



## CITY OF CARSON

### PLANNING COMMISSION STAFF REPORT

PUBLIC HEARING: May 26, 2015

SUBJECT: General Plan Amendment No. 95-14  
Zone Change No. 172-14  
Specific Plan No. 12-14  
Design Overlay Review No. 1567-14  
Sign Program No. 19-14

APPLICANT: Faring Capital  
8899 Beverly Blvd, Suite 716  
West Hollywood, CA 90048

REQUEST: Consider approval of the Avalon Specific Plan to develop a mixed-use project consisting of 357 residential units and 32,000 square feet of commercial uses

PROPERTY INVOLVED: 21521-21601 S Avalon Boulevard

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#### COMMISSION ACTION

☐ Concurred with staff  
☐ Did not concur with staff  
☐ Other

#### COMMISSIONERS' VOTE

AYE	NO		AYE	NO	
		Diaz			Schaefer
		Faletogo			Thomas
		Madrigal			
		Mitoma			
		Post			

***Item No. 11-A***

## **I. Introduction**

### *Property Owner:*

Carson Avalon Properties LLC, 410 S Beverly Drive, Beverly Hills, CA 90212

### *Applicant*

Faring Capital, 8899 Beverly Blvd, Suite 716, West Hollywood, CA 90048

### *Project Address*

21521-21601 S Avalon Blvd

### *Project Description*

The proposed project is for one 59-foot high mixed-use building with 221 residential units and 32,000 square feet of ground-floor commercial uses and one 54-foot high residential building with 136 residential units. The application includes a General Plan Amendment to change the land use designations of Regional Commercial and Mixed-Use Residential to Urban Residential; Zone Change to change the zoning map designations from CR-D (Regional Commercial – Design Overlay) and MU-CS (Mixed-Use Carson Street) to Avalon Specific Plan; proposal for a new Specific Plan; Design Review for multi-family residential units; and a Sign Program.

### *Current Improvements*

The site is currently improved with a gasoline service station, repair shop, and convenience store, small commercial retail center, stand-alone office building and associated parking areas. The site also includes two vacant lots owned by the City of Carson.

## **II. Project Site and Surrounding Land Uses**

The project site is located on the northwest corner of Carson Street and Avalon Boulevard. The site is an assemblage of seven parcels totaling 239,117 square feet or approximately 5.5 acres. The applicant holds title to four of the subject parcels (APNs 7337-011-015, -016, -032, -046). Title to the other three parcels (APNs 7331-011-900, -901, -902) is held by the City of Carson. The applicant is current in escrow to purchase the City owned lots, at market rate with no financial assistance, and final sale is contingent upon the applicant receiving entitlements.

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Site Information	
Existing General Plan Land Use Designation	Regional Commercial and Mixed-Use Residential
Proposed Land Use Designation	Urban Residential
Existing Zone District	CR-D (Regional Commercial – Design Overlay) and MU-CS (Mixed-Use Carson Street)
Proposed Zone District	Specific Plan
Site Size	5.5 acres
Present Use and Development	Commercial
Surrounding Uses/Zoning	North: Carson Primary Care Medical Clinic and United Samoan Church zoned CR-D (Regional Commercial – Design Overlay) South: Carl's Jr. restaurant, Ralph's supermarket and other small retail stores zoned CR-D (Regional Commercial – Design Overlay) East: Carson Civic Center zoned CR-D (Regional Commercial – Design Overlay) West: Villaggio apartments and other small retail stores zoned MU-CS (Mixed-Use Carson Street)
Access	Ingress/Egress: Avalon Boulevard and Carson Street

*Public Safety Issues*  
None.

### III. Analysis

#### General Plan Amendment

The project includes a General Plan Amendment application to utilize a newly created new land use designation and change the land use designation for the project site. The new land use designation proposed is Urban Residential, which includes a maximum density of 65 units per acre. On May 12<sup>th</sup>, the Planning Commission approved the Sepulveda and Panama mixed-use project which was the first to utilize the Urban Residential land use designation.

The City of Carson General Plan Land Use designation for this site is Mixed-Use – Residential and Regional Commercial. The density cap within the Mixed-Use – Residential designation is 33 units per acre. Residential is not permitted within the Regional Commercial designation. Since this project proposes a density of 65 units

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per acre, it requires the use of the proposed Urban Residential land use designation for the entire project site.

The project is consistent with General Plan policies. A summary of the Project's General Plan consistency is provided in Exhibit 5.

### Zone Change – Rezone

The project includes a zone change application to change the existing MU-CS (Mixed-Use Carson Street) and CR-D (Commercial, Regional with Design Overlay) zone designations. The project proposes The Avalon Specific Plan which requires a Specific Plan zone designation. Where the Carson Zoning Ordinance regulations and/or development standards are inconsistent with The Avalon Specific Plan, The Avalon Specific Plan standards and regulations shall prevail. However, any issue not specifically addressed in The Avalon Specific Plan shall be subject to the Carson Zoning Ordinance regulations.

### Specific Plan

Specific Plan is a planning tool included in state law that allows cities to adopt different development standards than those in a specific zone. The implementation of the project requires different development standards than those included in the MU-CS zone; therefore, the applicant proposes the new Avalon Specific Plan. The following provides a summary of the standards in the Specific Plan that are different than those in the MU-CS zone and CR-D zone:

### **Comparison of Zoning Regulations**

	<b>Avalon Specific Plan</b>	<b>MU-CS Zone</b>	<b>CR-D Zone</b>
Building Height	75 feet max	55 feet max	No height limit
Density	65 du/ac	35 du/ac	N/A
FAR	3.0	1.5	0.6
Parking	Residential Spaces Per 1-BR Unit: 1.5	Residential Spaces Per 1-BR Unit: 2.0	N/A
Uses	Animal Services: dog clip and wash, veterinary office or clinic (no animal hospital or kennel) - CUP  Alcoholic Sales for restaurants, grocery, food specialty markets or drugstores – Automatically Permitted <sup>1</sup>	Animal Services: dog clip and wash, veterinary office or clinic (no animal hospital or kennel) - CUP  Alcoholic Sales for restaurants, grocery, food specialty markets or drugstores – CUP <sup>2</sup>	Animal Services: dog clip and wash, veterinary office or clinic (no animal hospital or kennel) – Automatically Permitted  Alcoholic Sales for restaurants, grocery, food specialty markets or drugstores – CUP <sup>2</sup>

1: 300 foot separation distance from school, park or church measured front door to front door

2: 300 foot separation distance from school, park or church measured property line to property line

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## Uses

The project includes the following uses: retail, grocery, office, restaurant, and residential.

## Site Plan

The project site includes seven lots along Carson Street and Avalon Boulevard. The two proposed buildings on the site are oriented to the streets. A landscaped public plaza is provided at the corner of Avalon Boulevard and Carson Street at street level. The public plaza is a distinguishing element of this project and the conceptual design features include but are not limited to outdoor seating, movable tables and chairs, stone benches with down casting hanging lights, a coffee kiosk, chess tables, seasonal display areas for the grocery store and pharmacy, decorative enhanced paving that extends to the curb, outdoor dining areas for the restaurants, and a water feature.

Entrances to the ground floor commercial uses are accessible at the street level from the plaza as well as the streets. The two buildings are separated by an 18,000 square foot courtyard that includes private amenities available to residents. The rear of the buildings is surrounded by a gated fire access lane and private paseo.

Proposed open space includes 2.43 acres of amenities including approximately 44,500 square feet of courtyards, an approximately 26,400 square foot paseo and gated dog park, 10,000 square foot public plaza, and approximately 10,000 square feet of common recreational amenities including a fitness center, swimming pools, outdoor barbeque areas, community garden, and outdoor fireplace.

## Building and Architecture

The proposed project is divided into two structures. The eastern building ("Podium") at the corner of Avalon Boulevard and Carson Street has a maximum height of 59 feet. The Podium building is podium type construction of five stories that includes three stories of residential units above approximately 32,000 square feet of ground floor retail and restaurant uses, including two levels of garage and one level of subterranean parking garage. The Podium building will provide 221 residential units.

The westerly building ("Wrap") fronting Carson Street has a maximum height of 54 feet. The Wrap building includes four stories of residential units wrapped around four stories of residential parking garage. The Wrap building will provide 136 residential units. The project's average residential unit's size will be approximately 758 square feet.

The architectural character of the building exhibits a contemporary design. The façade wall surface features changes in textures, colors, materials and offsets that add a variety of depths to the wall plane. More specifically, the façade wall surface is articulated through the use of balconies, varied roof lines, window awnings and variation in window placement. The building entryways are enhanced through the use

of awnings and placement of signs above the entryways. The parking garages are seamlessly integrated into each of the buildings.

Across both buildings, the upper floors exhibit a high level of façade articulation. The Wrap building includes ground-level residential stoop units that meet the landscaped paseo, ground-level courtyard and sidewalk along Carson Street. The northerly side of the Podium building includes a commercial vehicle loading entrance and two resident vehicle parking garage entrances. The easterly side of the Podium building provides multiple pedestrian retail entrances and one vehicle parking garage entrance at the ground level.

### Sign Program

The Avalon Specific Plan includes a section that outlines standards for signage including size, height, colors and materials. The sign plans identify the location of the 22 signs that will be placed throughout the project site. In summary, the signage will include:

- Monument sign constructed of aluminum with perforated panel sides and internal LED illumination and aluminum letters
- Building mounted signs with halo channel letters and LED illumination
- Blade signs incorporated into the building with halo channel letters

### Landscaping

The proposed site plan includes approximately 26,448 square feet of landscaping. The conceptual landscape plan shows Skyline Honey Locust trees along Avalon Boulevard and London Plane trees along Carson Street, consistent with City Standards. Landscaped areas are provided in the public plaza, and sidewalk, courtyards, perimeter paseo, and perimeter fire lane. The landscape plant palette maximizes the use of drought-tolerant species and includes 17 different types of trees and 50 different types of shrubs and ground cover.

