

III. CIRCULATION

INTRODUCTION

The circulation plan establishes onsite improvements required to support vehicular movement in and around the project. The plan addresses area wide circulation, vehicular access and on site circulation, street improvements, street sections, and pedestrian circulation. The proposed improvements are supported by a traffic study completed for the project.

AREA WIDE CIRCULATION PLAN

Excellent regional access is supplied to the site via the Harbor Freeway adjacent to the site on the west and the San Diego I-110 Freeway on the north. Visibility to the site from the Harbor Freeway is supportive of commercial and office land uses.

EXISTING CIRCULATION

The site is bounded by Torrance Boulevard (an 80' right-of-way secondary highway) on the north and by Figueroa and Main Streets (100' right-of-way major highways) on the west and east respectively. These streets were recently improved to the standards required for their classifications in the General Plan. Torrance Boulevard is designated as a parkway requiring sidewalks and street trees, and it is also designated as a Class II bicycle route. All surrounding streets are designated truck routes. Signalized intersections occur at the Torrance/Figueroa and Torrance/Main Street intersections.

**VEHICULAR
ACCESS
AND ON-SITE
CIRCULATION**

If required, an internal drive (Freeman Street) will provide access for the Office, Industrial, R & D, Recreational / Entertainment, and Retail Commercial parcels. The drive will have a 76-foot right-of-way, as opposed to the General Plan requirement for industrial cul-de-sac street right-of-way of 64-feet. The wider street is anticipated to meet the needs of the project's traffic. Primary access points will be at signalized intersections on the surrounding streets. Unsignalized left and right turn access drives will also be located on the perimeter streets as shown on the Circulation Plan (Exhibit 9). However, it should be noted that at the time of development it will be determined, based on the land use, if the improvements for Freeman Street are required; if it is not installed, driveway locations shall be subject to City approval.

Five foot wide sidewalks will be provided adjacent to the curb on the perimeter and interior streets. Individual projects shall

