

PROJECT LIST OF GENERAL PLAN GOALS AND POLICIES COMPLIANCE

The project supports, advances, and furthers the following General Plan goals and implementing policies, without limitation:

1. General Plan goal LUR-G-1 (“Maintain a balanced land use program that promotes a diversified economic base and capitalizes on Carson’s location and assets strong industrial economy, access to major freeways, rail corridors, airports, and the ports of Long Beach and Los Angeles, and the presence of California State University, Dominguez Hills.”) The project capitalizes on the site’s prime location for the proposed use to add both locally serving retail commercial and regionally serving industrial, commercial, and E-commerce uses which generate a significant number of jobs as well as revenue for the City on a site that currently has no existing revenue-generating use. Tax revenue to the City will depend on the mix of tenants and their individual business models and consumer base.
2. General Plan goal LUR-G-3 (“Maximize Carson’s economic development potential in order to enhance and retain shopping and entertainment opportunities to serve the population, increase revenues to the City, and provide jobs to residents”). The project complements the land uses adjacent to the area and is in keeping with the character, design, and use. The project is in keeping with regional industrial commerce center trends and helps Carson to play a role within a continually growing E-commerce market, for which the site is conveniently and strategically located. The project would provide for remediation of the former landfill site for such uses, as opposed to the property lying vacant and contaminated as it has for the past 65 years.
3. General Plan goal LUR-G-4 (“Promote a diversity of complementary uses in different parts of the city, including mixed flexible office space, retail, dining, residential, hotels, and other compatible uses, to foster vibrant, safe, and walkable environments, with flexibility to accommodate emerging uses and building typologies.”) The project accommodates a diversity of uses in a business park setting, including office space, warehousing, manufacturing, and research and development. Additionally, the project provides 2,700 of locally serving retail commercial use space along the Figueroa Street frontage. The project will add to the vibrancy of the area by bring a significant number of jobs to the area, yet will complement and be compatible with surrounding uses due to its design and the project restrictions discussed below. The project will have pedestrian access and will include sidewalk repairs. The project will feature a wrought iron security fence, concrete masonry wall and security cameras, and exterior project landscaping and lighting will also help to ensure public safety.
4. General Plan goal LUR-G-6 (“Encourage revitalization of corridors as pedestrian-oriented, mixed-use residential, retail, and office community spines, serving as focal points for neighborhood amenities and services, and helping foster neighborhood identity and vitality.”) Although this General Plan Implementing Policy impliedly refers to the Corridor Mixed-Use land use classification whereas the project is in the Flex District land use classification, the project will encourage the revitalization of the Figueroa and Main Street corridors, including by (i) providing 2,700 of locally serving retail commercial use space along the Figueroa Street frontage, (ii) avoiding causing large trucks to pass sensitive uses along Main Street, (iii) providing for the remediation and development of a contaminated,

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vacant former landfill property into a thriving light industrial and commercial business park bringing a significant amount of jobs to the area (with the resulting employees invariably making use of the businesses along the Main Street and Figueroa Street corridors on and in the vicinity of the project site), and (v) providing improvements to the abutting public rights-of-ways, including sidewalk, curb, gutter, driveway, street and median improvements, as well as landscaping and lighting in the project setbacks.

5. General Plan goal LUR-G-10 (“Provide lands to accommodate a wide range of light industrial uses including research and development, manufacturing, agricultural processing, and logistics near transportation corridors in areas where low- to moderate intensity operations would be sufficiently buffered.”). The project includes approximately 14.4 acres of primarily light industrial, commercial, and E-commerce uses on currently undeveloped land to provide job-creating uses directly adjacent to a City designated truck route and the I-110 corridor. The project is located adjacent to or in close proximity to three approved truck routes per the 2040 General Plan in Main Street, Figueroa Street, and Torrance Blvd. Truck ingress/egress and routes to the I-110 Freeway will occur on these approved routes and in compliance with the project’s circulation plan avoiding trucks from passing residential areas. The project provides for sufficient buffering via significant landscaped setbacks (including front yard setbacks of 25 feet adjacent to Figueroa Street and Main Street and side setbacks of 10 feet along the northern and southern property lines), walls/gates, required orientation of truck loading activities internally, away from the perimeter of the property, and prohibition against operation on the eastern third of the property (closest to Main Street) during night-time hours.
6. General Plan goal LUR-G-12 (“Promote adaptive reuse and environmental remediation of brownfield sites, sites with abandoned buildings and facilities, or underutilized properties with productive uses.”). The Project would redevelop one of the City’s former landfill sites, which has been vacant since 1959, into a thriving regional industrial commerce center and retail/commercial development. The site is presently covered by a surficial layer of fill of approximately 5 feet, which is underlain by landfill deposits which extend to depths of approximately 35 feet below existing grades. The developer would remediate the site subject to regulation by DTSC.
7. General Plan goal LUR-G-13 (“Ensure adequate buffers and transitions between industrial and residential and uses as sites are developed or redeveloped.”) for the reasons discussed above with respect General Plan goal LUR-G-10.
8. General Plan goal LUR-G-14 (“Ensure that future industrial development is in harmony to the extent possible with adjacent residential areas. To this end, new logistics buildings should ideally have easy access to freeways and the Alameda corridor. When feasible, truck routes should be designed to prevent trucks passing next to residential areas.”). The project has minimal adjacency to existing residential areas and has direct accessibility to the I-110 Freeway via Main Street, Torrance Blvd., and Figueroa Street. Per the project circulation plan (set forth in the Specific Plan) and the conditions of approval together with the Development Agreement, large trucks (i.e., FHWA Class 7 and above, according to the classifications available at