### Access and Parking

Access to the project site from Avalon Boulevard is provided via two 28-foot driveways, one for residential and commercial vehicles and another for solely commercial vehicles. A third driveway is provided from Carson Street for residential vehicles and utilizes the newly constructed signalized intersection. This driveway is 26 feet wide.

The project design includes 749 vehicle parking spaces and 37 bicycle parking spaces. This includes 609 vehicle parking spaces for the residential component and 140 parking spaces for the commercial component.

### Summary of Parking

Use	Code Requirement	Provided
Residential		
Studio	117	117
1-BD	316	237
2-BD	164	165
Guest	90	90
Sub-Total	687	609
Commercial		
Retail	90	90
Restaurant	50	50
Sub-Total	140	140
TOTAL	827	749*

\*Includes 20 ADA accessible parking spaces

As part of the proposed Specific Plan, the project proposes reduced residential parking. A parking analysis for the project (Linscott, Law and Greenspan Engineers, February 2015) indicates that the project meets the peak parking demand of 528 spaces (Attachment 6).

#### Public Outreach

Upon staff's request, on January 22, 2015, the applicant hosted a neighborhood meeting at the Juanita Millender-McDonald Community Center. Invites were sent to all property owners and tenants north of 220<sup>th</sup> Street, east of Grace Avenue, south of 213<sup>th</sup> Street, and west of Bonita Street/405 Freeway. According to the applicant, approximately fifty people attended and were able to view presentation boards and ask the applicants design team questions about the project. People asked questions about ownership of the residential units, landscaping, and street improvements.

In regard to the public notice posted on the property and mailed to property owners and tenants by the City, staff has received approximately 10 phone calls inquiring about the details of the project. The most common questions asked include length of construction schedule, proposed number of residential units, extent of the project site, and proposed type and name of commercial tenants.

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#### IV. Discussion

##### Issues

##### *Residential Density Limits*

Carson's General Plan establishes density limits for mixed-use projects. The maximum residential density for the Mixed-Use Residential designation is 33 units per acre. The residential portion of this project is 65 units per acre, and therefore exceeds the maximum allowed under the General Plan.

##### Solution

In order to address the residential density limits, the applicant is requesting approval of a specific plan, general plan amendment, and zone change. These approvals will change the maximum residential density for this project site by 85 percent to 65 units per acre. In staff opinion, the increase in density is necessary to stimulate development within the Carson Street corridor. This is the first project in the corridor to be entitled after the dissolution of the Carson Redevelopment Agency. Furthermore, the applicant is proposing to construct this project as a market rate project. All previously approved mixed use projects along Carson Street have received financial assistance from the former redevelopment agency.

Staff has advised the applicant that density limits may be exceeded through the use of a Specific Plan for projects that advance the goals and policies of the General Plan and provide community benefits. Community benefits are based on the principle that in exchange for providing incentives that increase development intensity, the City and the community at large should receive community benefits.

With regard to the General Plan, the proposed project does advance the goals and policies related to land use, transportation, housing and economic development. It provides a mix of uses that will serve nearby residents, public open spaces that will create pedestrian-friendly streets and new housing options that are vital to the creation of the vibrant corridor. In addition, the high quality design of the project at this prominent intersection at the center of Carson, at a property identified as a catalyst site in the Carson Street Master Plan, will serve as a model for future development and the continued revitalization of Carson Street.

With regard to community benefits, staff has been involved with ongoing negotiations with the applicant. The details of community benefits for this project are still being finalized with the applicant and will be presented to the Planning Commission at the hearing. The community benefits will be included as volunteered conditions of approval. For example, the applicant may provide public art, meet a portion of the project's energy needs from on-site renewable sources, install electric vehicle charging stations and provide a financial contribution.

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## **V. Environmental Review**

The City reviewed the environmental impacts of the proposed project pursuant to the California Environmental Quality Act (CEQA). A Draft Mitigated Negative Declaration (State Clearinghouse # 2015041021) was prepared and made available for a public review period from April 5, 2015 through May 5, 2015. The Draft Mitigated Negative Declaration found potentially significant impacts to aesthetics, air quality, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, and transportation/traffic. With the inclusion of the proposed mitigation measures, adverse impacts are mitigated to the maximum extent feasible and below a level of significance.

## **VI. Public Notice**

Public notice for this hearing was published in Our Weekly on May 14, 2015. Notices were mailed to property owners and tenants within 500 feet and interested persons on May 7, 2015. The agenda was posted at City Hall 72 hours prior to the Planning Commission meeting.

## **VII. Recommendation**

That the Planning Commission:

- **APPROVE** Design Overlay Review No. 1567-14 and Sign Program 19-14 subject to the conditions of approval attached as Exhibit "B" to the Resolution and contingent upon City Council approval of General Plan Amendment No. 95-14, Zone Change No. 172-14, and Specific Plan 12-14
- **RECOMMEND APPROVAL** of General Plan Amendment No. 95-14, Zone Change No. 172-14, Specific Plan No. 12-14 and adoption of the Mitigated Negative Declaration for the Avalon Project to the City Council;
- **WAIVE** further reading and **ADOPT** Resolution No. 15-\_\_\_, entitled "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING DESIGN OVERLAY REVIEW NO. 1567-14 and SIGN PROGRAM NO. 19-14 AND RECOMMENDING THAT THE CITY COUNCIL ADOPT GENERAL PLAN AMENDMENT NO. 95-14, ZONE CHANGE NO. 172-14, SPECIFIC PLAN NO. 12-14 AND MITIGATED NEGATIVE DECLARATION FOR THE CONSTRUCTION OF A 357-UNIT RESIDENTIAL MIXED-USE DEVELOPMENT FOR PROPERTY LOCATED AT 21521-21601 S AVALON BOULEVARD."


## **VIII. Exhibits**

1. Site Map
2. Development Plans
3. Specific Plan
4. Mitigated Negative Declaration
5. General Plan Consistency
6. Parking Study
7. Draft Resolution

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Prepared by:

  
Richard A. Rojas, AICP, Associate Planner

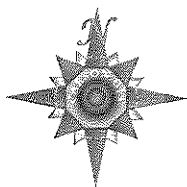
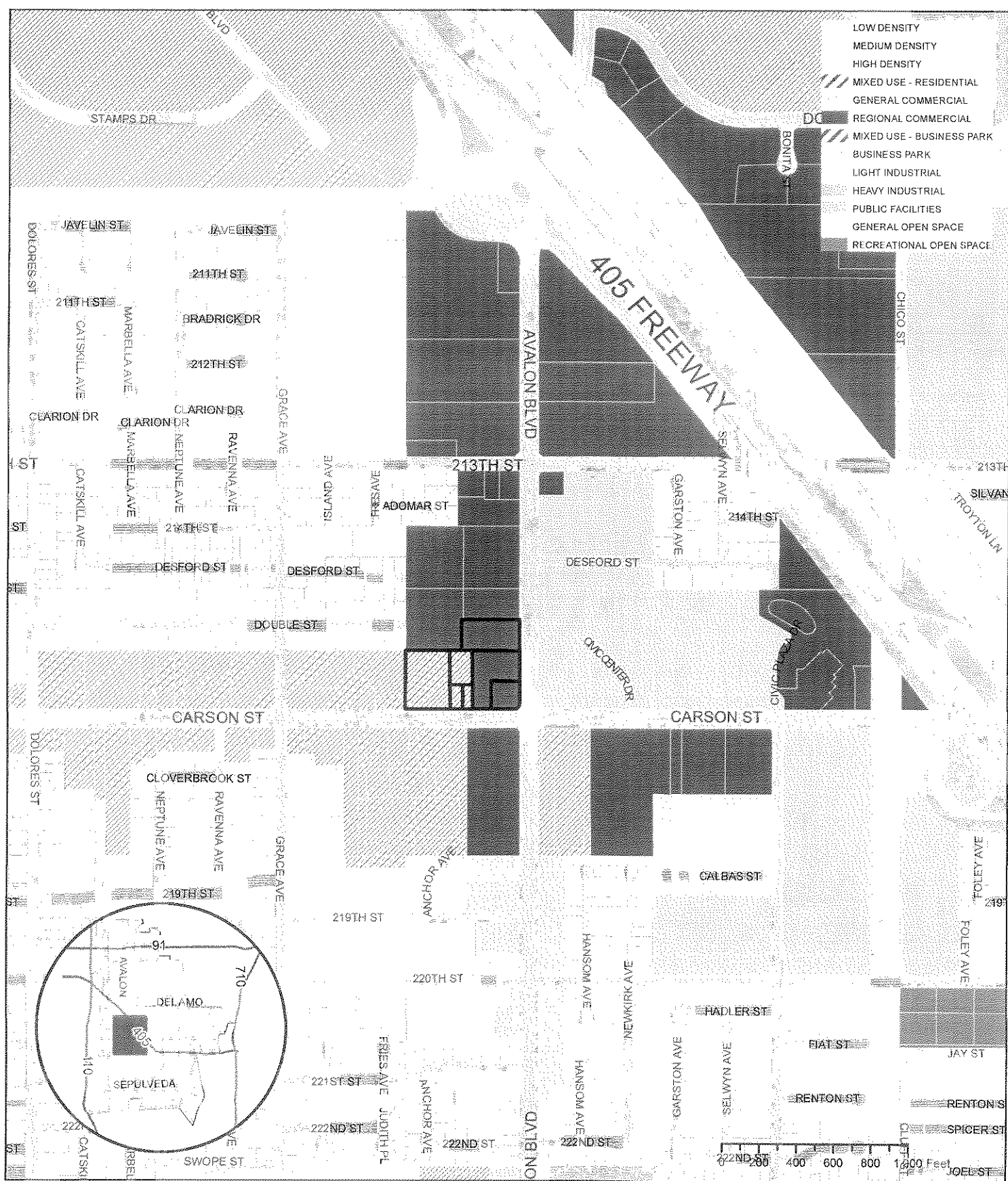
Reviewed and Approved by:

  
Saied Naaseh, Planning Manager

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City of Carson EX  
21521-21601 S Avalon Blvd  
Land Use Map

EXHIBIT NO. 10

## GENERAL PLAN CONSISTENCY ANALYSIS

The Avalon Mixed-Use Project is consistent with all applicable provisions of the Carson General Plan.