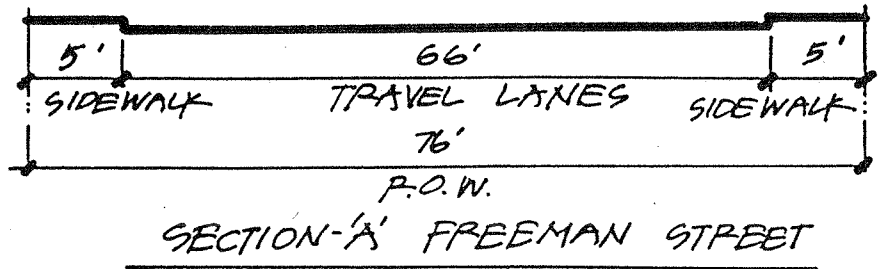


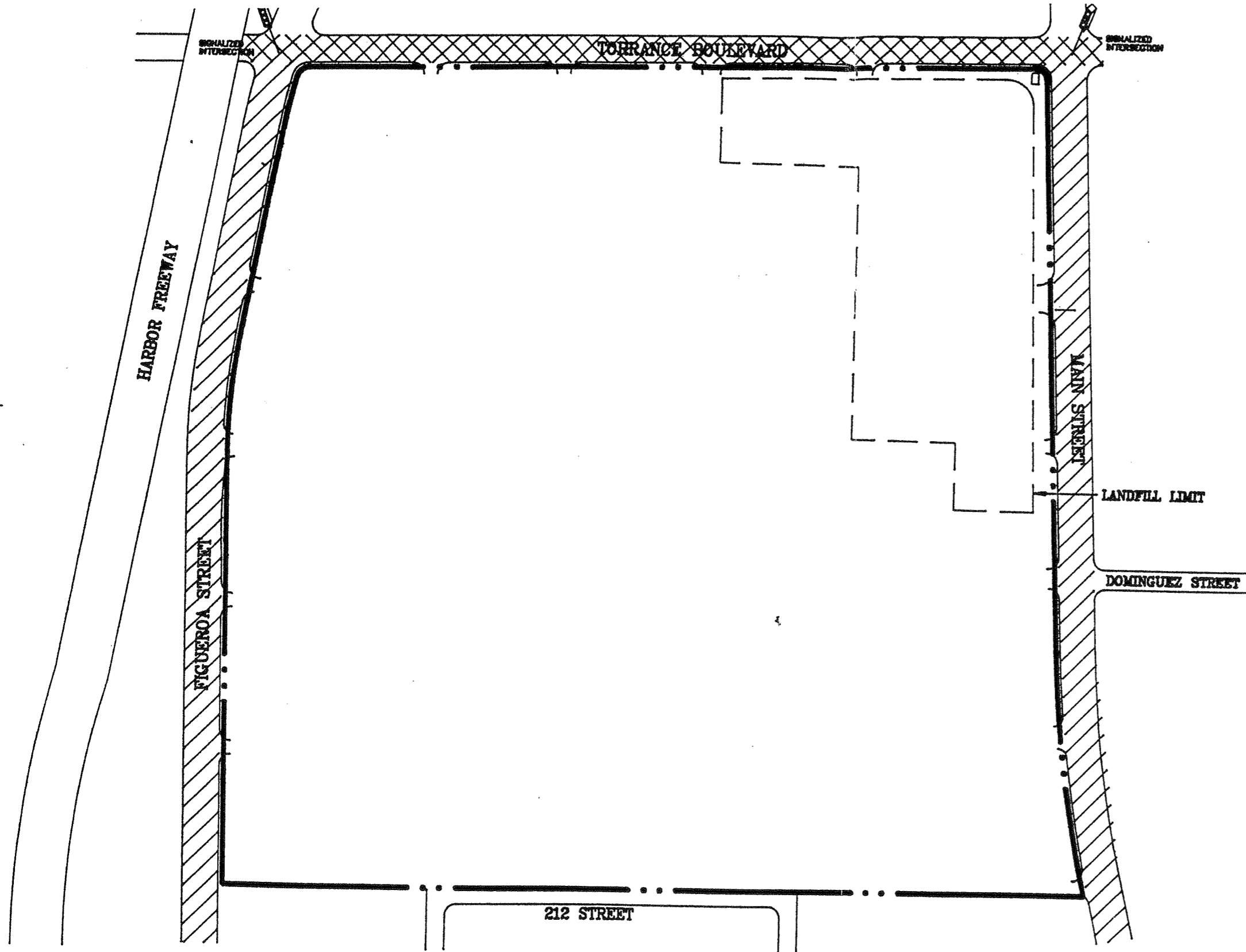
EXHIBIT 7-STREET SECTION

**PEDESTRIAN
CIRCULATION
AND
MASS TRANSIT**

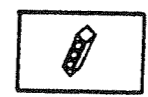
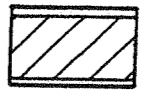
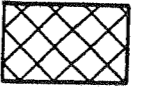
provide additional sidewalks where deemed necessary to promote safe pedestrian access through the site as required by the General Plan. Torrance Boulevard is a Class II bicycle route and should be supported through the provision of bicycle storage facilities by individual project developers. Bus stops on the perimeter streets will be provided as required by the City. Care will be taken to provide safe pedestrian spaces and connections to the interior pedestrian circulation system.

PARKING

All parking on the project shall be off-street. Parking standards are included in the Site Development section of this Specific Plan.

