Torrance Boulevard and Main Street are improved to full width. Improvements planned as part of the project will be minor in nature, including the following:

- New or modified driveways, which will require encroachment permits within City rights-of-way.
- Streetscape improvements, including street trees and repairs or modifications to sidewalks.

### 4.2 DEFINITIONS AND APPLICABILITY

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

- A. For the purpose of this section, certain words and terms are defined as follows:

*Development.* The construction of new non-residential floor area, and residential floor area when provided for a mixed-use project.

*Transportation Demand Management (TDM).* The alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, and walking.

*Rideshare Services.* Participation in an arrangement in which a passenger travels in a private vehicle driven by its owner, for free or for a fee, especially as arranged by means of a website or app.

*Delivery Vehicle.* Any motorized form of transportation, including but not limited to automobiles, vans, and motorcycles utilized to provide goods from a supplier to a customer.

- B. The owner shall provide a bulletin board, display case or kiosk (displaying transportation information) in an area with the greatest visibility. The transportation information displayed should include, but not be limited to, the following:
- a. Current routes and schedules for public transit serving the site;



- b. Telephone numbers for referrals on transportation information including numbers for regional ridesharing agency and local transit operations;
  - c. Ridesharing promotion material supplied by commuter-oriented organizations;
  - d. Regional/local bicycle route and facility information;
- C. Parking for both non-residential and residential shall be completely screened from public view except at the driveway access points into the garages and parking locations approved pursuant to CMC 9172.23. The non-residential and residential parking areas shall be located separate from one another; however, the uses may share driveway access.
- D. A designated parking area for rideshare services and delivery vehicles as close to practical to the main pedestrian entrance(s) of the building(s). The spaces shall be signed and striped sufficient to meet the demand for such spaces. The rideshare/delivery parking area shall be identified on the driveway and circulation plan upon application for a building permit.
- E. Parking spaces clearly identified (signed and striped) shall be provided in the designated rideshare/delivery parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces.
- F. Bicycle parking shall be provided for at least five (5) percent of the total number of stalls in all parking areas.
- G. Sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development.
- H. If determined necessary by the City to mitigate the project impact, bus stop improvements shall be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops.
- I. Safe and convenient access from the external circulation system to bicycle parking facilities on-site.

#### 4.3 MONITORING

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

## CHAPTER 5: SUSTAINABILITY FEATURES

The Torrance/Main Specific Plan project shall be based on principles of smart growth and environmental sustainability, being roughly equidistant between downtown Los Angeles and South Bay employment hubs, the accessibility of public transit, and the availability of existing infrastructure to service the proposed uses.

The new buildings shall incorporate an environmentally sustainable design using green building technologies utilizing more resource-efficient modes of construction adhering to the principles of energy efficiency, water conservation, environmentally preferable building materials, and overall waste reduction. Sustainability features of the Project shall include the following:

### A. Water Conservation

Water conservation features shall include a range of techniques that shall enhance site sustainability. Drought-tolerant plants and indigenous or “California-friendly” species shall be utilized as part of the proposed landscaping program.

- a. High-efficiency toilets (maximum 1.28 gallons per flush), including dual-flush water closets, and no-flush or waterless urinals in all non-residential restrooms as appropriate.
- b. Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute. Restaurant kitchen faucets shall have a pre-rinse self-closing spray head with a maximum flow rate of 1.6 gallons per minute.
- c. Non-residential restroom faucets of a self-closing design (e.g. that shall automatically turn off when not in use).
- d. Residential bathroom faucets with a maximum flow rate of 1.0 gallons per minute and kitchen faucets with a maximum flow rate of 1.5 gallons per minute. No more than one showerhead per shower stall, with a flow rate no greater than 1.75 gallons per minute.
- e. High-efficiency clothes washers either within individual units (with water factor of 6.0 or less) and/or in common laundry rooms (commercial washers with water factor of 7.5 or less).
- f. Installation of tankless and on-demand water heaters in residential units, commercial kitchens and restrooms, where appropriate.
- g. Individual metering and billing for water use of all residential uses and exploration of such metering for commercial spaces.
- h. Installation of a leak detection system for any swimming pool, Jacuzzi, or other comparable spa equipment utilized on-site.
- i. Installation of high-efficiency Energy Star-rated dishwashers in all residential units and within kitchen/food preparation area.
- j. Weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable

technology such as drip/microspray/ subsurface irrigation and moisture sensors where appropriate.