- 1. Land Use Element:** With respect to LU-5, the Project aims to replace the existing strip commercial center with enhanced neighborhood-serving retail and dining resources. By providing updated and improved commercial spaces and a new public plaza gathering place, the Project will help maximize the Site's commercial opportunities and market potential. With respect to LU-IM-5.7, through the Project's incorporation of the City of Carson Housing Authority's Successor Agency sites, the Project utilizes this measure to accomplish Goal LU-5.5. With respect to LU IM-5.8, the Project and its planned mix of uses will contribute to specialty retail, establishing "critical mass" at this key targeted intersection. With respect to LU-6, with its proposed mix of residential and non-residential uses and infrastructure improvements, the Project and its planned mix of uses will contribute to achieving a sustainable balance of development. With respect to LU-6.3: by requesting increased density in a mixed-use project, the Project will assist in implementing this Policy through providing a program of enhanced pedestrian facilities at a transit-oriented location with close proximity to multiple bus lines, including Torrance Transit Line along Sepulveda Boulevard. With respect to LU-6.6, the Project's affordable senior housing and improved commercial facility will generate increased revenues to the City while providing a balance of other community needs, including housing and public open space. With respect to LU-8, through the City's careful review of the Project, mixed-use will be promoted at this largely vacant site with excellent access to public transit, where allowing a higher and better mix of uses would be reasonable and beneficial to the City and its stakeholders. With respect to LU-8.1, through the City's careful review of the proposed Specific Plan, the Zoning Ordinance will be amended to allow a mixed-use project at this site with good access to public transit, and where allowing a higher and better mix of uses would be reasonable and beneficial to the City and its stakeholders. With regard to LU-8.3, the Project will encourage pedestrian traffic and will provide a consumer base for on- and off-site commercial uses, locating a higher density residential use in immediate proximity to commercial centers and neighborhood-serving retail. With respect to LU-12, the Project's high-quality architecture, and the choices in building and landscaping materials will help beautify this site and the neighborhood. With respect to LU-13, LU-13.1 and LU-13.5, the Project Site and its location along the Sepulveda Boulevard Corridor main arterial roadway signifies it as a key location for rhythmic streetscape improvements and beautifying landscaping treatments. Such improvements are detailed in the proposed Specific Plan and accompanying landscape architecture exhibits. With respect to LU-15, LU-15.1, LU-15.2, LU-15.4, LU-15.6, LU-15.7 the Project helps further the implementation measures intended to advance the above policies by: locating activities within easy walking distance of transit stops, providing a variety of unit sizes and affordability for the local supply of housing to support employment growth,

providing an ample supply of both public and private open space in the form of public plaza, enhanced pedestrian-friendly streetscapes, and multiple recreation areas internal to the site, incorporating trees, landscaping, and lighting that promotes pedestrian and bicycle use into the streetscape design. Therefore, the Avalon Mixed-Use Project is consistent with related policies of the GP Land Use Element.

2. **Economic Development Element:** With respect to Goal Number 2, the site's location directly across the street from City Hall, the Project's high-quality level of architecture and urban design, in combination with the incorporation of the City's Successor Agency parcels all suggest that the Project furthers this Goal. The improvement of pedestrian and vehicular circulation both on- and off-site are key components of the Project's design and implementation. With respect to Goal Number 4, the project site and its location along the Carson Street Corridor has been recognized as a targeted area for the expansion of the commercial base and a location appropriate for a significant mixed-use project, stimulating new residential and commercial expansion and providing basic resources for continued socio-economic growth in the City of Carson. With respect to Section 9.0, Issue No. 1, Goal 2, the Project aims to replace the existing strip center commercial uses with enhanced neighborhood-serving retail and dining resources. By providing updated and improved commercial spaces and a new public plaza gathering place, the Project will help maximize the site's commercial opportunities, market potential, and provide new employment opportunities. With respect to Section 9.0, Issue No. 1, Goal 2, Policy 2.1, the Project will replace and thus expand and enhance, the Site's commercial uses, and will provide mixed-use efficiencies by bringing market rate residences to the Site. This mix of uses will create opportunities for greater spending through ease of access, improving the economic opportunities of all businesses, both on-site and nearby off-site locations. Therefore, the Avalon Mixed-Use Project is consistent with related policies of the GP Economic Development Element.
3. **Housing Element:** With respect to Policy 2.7, the City's careful review of the proposed Avalon Specific Plan includes collaboration and peer review by a City-identified Urban Design consultant, furthering conformance with this policy. The buildings' designs are consistent with State and Regional sustainability standards. With respect to Policy 3.2, the incorporation of the City's Successor Agency vacant and underutilized parcels furthers this Goal. With respect to Policy 3.6 and Policy 3.7, locating the Project along a major arterial roadway promotes the efficient development of multi-family housing in close proximity to employment, transportation and activity centers. Therefore, the Avalon Mixed-Use Project is consistent with related policies of the GP Housing Element.
4. **Safety Element:** With respect to Policy SAF-6.3, the Project will provide 24-hour on-site security. Having residents on-site at all times will increase security by providing more "eyes on the street", a proven deterrent to criminal activity. The applicant will also consult and collaborate with the City's safety policy makers

and Sherriff's Department personnel to ensure that appropriately safe and secure building designs and procedures are implemented and executed. High risk conditions in both the public and private areas, such as dark alley and dark entrances, will be avoided by proper use of security lighting and landscape treatments that will not obstruct walkways and entrances. Therefore, the Avalon Mixed-Use Project is consistent with related policies of the GP Safety Element.

5. **Noise Element:** With respect to Policy N-7.1, studies of noise evaluated all noise and any potential impacts associated with its construction and operations. Appropriate noise mitigation for construction noise is addressed in N-8. Therefore, the Avalon Mixed-Use Project is consistent with related policies of the GP Noise Element.
6. **Air Quality Element:** With respect to Policy AQ-3.2, opportunities to aid and abet the use of alternative fuel vehicles and promote ridership on the local bus and metro rail lines will be implemented. As part of the Transportation/Traffic section of the Environmental Review document, Transportation Demand Management ("TDM") strategies and programs will be implemented to reduce travel demand (specifically that of single-occupancy private vehicles) in part in order to further this stated General Plan Air Quality Goal. Therefore, the Avalon Mixed-Use Project is consistent with related policies of the GP Noise Element.
7. **Transportation and Circulation Element:** With respect to Implementation Measure TI-IM-4.7, the project will provide pedestrian walkways which serve the proposed development and link to the City's existing pedestrian system. With regard to Implementation Measure TI-IM-4.12, the project will provide facilities for bicyclists to park and store their bicycles. With regard to Goal TI-5, the project will use Transportation Demand Management (TDM) measures to discourage the single-occupant vehicle. Therefore, the Avalon Mixed-Use Project is consistent with related policies of the GP Transportation and Circulation Element.

Vehicular access to and from the site is planned to be provided via one driveway along Carson Street and two driveways along Avalon Boulevard. Truck/delivery vehicle access to and from the commercial loading/unloading areas will be provided via the northerly Avalon Boulevard driveway. Further discussion of the proposed project site access and circulation scheme is provided in Section 3.0.

## **2.4 Proposed Project Parking**

The following sections summarize the parking demand analysis associated with the proposed Avalon Mixed-Use project. The analysis is used as a basis so that a determination can be made as to the adequacy of the future planned parking supply to meet the anticipated peak site-wide parking demand following development and full occupancy of the proposed Avalon Mixed-Use project.

### **2.4.1 Proposed Parking Supply**

Based on information provided by the project applicant team, a total of 749 parking spaces is planned to be provided to accommodate the proposed Avalon Mixed-Use project. This will include a total of 609 parking spaces for the residential component, 90 parking spaces for the retail component, and 50 parking spaces for the restaurant component. As outlined in the following section, City Code typically requires that two (2.0) parking spaces be provided for each multi-family residential unit with one or more bedrooms. The residential parking ratio being requested for approval by the City consists of the provision of one and a half (1.5) parking spaces for each multi-family residential unit with one bedroom. The remaining project land use components, including the proposed residential studio units, two or more bedroom units, residential guest parking, as well as the retail and restaurant uses, are expected to provide adequate parking to meet the Municipal Code parking requirements.

### **2.4.2 City of Carson Code Parking Requirements**

The City of Carson Municipal Code off-street parking requirements are set forth in Section 9162.21 (Parking Spaces Required) of the Municipal Code. In accordance with the Municipal Code parking regulations, the following parking requirements have been identified for the project site:

- Multi-Family Residential within a Mixed-Use (MU) District:
  - One covered space for every studio unit,
  - Two covered spaces for each unit with one or more bedrooms;
  - One guest space for every four units
- Retail: One space for each 300 square feet of gross floor area
- Restaurant: One space for each 100 square feet of gross floor area

Based on direct application of the Municipal Code parking requirements, a total of 827 parking spaces will be required for the project site as summarized below:

- Residential: Studios Units -  $117 \text{ units} \times 1.0 \text{ space/unit} = 117 \text{ spaces}$   
One Bedroom Units –  $158 \text{ units} \times 2.0 \text{ spaces/unit} = 316 \text{ spaces}$   
Two or More Bedroom Units –  $82 \text{ units} \times 2.0 \text{ spaces/unit} = 164 \text{ spaces}$   
Guests –  $357 \text{ units} \times 1.0 \text{ space/4 units} = 90 \text{ spaces}$
- Retail:  $27,000 \text{ GSF} \times 1.0 \text{ space/300 GSF} = 90 \text{ spaces}$
- Restaurant:  $5,000 \text{ GSF} \times 1.0 \text{ space/100 GSF} = 50 \text{ spaces}$

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Total City Code Required Project Parking = 827 spaces

Thus, strict application of Municipal Code parking requirements to the project when compared to the proposed project parking supply of 749 spaces would result in a shortfall of 78 spaces. As discussed in the previous section, the proposed project's retail and restaurant components will provide sufficient parking to meet the Municipal Code parking requirements. Therefore, the following sections appropriately focus on parking demand associated with the project's residential component only.