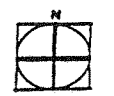


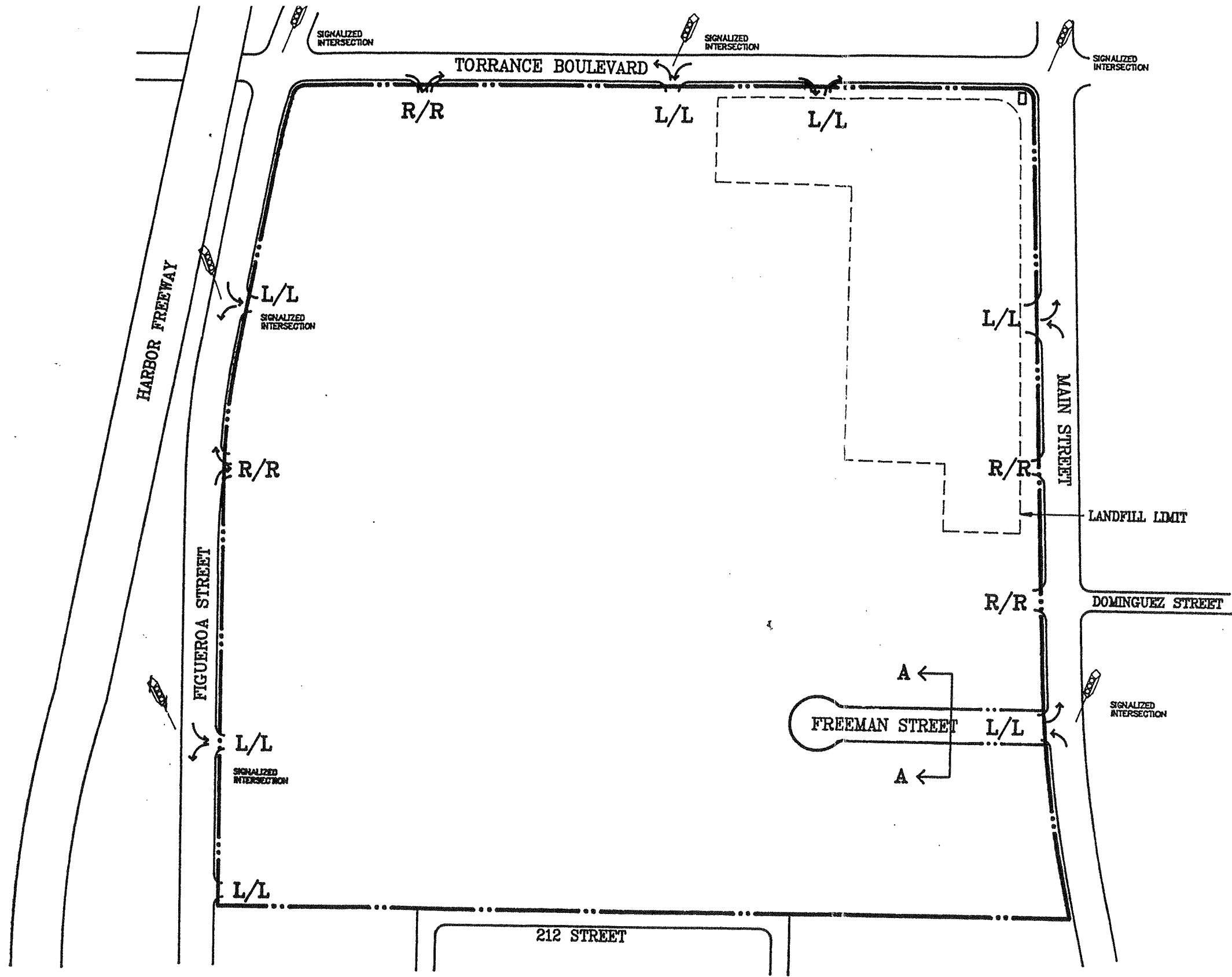
LEGEND

-  EXISTING SIGNALIZED INTERSECTION
-  MAJOR HIGHWAY 100' R.O.W.
-  SECONDARY HIGHWAY 80' R.O.W.

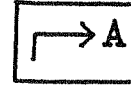
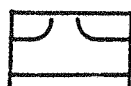


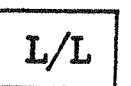
EXISTING STREET IMPROVEMENTS

EXHIBIT 8





LEGEND

-  SECTION LOCATION
-  ACCESS DRIVE
-  SIGNALIZED INTERSECTION
-  RIGHT IN/RIGHT OUT
-  LEFT IN/LEFT OUT

CIRCULATION PLAN

CARSON TOWN CENTER
 City of Carson • California ar Ltd.

SGPA ARCHITECTURE AND PLANNING
 SAN DIEGO 619 297-0131 • SAN FRANCISCO 415 398-0131

EXHIBIT 9

PROJECT NO. 8903 DATE 10/11/89 © SGPA