- k. Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- l. Use of LID flow-through planters within common site areas that are not located above subterranean parking.

**B. Energy Conservation and Efficiency**

- a. Energy Star–labeled products and appliances shall be installed where appropriate.
- b. Meeting of Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on adopted energy efficiency standards requirements. Examples of design methods and technologies that shall be implemented may include, but not be limited to, high performance glazing on windows, appropriately-oriented shading devices, high efficiency boilers (if single metered), instantaneous water heaters (if individual meters), and enhanced insulation to minimize solar and thermal gain.
- c. Application of energy-saving technologies and components to reduce the project's electrical usage-profile. Examples of these components include compact fluorescent light bulbs (CFL), energy saving lighting schemes such as occupancy-sensing controls (where applicable), use of light emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate, green roofs, solar roofs and energy-efficient heating and cooling equipment.
- d. Incorporation of passive energy efficiency strategies, such as roof overhangs, porches, and inner courtyards. During operations in order to achieve maximum efficiency, while maintaining safety for residents and visitors, exterior lighting elements will be controlled by light sensors and/or timeclocks to avoid over lighting as appropriate.
- e. Commissioning of building energy systems to verify that the Project's building energy systems are installed, calibrated, and performing to the Owner's Project requirements.

**C. Transportation**

- a. Preparation and implementation of a Transportation Demand Management (TDM) Plan that shall promote the use of alternative transportation, such as mass-transit, ride-sharing, bicycling, and walking to reduce project trips and/or vehicle miles traveled.
- b. Provision of on-site bicycle storage for visitors and employees.
- c. Accessibility to multiple public transportation lines adjacent to the Project Site.
- d. Allocation of preferred parking for alternative-fuel vehicles, low-emitting, and fuel efficient and ride-sharing vehicles.
- e. As required, provision of electric vehicle charging stations.

D. Air Quality

- a. Participation in fundamental refrigerant management to preclude the use of chlorofluorocarbons (CFCs) in HVAC systems.
- b. Use of adhesives, sealants, paints, finishes, carpet, and other materials that emit low quantities of volatile organic compounds (VOCs) and/or other air quality pollutants.

E. Solid Waste

- a. At least 75 percent of construction and demolition debris from Project construction shall be diverted from landfills.
- b. Provide on-site recycling containers to promote the recycling of paper, metal, glass, and other recyclable materials and adequate storage areas for such containers.
- c. Use of building materials with 10 percent recycled-content for the construction of the Project.

F. Water Quality

- a. Installation of LID flow-through infiltration planters.
- b. Installation of catch basin inserts as applicable to provide runoff contaminant removal.
- c. Installation of catch basin screens as applicable.
- d. Reduce stormwater runoff through the introduction of new landscaped areas throughout the Project Site.
- e. During construction of the Project, Best Management Practices (BMPs) shall be implemented to control stormwater runoff and minimize pollutant loading and erosion effects.
- f. During operation, BMPs will be employed to control stormwater runoff and detain post-project flows to at minimum pre-project conditions shall be implemented.
- g. During operation, BMPs shall be implemented to minimize pollutant loading in stormwater runoff.

G. Noise Management

All building outdoor mounted mechanical and electrical equipment for the Project shall be designed to meet the noise requirements pursuant to the procedures and requirements for Site Plan and Design Review contained in CMC Section 9172.23. In addition, all outdoor loading dock and trash/recycling areas shall be fully or partially enclosed such that the line-of-sight between these noise sources (loading dock service area) and any adjacent noise sensitive land use shall be obstructed.

H. Construction and Design Elements

- a. Contractors will reference Partnership for Advancing Technology in Housing (PATH) and other current references for state-of-the-art construction methods, materials, and mechanical equipment and utilize same where applicable.

- b. Recycling and reuse of building and construction materials to the maximum extent feasible, including the on-site recycling and reuse of concrete removed during demolition and salvaging of existing appliances and fixtures.
- c. Waste diversion accounting shall be utilized.