Based on the nature of the unit type mix, reviews of other parking standards established by other agencies in surrounding communities and parking demand characteristics at other apartment complexes similar to the proposed Avalon Mixed-Use project, it can be expected that the residential parking demand would be lower for the project than what is currently required by strict application of the City Code. The following sections provide a summary of these reviews.

#### 2.4.3 Comparison of Industry Standard Parking Ratios

In addition to reviewing Code parking requirements, the average peak parking demand for multi-family residential uses are often estimated using parking ratios contained in the ITE *Parking Generation*<sup>2</sup> publication. When utilizing the ITE publication, the parking demand for the residential (apartment) component of the proposed Avalon Mixed-Use project can be calculated based upon ratios per dwelling unit. More specifically, the ITE Land Use Code 221 (Low/Mid-Rise Apartment) average peak parking demand ratio was used to forecast the peak parking demand expected for the proposed residential component. It is noted that the ITE low/mid-rise apartment database consisted of a mix of urban and suburban sites throughout the United States. The parking demand ratios for urban and suburban sites, which reflect both resident parking demand and guest parking demand, are summarized below:

- Average peak period parking demand ratio (Urban): 1.20 spaces per dwelling unit (40 study sites, inclusive of resident and guest parking demand)
- Average peak period parking demand ratio (Suburban): 1.23 spaces per dwelling unit (21 study sites, inclusive of resident and guest parking demand)

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<sup>2</sup> *Parking Generation*, Institute of Transportation Engineers, 4<sup>th</sup> Edition, Washington D.C., 2010.





The ITE Land Use Code 221 average peak period parking demand ratio for low/mid-rise apartments is therefore either 1.20 or 1.23 spaces per dwelling unit depending on the location of the site. Application of the ITE published parking demand ratio for an urban location to the proposed 357-unit apartment project would yield an average peak residential parking demand of only 428 spaces (i.e., 1.20 spaces/du x 357 du = 428 parking spaces) for the residential component of the project.

The Urban Land Institute (ULI) also has published parking ratios for various land uses as summarized in their *Shared Parking*<sup>3</sup> manual. For residential (rental) units similar to the Avalon Mixed-Use project, the ULI publication cites the following recommended base parking ratio:

- Base parking demand ratio: 1.65 spaces per dwelling unit (including resident and visitor parking demand)

Application of the ULI published parking ratio to the proposed 357-unit apartment project would yield an average peak residential parking demand of 589 spaces (i.e., 1.65 spaces/du x 357 du = 589 parking spaces). While the ULI residential (rental) parking ratio is higher than the ITE publication (i.e., higher than 1.20 spaces per dwelling unit), it is still significantly lower than the City's Code parking requirement.

#### **2.4.4 Empirical Parking Demand Studies of Existing Multi-Family Residential Sites**

This section summarizes other site-specific apartment parking surveys that have been conducted by LLG Engineers. Empirical parking demand studies of existing multi-family residential sites that are similar in nature to the proposed project have been conducted. The purpose for these studies was to determine existing parking demand ratios for other multi-family residential sites that are similar in nature to the proposed project and to compare the parking demand using the derived empirical parking ratios to that calculated simply through strict application of the City Code.

The existing sites chosen for the empirical parking demand study were based on the following factors:

- Site Location: The existing facilities are located near a major arterial, have both dedicated and guest parking, and are located in transit rich areas.
- Demographics: Local community population and economic conditions similar to the City of Carson.
- Facility Amenities: The existing facilities provide similar types of amenities (e.g., swimming pool, club house, fitness center, etc.) as those planned for the proposed project.

A list of three comparable sites was identified. These sites were previously independently reviewed by LLG Engineers and were determined to be comparable to the proposed Avalon Mixed-Use project in terms of its relative unit size, unit mix, facility amenities, vicinity, and target population.



Each site was reviewed to document general on-site and on-street parking conditions, existing site development, current occupancy and other pertinent information. The following three multi-family residential sites were identified for inclusion in the parking demand analysis:

- Paragon at Old Town located at 700 S. Myrtle Avenue, Monrovia (163 units)
- Trio Apartments located at 44 N. Madison Avenue, Pasadena (304 units)
- Main Street Village located at 2555 Main Street, Irvine (481 units)

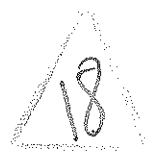
The site representatives also provided characteristics associated with each individual property, including the number and type of residential units, current occupancy data, property management information, parking control details, etc. Secured parking is provided on-site for the residents at each property.

Parking accumulation surveys were conducted at the three sites to document on-site parking demand. These surveys were conducted by a traffic count subconsultant (The Traffic Solution) in hourly time increments from 10:00 PM to 12:00 AM midnight for two consecutive mid-week days in September 2012 for the Main Street Village and Trio Apartments sites. For the Paragon at Old Town site, the parking accumulation surveys and license plate surveys were conducted in hourly time increments from 6:00 PM to 12:00 AM midnight in order to capture and include on-street and on-site parking demand by the residents and guests. It should be noted that for the Paragon site, vehicles that were parked on-street for more than three consecutive hours in the project vicinity and were not observed to patronize other nearby establishments in the area were assumed to be Paragon-related residents/guests. The on-street parking counts included observations along the north and south sides of Olive Avenue and Walnut Avenue, as well as the east and west sides of Myrtle Avenue along the property frontage. In addition, the parking counts also included vehicles parked in the visitor/guest spaces on the first level of the Paragon parking structure, which was signed for public parking. This ensured a conservative analysis of parking demand.

The survey days and time periods were selected based on a review of parking characteristics so as to capture the peak on-site parking usage periods. During the late evening time periods, most, if not all residents would be expected to occupy their units. Based on information provided by the site property managers, the three sites were near full occupancy with occupancy rates ranging between 94 to 96 percent at the time of the parking observations. The observed parking demand ratios at each site were then adjusted upward so as to reflect full (100%) occupancy. When accounting for full occupancy of all units, the peak parking demand ratios for these facilities ranged between 1.22 spaces per unit (i.e., Trio Apartments) to 1.48 spaces per unit (i.e., Paragon at Old Town). In addition, the average of the derived peak parking ratios for the three surveyed sites (accounting for 100% occupancy) was 1.36 spaces per unit.

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<sup>3</sup> *Shared Parking*, Urban Land Institute, 2<sup>nd</sup> Edition, 2005.



#### **2.4.5 Forecast Residential Peak Parking Demand**

As described above, based on the empirical surveys conducted at the three comparable sites, the highest peak parking demand ratio was determined to be 1.48 spaces per unit at the Paragon at Old Town development (adjusted upwards to account for full occupancy). As discussed previously, this empirical parking demand ratio accounts for the parking demand of the residents as well as other visitors or guests who utilize the public parking on the first level of the parking structure. Application of this peak parking demand ratio is appropriate as it results in the most conservative analysis based on the empirical site-specific survey data. Application of this peak parking demand ratio to the proposed 357-unit residential apartment project component yields a forecast peak parking demand of 528 spaces (i.e.,  $357 \times 1.48 = 528$  parking spaces]).

Based on a comparison of the proposed residential parking supply of 609 spaces and the forecast peak weekday residential parking demand of 528 spaces, it is determined that the parking supply is expected to be more than sufficient to meet the projected peak parking demand. This would likely result in a parking surplus of 81 spaces during the peak weekday evening conditions. It should be noted that during other time periods of the day and other days of the week, a greater parking surplus (i.e., more than 81 spaces) is expected for the proposed residential project component.



**CITY OF CARSON**  
**PLANNING COMMISSION**  
**RESOLUTION NO.**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING DESIGN OVERLAY REVIEW NO. 1567-14 and SIGN PROGRAM NO. 19-14 AND RECOMMENDING THAT THE CITY COUNCIL ADOPT GENERAL PLAN AMENDMENT NO. 95-14, ZONE CHANGE NO. 172-14, SPECIFIC PLAN NO. 12-14 AND MITIGATED NEGATIVE DECLARATION FOR THE CONSTRUCTION OF A 357-UNIT RESIDENTIAL MIXED-USE DEVELOPMENT FOR PROPERTY LOCATED AT 21521-21601 S AVALON BOULEVARD**

**THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:**

**Section 1.** An application was duly filed by the applicant, Faring Capital, with respect to real property located at 21521-21601 S Avalon Boulevard, and described in Exhibit "A" attached hereto, requesting the approval of a mixed-use project consisting of 357 residential units and 32,000 square feet of commercial uses. The request includes:

- General Plan Amendment (GPA) No. 95-14 to change the land use designations of Regional Commercial and Mixed-Use Residential to Urban Residential;
- Zone Change (ZCC) No. 172-14 to change the zoning map designations for the property from CR-D (Regional Commercial – Design Overlay) and MU-CS (Mixed-Use Carson Street) to Specific Plan;
- Creation of a new Specific Plan (SP) No. 12-14;
- Design Overlay Review (DOR) No. 1567-14 for multi-family residential units; and
- Sign Program (SPG) No. 19-14.

A public hearing was duly held on May 26, 2015, at 6:30 P.M. at City Hall, Helen Kawagoe Council Chambers, 701 East Carson Street, Carson, California. A notice of time, place and purpose of the aforesaid meeting was duly given.

**Section 2.** Evidence, both written and oral, was duly presented to and considered by the Planning Commission at the aforesaid meeting.

**Section 3.** Pursuant to The Avalon Specific Plan, any proposed development is subject to site plan and design review per Section 9172.23. The Planning Commission finds that:

- a) The proposed project is consistent and adheres to the Carson General Plan Urban Residential Land Use designation and adheres to the policies, goals and objectives of The Avalon Specific Plan. The proposed mixed-use development is consistent with development standards of The Avalon Specific Plan. The proposed project will occupy a prominent location at the intersection of Avalon Boulevard and Carson Street and will be an exemplary example of a mixed-use development. The commercial portion is oriented at the ground level along

Avalon Boulevard and Carson Street, which provides an urban presence and pedestrian-oriented amenities.

- b) The design and architecture of the proposed development conforms to all the applicable design and development standards of The Avalon Specific Plan. The architectural character of the building exhibits a contemporary design. The façade wall surface features changes in textures, colors, materials and offsets that add a variety of depths to the wall plane. More specifically, the façade wall surface is articulated through the use of balconies, varied roof lines, window awnings and variation in window placement. The building entryways are enhanced through the use of awnings and placement of signs above the entryways. The parking garages are seamlessly integrated into each of the buildings. Across both buildings, the upper floors exhibit a high level of façade articulation. On the westerly and northerly sides of the Wrap building, where the building meets the neighboring multi-family residential building, the building façade includes ground-level residential stoop units that meet the landscaped paseo. The northerly side of the Podium building includes a commercial vehicle loading entrance and two resident vehicle parking garage entrances. The easterly side of the Podium building provides multiple pedestrian retail entrances and one vehicle parking garage entrance at the ground level. The proposed site plan includes 26,448 square feet of landscaping. The conceptual landscape plan shows Skyline Honey Locust trees along Avalon Boulevard and London Plane trees along Carson Street, consistent with City Standards. Landscaped areas are provided in the Public Square, stop fronts and sidewalk, courtyards, perimeter paseo, and perimeter fire lane. The landscape plant palate maximizes the use of drought-tolerant species and includes 17 different types of trees and 50 different types of shrubs and ground cover.
- c) The project is pedestrian oriented as the building is oriented toward the street and retail uses will serve the residents and surrounding community. The commercial portion of the project is designed to encourage pedestrian activity. The on-site circulation pattern and parking areas meet the requirements of The Avalon Specific Plan.
- d) Proposed signage is attractive, effective and demonstrates restraint in graphic and color. The building entry is enhanced through the use of awnings and placement of signs above the entryways.

**Section 4. The Planning Commission finds:**

- a) The proposed General Plan Amendment and Rezone is consistent with the General Plan goals and policies for mixed use.
- b) State law requires compatibility/consistency between land use zoning classifications and the General Plan. The proposal to change the General Plan land use designation from to change the land use designation from Mixed-Use Residential to Urban Residential is consistent and compatible with the existing commercial uses to the east and west and residential used to the north and south of the subject site. In addition, the proposal to change the zoning from MU-CS and CR-D to Specific Plan would be compatible with the surrounding

uses and compatible/consistent with a General Plan land use designation of Urban Residential upon approval.

- c) The proposed project is consistent and adheres to the Carson General Plan Urban Residential Land Use designation and adheres to the policies, goals and objectives of The Avalon Specific Plan. The proposed mixed-use development is consistent with development standards of The Avalon Specific Plan. The proposed project will occupy a prominent location at the intersection of Avalon Boulevard and Carson Street and will be an exemplary example of a mixed-use development. The commercial portion is oriented at the ground level along Avalon Boulevard and Carson Street, which provides an urban presence and pedestrian-oriented amenities.
- d) The design and architecture of the proposed development conforms to all the applicable design and development standards of the The Avalon Specific Plan.
- e) The project is pedestrian oriented as the building is oriented toward the street and retail uses will serve the residents and surrounding community. The commercial portion of the project is designed to encourage pedestrian activity. The design and architecture of the proposed development conforms to all the applicable design and development standards of The Avalon Specific Plan. The architectural character of the building exhibits a contemporary design. The façade wall surface features changes in textures, colors, materials and offsets that add a variety of depths to the wall plane. More specifically, the façade wall surface is articulated through the use of balconies, varied roof lines, window awnings and variation in window placement. The building entryways are enhanced through the use of awnings and placement of signs above the entryways. The parking garages are seamlessly integrated into each of the buildings. Across both buildings, the upper floors exhibit a high level of façade articulation. On the westerly and northerly sides of the Wrap building, where the building meets the neighboring multi-family residential building, the building façade includes ground-level residential stoop units that meet the landscaped paseo. The northerly side of the Podium building includes a commercial vehicle loading entrance and two resident vehicle parking garage entrances. The easterly side of the Podium building provides multiple pedestrian retail entrances and one vehicle parking garage entrance at the ground level.
- f) The proposed mixed-use project is compatible with similar approved mixed-use projects and anticipated development along Carson Street. The development of the project site will be an asset to the City and adheres to the goals and vision of the General Plan. As such, the project is compatible with the existing and anticipated development of the area.
- g) The on-site circulation pattern and parking areas meet the requirements of The Avalon Specific Plan.
- h) The County Fire Department has reviewed the proposed project and concludes that adequate water supply exists to meet current and anticipated fire suppression needs. The County Fire Department has imposed several conditions, which are incorporated in the Conditions of Approval for this project.

**Section 5.** With respect to The Avalon Specific Plan, the Planning Commission finds:

- a) The Avalon Specific Plan ("Plan"), dated May 2015, will comply with the requirements of California Government Code Section 65451 in that the incorporation of the conditions attached to this Ordinance as Exhibit "B", Conditions of Approval, does specify in detail:
  - i. The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the Plan and needed to support the land uses as described in the Plan;
  - ii. Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable;
  - iii. A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the project;
  - iv. A statement of the relationship of the Specific Plan to the General Plan.

**Section 6.** The Planning Commission further finds that the development permitted by the proposed project will not have a significant effect on the environment as indicated in the Initial Study and Mitigated Negative Declaration prepared for this project.

**Section 7.** Based on the aforementioned findings, the Planning Commission hereby approves Design Overlay Review No. 1567-14 and Sign Program 19-14 subject to the conditions of approval attached as Exhibit "B" to the Resolution and recommends City Council approval of General Plan Amendment No. 95-14, Zone Change No. 172-14, and Specific Plan 12-14.

**Section 8.** The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

**Section 9.** This action shall become final and effective fifteen days after the adoption of this Resolution and subject to approval of General Plan Amendment No. 95-14, Zone Change No. 172-14, and Specific Plan 12-14 by the City Council unless within such time an appeal is filed with the City Clerk in accordance with the provisions of the Carson Municipal Code.

**PASSED, APPROVED AND ADOPTED THIS 26<sup>th</sup> DAY OF May, 2015.**

\_\_\_\_\_  
**CHAIRMAN**

**ATTEST:**

\_\_\_\_\_  
**SECRETARY**

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**CITY OF CARSON**  
**COMMUNITY DEVELOPMENT DEPARTMENT**  
**PLANNING DIVISION**  
**EXHIBIT "B"**  
**CONDITIONS OF APPROVAL**  
**DESIGN OVERLAY REVIEW NO. 1567-14**  
**SIGN PROGRAM NO. 19-14**

**GENERAL CONDITIONS**

1. If a building permit for Design Overlay Review No. 1567-14 and Sign Program No. 19-14 is not issued within one year of their effective date, said permit shall be declared null and void unless an extension of time is previously approved by the Planning Commission.
2. The approved Resolution, including the Conditions of Approval contained herein, and signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.
3. The applicant shall submit two complete sets of plans that conform to all the Conditions of Approval to be reviewed and approved by the Planning Division prior to the issuance of a building permit.
4. The applicant shall comply with all city, county, state and federal regulations applicable to this project.
5. Within forty-eight hours of approval of the subject project, the applicant shall deliver to the Planning Division a cashier's check or money order payable to the County Clerk in the amount of \$50.00 (fifty dollars) pursuant to SB 1535 to enable the city to file the Certificate of Fee Exemption citing a De Minimus Impact. If within such forty-eight hour period the applicant has not delivered to the Planning Division the above-noted cashier's check or money order, the approval for the project granted herein may be considered automatically null and void.
6. In addition, should the Department of Fish and Wildlife reject the Certificate of Fee Exemption filed with the Notice of Determination and require payment of fees, the applicant shall deliver to the Planning Division, within forty-eight hours of notification, a cashier's check or money order payable to the County Clerk in the amount of \$2,210.00. If this fee is imposed, the subject project shall not be operative, vested or final unless and until the fee is paid.

DOR No. 1567-14 & SPG No. 19-14





7. The applicant shall make any necessary site plan and design revisions to the site plan and elevations approved by the Planning Commission in order to comply with all the conditions of approval and applicable Zoning Ordinance provisions. Substantial revisions will require review and approval by the Planning Commission. Any revisions shall be approved by the Planning Division prior to Building and Safety plan check submittal.
8. The applicant and property owner shall sign an Affidavit of Acceptance form and submit the document to the Planning Division within 30 days of receipt of the Planning Commission Resolution.
9. Decision of the Planning Commission shall become effective and final 15 days after the date of Planning Commission action unless an appeal is filed in accordance with Section 9173.4 of the Zoning Ordinance.
10. A modification of the conditions of this permit, including additions or deletions, may be considered upon filing of an application by the owner of the subject property or his/her authorized representative in accordance with Section 9173.1 of the Zoning Ordinance.
11. It is further made a condition of this approval that if any condition is violated or if any law, statute ordinance is violated, this permit may be revoked by the Planning Commission or City Council, as may be applicable; provided the applicant has been given written notice to cease such violation and has failed to do so for a period of thirty days.
12. Precedence of Conditions. If any of the Conditions of Approval alter a commitment made by the applicant in another document, the conditions enumerated herein shall take precedence unless superseded by a Development Agreement or Specific Plan, which shall govern over any conflicting provisions of any other approval.
13. City Approvals. All approvals by City, unless otherwise specified, shall be by the department head of the department requiring the condition. All agreements, covenants, easements, deposits and other documents required herein where City is a party shall be in a form approved by the City Attorney. The Developer shall pay the cost for review and approval of such agreements and deposit necessary funds pursuant to a deposit agreement.
14. Covenant, Conditions, and Restrictions (CC&Rs). Covenants, Conditions and Restrictions (CC&Rs) shall be established for the project. The applicant or successor in interest shall pay for the cost of review and approval of the CC&Rs by the City Attorney. The CC&Rs shall provide for proper maintenance of the property and include other necessary conditions to carry out the terms herein, and shall be enforceable by the City, and recorded prior to development of any parcels. An initial deposit of \$5,000.00 is required to cover processing costs. The applicant shall pay the cost for review and



approval of such agreements and deposit necessary funds pursuant to a deposit agreement.