## CHAPTER 6: ADMINISTRATION

The purpose of this chapter is to provide an outline of the steps necessary to implement the Specific Plan and applicable regulations in coordination with the City of Carson and other governing public agencies. This chapter is intended to address each of these elements for the benefit of the development team, the City and other relevant agencies, and interested citizens. California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to utilize Specific Plans for purposes of implementing the goals and policies of the City's General Plan. This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

### 6.1 SUBSEQUENT APPROVALS AND PLANS

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

#### 6.1.1 SUBDIVISION REGULATIONS

The subdivision process within the Specific Plan area shall be governed by the City's Subdivision Regulations and Municipal Code as well as the State Subdivision Map Act (California Government Code §66410 et. seq.). Processing procedures, submittal requirements, and findings required by the City's Subdivision Ordinance (Article IX – Chapter 2) will be regulated as set forth therein. A subdivision is anticipated to provide separation between the landfill portion and the remainder of the property.

#### 6.1.2 SITE PLAN REVIEW

Any proposed implementing development shall be subject to additional Site Plan and Design Review in accordance with CMC Section 9172.23.

#### 6.1.3 SIGN PROGRAM

A Signage Program will be prepared to provide for design continuity as outlined in Chapter 2, Design Standards and in accordance with CMC Section 9172.23.

#### 6.1.4 USES PERMITTED

In order to develop any uses listed as "D" (Director Approval) or "C" (Conditional Use Permit) in Table 2-1, Permitted Uses , an application shall be submitted in accordance with the requirements set forth in the CMC.

### 6.2 AMENDMENTS TO SPECIFIC PLAN

A. Amendments to the Specific Plan shall be processed in accordance with the applicable provisions of State law provided in California Government Code sections 65450 et seq. The procedure in Section 9172.11 of the CMC shall be followed for hearing, notice and decision of a Specific Plan Amendment by the Planning Commission and City Council. Each request for

amendment shall specify the sections or portions of the Specific Plan that are affected by the amendment. Consideration of a Specific Plan Amendment may be initiated by the Community Development Director, the Planning Commission or the City Council or upon the written request of any person, consistent with CMC Section 9172.11.

B. An application may be filed in accordance with CMC Section 9173.1 requesting a minor deviation from the development standards contained in the Specific Plan. Minor deviations are changes that do not significantly alter the development type and still meet the intent of the Specific Plan. The minor deviation process allows for refinement of features if any change is clearly consistent with the relevant goals, policies, programs and standards. The Community Development Director is authorized to approve a minor change, deviation or modification to the Specific Plan to allow the following:

1. Height of walls or fences to be increased by a maximum of one foot.
2. An increase in building height for architectural features or elements not exceeding ten percent.
3. A decrease in parking requirements of not more than 10 percent, subject to approval by the Community Development Director of a parking demand study.

The Community Development Director may refer any application for a public hearing before the Planning Commission that the Community Development Director determines may have impacts on surrounding land uses or special neighborhood or community significance.

### 6.3 CITY FEES AND PROJECT FINANCING

A. Development impact fees are monetary exactions (as opposed to taxes or special assessments) that are charged by local agencies in conjunction with approval of a development project. The fees are paid by builders or developers, typically at the time a building permit is issued. Impact fees are included in an adopted City fee schedule and are levied to defray all or a portion of the costs of a public facility, improvement, or amenity that benefits the project. Development in the Torrance/Main Specific Plan will participate in the existing City-wide development impact fee programs for traffic and transportation infrastructure, beautification projects, general government facilities, parks and recreation, utilities and sustainability efforts that are charged to all new development projects. Additional Project-specific impact fees may be tied to mitigation measures for any potential project impacts to City-wide public facilities beyond those anticipated by the adopted development impact fees charged to all projects.

B. Community Facility District

A community facilities district is a special taxing district that allows the financing of the installation, operation and maintenance of public improvements such as roads, flood and storm protective services, law enforcement services, street sweeping and maintenance of parks and

open space. Development in the Torrance/Main Specific Plan will submit an application as necessary to complete the Community Facility District annexation process.

#### C. Project Financing

Development in the Torrance/Main Specific Plan shall be privately funded. Public infrastructure costs that are not covered by the City's Development Impact Fee shall be the responsibility of the property owner or applicant.

#### 6.4 CEQA MITIGATION MEASURES

All CEQA mitigation measures shall be determined and outlined in the associated Environmental Impact Report for this Specific Plan.

#### 6.5 SEVERABILITY

If any section or clause of this Specific Plan is found to be invalid, such decision shall not affect the validity and enforceability of the remaining portions of this Plan.