15. **Deposit Account.** A trust deposit account shall be established for all deposits and fees required in all applicable conditions of approval of the project. The trust deposit shall be maintained with no deficits. The trust deposit shall be governed by a deposit agreement. The trust deposit account shall be maintained separate from other City funds and shall be non-interest bearing. City may make demands for additional deposits to cover all expenses over a period of 60 days and funds shall be deposited within 10 days of the request therefore, or work may cease on the Project.
16. **Indemnification.** The Applicant shall defend, indemnify and hold harmless the City of Carson, its agents, officers, or employees from any claims, damages, action, or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul, or in any way related to the approval of the City, its advisory agencies, appeal boards, or legislative body concerning Design Overlay Review No. 1569-15. The applicant shall provide a deposit in the amount of 100 percent of the City's estimate, in its sole and absolute discretion, of the cost of litigation, including the cost of any award of attorney's fees, and shall make additional deposits as requested by the City to keep the deposit at such level. The City may ask for further security in the form of a deed of trust to land of equivalent value. If the applicant fails to provide or maintain the deposit, the City may abandon the action and the applicant shall pay all costs resulting therefrom and the City shall have no liability to the applicant.
17. ***Approval of Design Overlay Review No. 1567-14 and Sign Program No. 19-14 is contingent upon City Council approval of General Plan***
18. ***Amendment No. 95-14, Zone Change No. 172-14, Specific Plan 12-14 and adoption of the Mitigated Negative Declaration for the Avalon Project. If as a result of City Council's approval of the said application, any portion of Design Overlay Review No. 1567-14 or Sign Program No. 19-14 becomes inconsistent with those approvals, the applicant shall file a modification to Design Overlay Review No. 1567-14 and/or Sign Program No. 273-15.***

## **AESTHETICS**

19. There shall be no substantial deviation of architectural design or details from the approved set of plans. Any alteration shall be first approved by the Planning Division. A determination of whether an alteration constitutes a substantial change shall be made by the Planning Division.
20. Down spouts shall be interior to the structure or architecturally integrated into the structure to the satisfaction of the Planning Division.

21. Any roof-mounted equipment shall be screened to the satisfaction of the Planning Division.
22. Incorporate additional landscaping to screen and block specific project areas that could be subject, as determined by the Planning Division, to graffiti.
23. Graffiti shall be removed from all areas within three (3) days of written notification by the City of Carson, including graffiti found on perimeter walls and fences. Should the graffiti problem persist more than twice in any calendar year, the matter may be brought before the Planning Commission for review and further consideration of site modification (i.e. fencing, landscaping, chemical treatment, etc.).
24. The proposed project site shall be maintained free of debris, litter and inoperable vehicles at all times. The subject property shall be maintained to present an attractive appearance to the satisfaction of the Planning Division.
25. Prior to Issuance of Building Permit, the specification of all colors and materials must be submitted and approved by the Planning Division.

#### **FENCE/WALLS**

26. Perimeter walls shall be architecturally coordinated with the project building and subject to the approval of the Planning Commission.
27. Where walls are used, they shall be of decorative material to include stucco block, slump stone or split face.
28. Chain-link fencing, including barbed and concertina wire, shall be removed. Decorative wrought iron fencing or a wall shall be used as a replacement if necessary.

#### **LANDSCAPE/IRRIGATION**

29. Comply with the provisions of Section 9168 of the Zoning Ordinance, "Water Efficient Landscaping."
30. Landscaping shall be provided with a permanently installed, automatic irrigation system and operated by an electrically-timed controller station set for early morning or late evening irrigation.
31. The proposed irrigation system shall include best water conservation practices.
32. Installation of 6" x 6" concrete curbs are required around all landscaped planter areas, except for areas determined by National Pollutant Discharge Elimination System (NPDES) permit or other applicable condition of approval that requires certain landscaped areas to remain clear of concrete curbs for more efficient storm water runoff flow and percolation. Revised landscaping



and irrigation plans shall be reviewed and approved by the Planning Division should subsequent modifications be required by other concerned agencies regarding the removal of concrete curbs.

33. Installation, maintenance, and repair of all landscaping shall be the responsibility of the property owner.
34. Prior to issuance of building permit, the applicant shall submit two sets of landscape and irrigation plans drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Planning Division.

### **SAFETY**

35. *The applicant shall install and maintain a recorded video system with 24-hour monitoring to serve as a deterrent to criminal and nuisance activity as approved by the Los Angeles County Sheriff's Department.*
36. *Prior to the issuance of a building permit, the applicant shall submit a comprehensive lighting plan to the Planning Division.*

### **LIGHTING**

37. Shall provide adequate lighting for the parking areas.
38. All exterior lighting shall be provided in compliance with the standards pursuant to Section 9147.1 of the Zoning Ordinance.
39. Such lights are to be directed on-site in such a manner as to not create a nuisance or hazard to adjacent street and properties, subject to the approval of the Planning Division.

### **PARKING**

40. All driveways shall remain clear. No encroachment into driveways shall be permitted.
41. All areas used for movement, parking, loading, or storage of vehicles shall be paved and in accordance with Section 9162.0 of the Zoning Ordinance.

### **SIGNS**

42. Business signs and sign structures shall be permitted in substantial conformance with Specific Plan and development plans which have been approved pursuant to the Site Plan and Design Review procedures (including the number of signs and sign structures to be permitted) as provided in Section 9172.23 of the Zoning Ordinance.
43. All permitted business signs must be in compliance with the provisions of Section 9146.7 of the Zoning Ordinance. In the event of an inconsistency



between the Specific Plan approved for the Project and the Zoning Ordinance, the Specific Plan shall control.

### **TRASH**

44. Trash collection shall comply with the requirements of the City's trash collection company.
45. Trash enclosures shall measure a minimum of fourteen (14) feet wide by six (6) feet deep as required by the City's trash collection company.
46. The trash enclosure and recycling area shall be located on a four inch concrete pad screened by a six foot high decorative concrete block wall that is compatible with the architectural design of the main building. A painted metal, self-closing door shall be used for enclosing the entrance to the trash and recycling areas.
47. Recycling areas shall be provided in accordance with Sections 9164.4 and 9164.5 of the Zoning Ordinance. The number and size of recycling facilities are subject to the Planning Division.
48. Prior to issuance of building permit, the trash and recycling area enclosure design is to be approved by the Planning Division.

### **UTILITIES**

49. All utilities and aboveground equipment shall be constructed and located pursuant to Section 9146.8 of the Zoning Ordinance, unless otherwise provided for in these conditions.
50. Public utility easements shall be provided in the locations as required by all utility companies with easements free and clear of obstructions, and electrical utilities shall be installed underground.
51. The applicant shall remove at his/her own expense any obstructions within the utility easements that would interfere with the use for which the easements are intended.
52. Any aboveground utility cabinet or equipment cabinet shall be screened from the public right-of-way by a decorative block wall or landscaping, to the satisfaction of the Planning Division.

### **BUILDING AND SAFETY DIVISION**

53. Submit development plans for plan check review and approval.
54. Obtain all appropriate building permits and an approved final inspection for the proposed project.



55. Prior to issuance of building permit, proof of worker's compensation and liability insurance must be on file with the Los Angeles County Building and Safety Division.

## **ENGINEERING SERVICES DEPARTMENT – CITY OF CARSON**

### ***General Conditions***

56. Any existing off-site improvements damaged during the construction shall be removed and reconstructed per City of Carson standard plan and to the satisfaction of the City Engineer.
57. A construction permit is required for any work to be done in the public right-of-way.
58. Compliance with the applicable LID requirements including best management practices to control storm water pollution from construction activities and facility operations.

### ***Prior to Issuance of Grading Permit***

59. Submit a copy of approved grading plans on bond paper for review and obtain approval from the City of Carson Engineering Division.
60. Show any improvements within the public right-of-way (eg. Driveways, sidewalk, parkway drains, trees, curb/gutter, alley) on the grading plan for review and obtain approval from the City of Carson Engineering Division.

### ***Prior to Issuance of Building Permit***

61. A Covenant and Agreement for an existing easement shall be recorded with the Los Angeles County Recorder's office. Said document shall indicate all easements.
62. Submit a copy of approved plans on mylars (*such as, Sewer, Street and/or Storm Drain Improvements, whichever applies*) for review and obtain approval from the City of Carson Engineering Division
63. Construction bond for all work to be done within the public right-of-way shall be submitted and approved by Engineering Services.
64. Submit improvement plans showing all the required improvements in the public right-of-way for review and approval of the City Engineer. A copy of the approved conditions of approval shall be attached to the plans submitted.
65. Provide proof of Worker's Compensation and Liability Insurance.
66. Submit drainage/grading plans prepared by a registered civil engineer to the satisfaction by the Los Angeles County Department of Public Works.

67. Submit for review and obtain approval of soils report, sewer area study, drainage concept, hydrology study and storm water quality plan. Building permit issuance will not be granted until the required soils, sewer, drainage concept, hydrology study and storm water information have been received and found satisfactory.
68. Required to comply with mitigation measures recommended in the approved soils, sewer area study, drainage concept, hydrology study and storm water quality plan.
69. Submit a sewer area study to the Los Angeles County Department of Public Works (LACDPW) to determine if capacity is adequate in the sewerage system to be used as the outlet for the sewer of this development. If the system is found to have insufficient capacity, the problem must be addressed and resolved to the satisfaction of the Los Angeles County Sewer Department.
70. Quitclaim or relocate any easements interfering with building locations to the satisfaction of the City, appropriate agency or entity.
71. Additional right-of-way may be required beyond the existing right-of-way line. Dedicate 8-ft of additional right-of-way abutting the development along Avalon Blvd. New right-of-way line shall be 58-ft from existing centerline. Developer shall prepare legal description for right turn pocket dedication for review and approval by the City Engineer and Recordation with County Recorder's Office.
72. Additional right-of-way may be required beyond the existing right-of-way line abutting the development along Carson St. Developer shall prepare an easement dedication for sidewalk accessibility and bus shelter abutting development along Carson St. Additional right-of-way shall be provided for the diagonal to accommodate ADA accessible ramp at the corner of Carson St. and Avalon Blvd.
73. All existing overhead utility lines less than 12 kilovolts shall be underground to the satisfaction of the City Engineer. Alternatively, at the City Engineer's discretion, the City may accept an in-lieu fee in an amount determined by the City Engineer to be sufficient to cover the costs of such underground provided the applicant deposits the full amount of the deposit of the in-lieu fee before the issuance of Building Permits. Undergrounding estimate shall be prepared by Southern California Edison and shall be submitted to the City Engineer for his determination.
74. All new utility lines, servicing the proposed development shall be underground to the satisfaction of the City Engineer.
75. The developer shall submit improvement plans to the Development Services Group – Engineering Division showing all the required improvements in the public right of way for review and approval of the City Engineer. A copy of the

DOR No. 1567-14 & SPG No. 19-14

approved conditions of approval shall be attached to the plans when submitted.

- a) Street improvements along Avalon Boulevard and Carson Street
- b) Sewer Main Improvements along Avalon Boulevard and Carson Street, as mentioned by the aforementioned sewer area study
- c) Storm Drain Improvements along Avalon Boulevard and Carson Street, as mentioned by the aforementioned sewer area study

76. Paint curbs red along Avalon Boulevard and Carson Street within or abutting this proposed development. Plans showing the proposed red curbs shall be submitted to the Traffic Engineer for review and approval.

*Prior to Issuance of Certificate of Occupancy*

77. Submit the approved off-site improvement plans electronically stored on a CD in AutoCAD format that is prepared by a licensed engineer.
78. Install separate sewer laterals to individually serve each building in the development. Installation and dedication of the main line sewers may be necessary to meet this requirement.
79. Comply with all requirements from Los Angeles County Sewer Maintenance Division for maintenance of new and/or existing sewer main, relating to this development, prior to release of all improvement bonds.
80. Provide to the City Engineer an executed written statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the development and that water service will be provided to each building.
81. Comply with mitigation measures recommended by the water purveyor.
82. Construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study subject to the approval of the City Engineer.
83. Repair any broken or raised/sagged sidewalk, curb and gutter within the public right of way along Avalon Boulevard and Carson Street abutting this proposed development per City of Carson Standard and to the satisfaction of the City Engineer.
84. Replace any missing sidewalk areas located within the public right-of-way along Avalon Boulevard and Carson Street abutting this proposed development per City of Carson Standard and to the satisfaction of the City Engineer.





85. Remove and replace any broken/damaged driveway approach within the public right of way along Avalon Boulevard and Carson Street abutting this proposed development per City of Carson Standard and to the satisfaction of the City Engineer.
86. Modify existing driveways within the public right of way along Avalon Boulevard and Carson Street abutting this proposed development per City of Carson Standard to comply with the American Disability Act (ADA) requirements and to the satisfaction of the City Engineer.
87. Construct new driveway approaches per City of Carson Standard and in compliance with the American Disability Act (ADA) requirements. The Developer shall protect or relocate any facilities to accommodate the proposed driveway approach. The maximum driveway approach width allowed for the site is 30 feet.
88. Plant approved parkway trees on locations where trees in the public right of way along Avalon Blvd. and Carson St. abutting this proposed development are missing per City of Carson Standard Nos. 117, 132, 133 and 134.
89. Install irrigation system for the purpose of maintaining the parkway trees to be planted within the public right of way along Avalon Boulevard and Carson Street abutting this proposed development.
90. Install/Modify existing raised landscaped median along Carson St. per the approved Carson St. Master Plans or to the satisfaction of the City Engineer.
91. The owner shall annex the area to the L.A. County Lighting Maintenance District, for the purpose of operating and maintaining the streetlights to be installed to the satisfaction of the L.A. County Lighting Maintenance District. Additional streetlight installation or upgrade to existing streetlights may be required as part of the annexation. (*annexation procedure is approximately 12-months*) Contact LACDPW Traffic Lighting Joaquin Herrera (626)300-4770
92. Install street lights on concrete poles with underground wiring in the public right-of-way along Avalon Boulevard and Carson Street abutting this proposed development to the satisfaction of the Los Angeles County Street Lighting Division, Department of Public Works. Contact Los Angeles County Department of Public Works (LACDPW) Traffic Lighting Jeff Chow (626) 300-4753.
93. Install striping and pavement legend per City of Carson standard.
94. If needed, easements shall be granted to the City, appropriate agency, or entity for the purpose of ingress, egress, constructions, and maintenance of all infrastructures constructed and American Disability Act (ADA) accessibility for this for this development to the satisfaction of the City Engineer and/or appropriate agency or entity.

95. Streets abutting the development, with new utility trench cuts to serve the development, shall be slurry sealed from curb-to-curb or from median-to-curb when medians are existing or as approved by the City Engineer. Slurry Seal materials shall be rubberized emulsion aggregate slurry (REAS)
96. All infrastructures necessary to serve the proposed development (water, sewer, storm drain, and street improvements) shall be in operation.
97. Modify curb and gutter per Carson St. Master Plan along Carson St.

#### **FIRE DEPARTMENT**

98. The proposed development shall obtain approval and comply with all Los Angeles County Fire Department requirements (i.e. fire hydrant installations and fire flow requirements).

#### **BUSINESS LICENSE**

99. All parties involved in the subject project located at 21521-21601 S Avalon Blvd including to but not limited to contractors and subcontractors are required to obtain a city business license per Section 6310 of the Carson Municipal Code.

## **MITIGATION MEASURES**

### ***AESTHETICS***

100. AES-1: Prior to the issuance of grading permits, the Chief Building Official shall confirm that the Final Development Plans and Grading Plans require construction equipment staging areas to use appropriate screening (i.e., temporary fencing with opaque material) to buffer views of construction equipment and material, when feasible.

### ***AIR QUALITY***

101. AQ-1: Prior to issuance of any Grading Permit, the City Engineer and the Chief Building Official shall confirm that the Grading Plan, Building Plans, and specifications stipulate that, in compliance with SCAQMD Rule 403, excessive fugitive dust emissions shall be controlled by regular watering or other dust prevention measures, as specified in the SCAQMD's Rules and Regulations. In addition, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site shall be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust;
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering shall occur if dust is observed migrating from the site during site disturbance;
- Any on-site stockpiles of debris, dirt, or other dusty material shall be enclosed, covered, or watered twice daily, or non-toxic soil binders shall be applied;
- All grading and excavation operations shall be suspended when wind speeds exceed 25 miles per hour;
- Disturbed areas shall be replaced with ground cover or paved immediately after construction is completed in the affected area;
- Gravel bed trackout aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) shall be installed to reduce mud/dirt trackout from unpaved truck exit routes;
- On-site vehicle speed shall be limited to 15 miles per hour;
- All on-site roads shall be paved as soon as feasible, watered twice daily, or chemically stabilized;
- Visible dust beyond the property line which emanates from the project shall be prevented to the maximum extent feasible;

- All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust prior to departing the job site;
- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Track-out devices shall be used at all construction site access points; and
- All delivery truck tires shall be watered down and/or scraped down prior to departing the job site.

### ***CULTURAL***

102. CUL-1: If evidence of subsurface archaeological resources is found during construction, excavation, and other construction activity in that area shall cease and the construction contractor shall contact the City of Carson Community Development Department. With direction from the Community Development Department, an archaeologist certified by the County of Los Angeles shall be retained to evaluate the discovery prior to resuming grading in the immediate vicinity of the find. If warranted, the archaeologist shall collect the resource and prepare a technical report describing the results of the investigation. The test-level report shall evaluate the site including discussion of significance (depth, nature, condition, and extent of the resources), final mitigation recommendations, and cost estimates
103. CUL-2: If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area shall cease and the construction contractor shall contact the City of Carson Community Development Director. With direction from the Community Development Director, a paleontologist certified by the County of Los Angeles shall evaluate the find prior to resuming grading in the immediate vicinity of the find. If warranted, the paleontologist shall prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

### ***GEOLOGY & SOILS***

104. GEO-1: Prior to issuance of a building permit, the Building Official shall ensure that final engineering plans meet the design parameters for seismic safety identified in the latest version of the City Building Code seismic design standards, California Building Code and the Geotechnical Investigation, Mixed-Use Development NWC of Avalon Boulevard and Carson Street, Carson, California, (Geotechnical Investigation) prepared by Geotechnical Professionals, Inc. (dated November 24, 2014).

### ***GREENHOUSE GAS EMISSIONS***

105. The project shall include, but not be limited to, the following improvements, which shall be incorporated into the project site plans to ensure consistency with adopted statewide plans and programs. The project applicant shall



demonstrate compliance with this measure, before issuance of Building or Occupancy Permits, as noted below.

#### Transportation

- Compliance with Municipal Code Part 6, Division 5, Transportation Demand and Trip Reduction Measures (Building Permit).
- Implement a trip reduction program, for which all employees shall be eligible to participate. These programs can include carpooling, ride-matching, preferential carpool parking, flexible work schedules for carpools, a half-time transportation coordinator, vanpool assistance, bicycle parking, showers, and locker facilities. Trip reduction programs shall achieve at least a 1 percent trip reduction (Occupancy Permit). This measure is not applicable to residential uses.
- Provide a ride sharing program, for which all employees shall be eligible to participate (Occupancy Permit). This measure is not applicable to residential uses.

#### Energy Efficiency

- Install high efficiency lighting. High efficiency lighting shall achieve at least a 16 percent reduction in power rating by using either high efficiency fixtures and/or bulbs (Building Permit).

#### Water Conservation and Efficiency

- Compliance with Municipal Code Chapter 10, Water Conservation and Sustainability Measure (Building Permit).
- Install water-efficient fixtures (e.g., low-flow faucets, toilets, showers) (Building Permit).

#### Solid Waste

- Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) (Building Permit).
- Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas (Occupancy Permit).

#### **HAZARDOUS MATERIALS**

106. HAZ-1 Prior to issuance of a grading permit, an environmental consultant with Phase II/site characterization experience shall conduct sampling beneath the property located at 21615 Avalon Boulevard (Happy Cleaners) in order to confirm whether or not contaminated soil/groundwater underlies the project site. Should contamination above established regulatory levels be identified, the environmental consultant shall recommend remedial activities appropriate for the proposed future development at the site, in consultation with the Los

Angeles Regional Water Quality Control Board (LARWQCB) and/or other applicable agencies.

107. HAZ-2 Prior to issuance of a grading permit, a Phase II/site characterization specialist shall confirm that that gasoline/oil concentrations (MTBE and TBA) within the on-site soil and groundwater have been remediated to within residential standards. Should contaminated soil and/or groundwater be present, the Phase II/site characterization specialist shall recommend appropriate remediation/safety measures in order to ensure worker safety during construction and public health during proposed project operations.
108. HAZ-3 Prior to demolition activities, the Applicant shall retain an Asbestos Hazard Emergency Response Act (AHERA) and California Division of Occupational Safety and Health (Cal/OSHA) certified building inspector to conduct an asbestos survey to determine the presence or absence of asbestos containing materials (ACMs). If ACMs are located, the abatement of asbestos shall be completed by the Applicant prior to any activities that would disturb ACMs or create an airborne asbestos hazard. Asbestos removal shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District (SCAQMD) Rule 1403. Contractors performing asbestos abatement activities shall provide evidence of abatement activities to the City Building Official.
109. HAZ-4 If paint is separated from building materials (chemically or physically) during demolition of the structures, the paint waste shall be evaluated independently from the building material by a qualified Lead Specialist. If lead-based paint is found, the Applicant shall retain a qualified Lead Specialist to conduct abatement prior to any activities that would create lead dust or fume hazard. Lead-based paint removal and disposal shall be performed in accordance with California Code of Regulation Title 8, Section 1532.1, which specifies exposure limits, exposure monitoring and respiratory protection, and mandates good worker practices by workers exposed to lead. Contractors performing lead-based paint removal shall provide evidence of abatement activities to the City Building Official.

#### ***HYDROLOGY & WATER QUALITY***

110. HWQ-1: Prior to Grading Permit issuance and as part of the project's compliance with the NPDES requirements, a Notice of Intent (NOI) shall be prepared and submitted to the State Water Resources Quality Control Board (SWRQCB), providing notification and intent to comply with the State of California General Permit.
111. HWQ-2: Prior to the issuance of grading permits, that Chief Building Official shall confirm that the project plans and specifications conform to the requirements of an approved Storm Water Pollution Prevention Plan (SWPPP) (to be applied for during the Grading Plan process) and the NPDES Permit for General Construction Activities No. CAS000002, Order No. 2009-0009-DWQ, including implementation of all Hydrology and Water Quality



recommended Best Management Practices (BMPs), as approved by the State Water Resources Quality Control Board (SWRQCB).

112. HWQ-3: Upon completion of project construction, the project applicant shall submit a Notice of Termination (NOT) to the State Water Resources Quality Control Board (SWRQCB) to indicate that construction is completed.
113. HWQ-4: As part of the plan review process (prior to the issuance of grading permits), the City of Carson shall ensure that project plans identify a suite of stormwater quality BMPs that are designed to address the most likely sources of stormwater pollutants resulting from operation of the proposed project, consistent with the SUSMP. Pollutant sources to be addressed by these BMPs include, but are not necessarily limited to landscaped areas, trash storage locations, and storm drain inlets. The design and location of these BMPs will be subject to review and comment by the City but shall generally adhere to the standards associated with the Phase II NPDES stormwater permit program. Implementation of these BMPs shall be assured by the City Engineer prior to the issuance of Grading or Building Permits.

### **NOISE**

114. NOI-1: Prior to Grading Permit issuance, the Project Applicant shall demonstrate, to the satisfaction of the Carson Planning Division that the project complies with the following:
  - Construction contracts specify that all construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
  - A sign, legible at a distance of 50 feet shall also be posted at the project construction site. All notices and signs shall be reviewed and approved by the City of Carson Planning Division, prior to mailing or posting and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.
  - The Project Applicant shall provide, to the satisfaction of the City of Carson Planning Division, a qualified "Noise Disturbance Coordinator." The Disturbance Coordinator shall be responsible for responding to any local complaints about construction noise. When a complaint is received, the Disturbance Coordinator shall notify the City within 24 hours of the complaint and determine the cause of the noise complaint (e.g., starting too early, malfunctioning muffler, etc.) and shall implement reasonable measures to resolve the complaint, as deemed acceptable by the Carson Planning Division. All signs posted at the construction site shall include the contact name and the telephone number for the Noise Disturbance Coordinator.
  - Prior to issuance of any Grading or Building Permit, the Project Applicant shall demonstrate to the satisfaction of the City's Building Official that construction noise reduction methods shall be used where feasible. These

reduction methods include shutting off idling equipment, installing temporary acoustic barriers around stationary construction noise sources, maximizing the distance between construction equipment staging areas and occupied residential areas, and electric air compressors and similar power tools.

- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.), to the extent feasible.
  - During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
  - Per the Carson Municipal Code, construction shall be limited to the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday, and Saturdays. In addition, for construction activities lasting more than 21 days, Section 5502(c) of the Noise Control Ordinance requires that construction activities be conducted in such a manner to ensure that the noise level at an affected single family residence not exceed 65 dBA between the hours of 7:00 a.m. and 8:00 p.m., and 55 dBA between the hours of 8:00 p.m. and 7:00 a.m. daily. Construction is not permitted on Sundays or federal holidays.
115. NOI-2: In order to reduce construction noise per Section 5502(c) of the Noise Control Ordinance, during the site preparation and grading/excavation phases, the proposed project shall use a temporary noise barrier or enclosure along the southern property line to break the line of site between the construction equipment and the adjacent residences. The temporary noise barrier shall have a sound transmission class (STC) of 35 or greater in accordance with American Society for Testing and Materials Test Method E90, or at least two pounds per square foot to ensure adequate transmission loss characteristics. In order to achieve this, the barrier may consist of steel tubular framing, welded joints, a layer of 18-ounce tarp, a two-inch thick fiberglass blanket, a half-inch thick weatherwood asphalt sheathing, and 7/16-inch sturdy board siding. In addition, to avoid objectionable noise reflections, the source side of the noise barrier shall be lined with an acoustic absorption material meeting a noise reduction coefficient rating of 0.70 or greater in accordance with American Society for Testing and Materials Test Method C423.

## **TRAFFIC**

116. TRA-1: Prior to issuance of any grading and/or demolition permits, whichever occurs first, a Construction Management Plan shall be submitted for review and approval by the Community Development Director. The Construction Management Plan shall, at a minimum, address the following:
- Traffic control for any street closure, detour, or other disruption to traffic circulation.
  - Identify the routes that construction vehicles will utilize for the delivery of construction materials (i.e., lumber, tiles, piping, windows, etc.), to



access the site, traffic controls and detours, and proposed construction phasing plan for the project.

- Identify staging areas, stockpiling of materials, and fencing (i.e., temporary fencing with opaque material). Staging areas shall be sited and/or screened in order to minimize public views to the maximum extent practicable.
- Specify the hours during which transport activities can occur and methods to mitigate construction-related impacts to adjacent streets.
- Require the applicant to keep all haul routes clean and free of debris, including but not limited to gravel and dirt as a result of its operations. The applicant shall clean adjacent streets, as directed by the City Engineer (or representative of the City Engineer), of any material which may have been spilled, tracked, or blown onto adjacent streets or areas.
- Hauling or transport of oversize loads shall be allowed between the hours of 9:00 a.m. and 3:00 p.m. only, Monday through Saturday, unless approved otherwise by the City. No hauling or transport will be allowed during nighttime hours, Sundays, or legal holidays, unless otherwise approved by the City.
- Use of local residential streets shall be prohibited.
- Haul vehicles entering or exiting public streets shall yield to public traffic.
- If hauling operations cause any damage to existing pavement, streets, curbs, and/or gutters along the haul route, the applicant shall be fully responsible for repairs. The repairs shall be completed to the satisfaction of the City Engineer.
- All construction-related parking and staging of vehicles shall be kept out of the adjacent public roadways and shall occur on-site or in public parking lots.
- This Plan shall meet standards established in the current California Manual on Uniform Traffic Control Device (MUTCD) as well as City of Carson requirements.

117. TRA-2 Prior to issuance of any building permits, the Community Development Director shall confirm that the project Applicant has dedicated 10 feet of the project frontage (south of the proposed southerly driveway) to the City. The project Applicant shall not be responsible for the construction of the southbound right-turn only lane.