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https://www.fhwa.dot.gov/policyinformation/tmguid/tmg_2013/vehicle-types.cfm) will not directly pass any existing residential areas to access the project site, as they will use only these truck routes and will be subject to restrictions on use of the project driveways located on Main Street, including: (i) no use of the northeastern driveway (for entering or exiting), (ii) no entering the site via the southeastern driveway, and (iii) using the southeastern driveway only to exit the project site between the hours of 8:00 a.m. to 9:00 p.m. and only on a right-out basis. This will ensure that large trucks accessing the project site will not use the portion of Main Street north of Torrance Blvd. that is adjacent to the existing residential neighborhood (Vista Del Loma mobile home park) located on the east side of Main Street. Additionally, conditions of approval have been included to require medians to be constructed, extended, or modified to physically restrict large truck movements contrary to these restrictions, and there is a requirement for signage to be installed alerting drivers to these restrictions.

9. General Plan goal LUR-G-15 (“Prioritize uses that provide services to the community, generate sales tax, generate good paying jobs, or provide other benefits to the community.”). The project will provide services to the community, including 2,700 of locally serving retail commercial uses along Figueroa Street, and will generate sales tax. The project will generate hundreds of good paying jobs, both in the construction and subsequent operation of the business park campus. Additionally, the project will provide community benefits as stated below with respect to General Plan Implementing Policy LUR-P-22.
10. General Plan Implementing Policy LUR-P-8 (“Prioritize development of office and commercial spaces in Carson to accommodate a wide range of office and commercial uses to meet the needs of small and medium-sized businesses and larger corporations in sectors such as professional services, medical services, and technology, especially in the Flex District, Downtown Mixed Use along Carson Street and Avalon Boulevard, in Business Mixed Use areas, and on vacant industrial and closed landfill sites.”). The project, which is located in the Flex District and on a closed landfill site, provides for development of office and commercial spaces to accommodate a wide range of office and commercial uses. Per the Specific Plan, the three warehouse buildings (known as Planning Area 1) will be comprised of E-commerce/business park/light industrial uses, which may include light industrial manufacturing, research and development, warehousing and distribution ancillary to office, and showroom uses. The buildings will include a collective 12,000-19,000 square feet of mezzanine office space. Planning Area 2 (the 2,700 square foot building along the Figueroa Street frontage), per the Specific Plan, will consist of commercial uses that will be flexible depending on market conditions and contain a variety of office and retail commercial uses, generally in support of the E-commerce, business park, and light industrial land uses Planning Area 1.
11. General Plan Implementing Policy LUR-P-19 (“Ensure that new industrial uses in the Business Mixed Use or Flex District designations minimize adverse off-site air quality, noise, or glare impacts incompatible with permitted residential.”), for the reasons discussed above with respect to LUR-G-10 and LUR-G-14 and below with respect to CHE-G-2 and CHE-P-4.

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12. General Plan Implementing Policy LUR-P-21 (“Provide lands to accommodate a wide range of light industrial uses including research and development, manufacturing, and agricultural processing near transportation corridors in areas where low- to moderate intensity operations would be sufficiently buffered. Logistics and other heavy trucking uses are preferred to be located in close proximity to approved truck routes (as reflected by Figure 3-9 of the 2040 General Plan) or truck routes as identified by a future truck route study to be conducted by the City”). The project will accommodate a wide range of light industrial uses including research and development and manufacturing, and is near transportation corridors and provides sufficient buffering for the reasons discussed above with regard to LUR-G-10 and LUR-G-14.
13. General Plan Implementing Policy LUR-P-22 (“Within the Flex District, permit warehouse and distribution facilities, including logistics uses, larger than 30,000 square feet only where the criteria for one or more of the exceptions set forth in the Flex District land use classification description in Section 2.2, above, are met.”). The Project satisfies criterion no. 2 set forth in the Flex District land use classification description in Section 2.2 of the Land Use Element by including DA No. 26-21, a Development Agreement which provides community benefits including: (i) paying the City’s Interim Development Impact Fees; (ii) annexing into the City’s Master CFD No. 2018-01 and paying the associated special taxes; (iii) remediating the former landfill site at no cost or risk to City; and (iv) paying a Community Benefits Fee in the amount of \$1,350,000 to the City, to be used in the City’s discretion for either infrastructure and beautification improvements, capital improvement projects, or public art in the vicinity of the project site.
14. General Plan goal CIR-G-5 (“Manage parking demand and supply through the provision of adequate and convenient facilities”). The Project provides sufficient vehicle parking for workers and visitors for both the proposed industrial and commercial uses. The project proposes 393 off-street parking spaces as compared to the 390 that would be required by standard provisions of the City’s Zoning Ordinance. The 393 proposed parking spaces include spaces with EV charging stations and ADA-compliant parking spaces. Per the Development Agreement, at least 30% of the vehicle parking stalls shall be EV capable (i.e., conduit installed), and at least 20% of those EV capable stalls shall be improved with charging equipment and energized at building shell completion. The parking spaces for Planning Area 1 are located away from the street front.
15. General Plan Implementing Policy CIR-P-6 (“Strive to achieve LOS D or better as the minimum operating threshold for intersections, with exceptions for transit-oriented districts, transit priority areas, and central/neighborhood business districts. Refer to the list at the conclusion of this chapter and to Figure 3-2 for a map showing intersections where the LOS standard is applied in Carson.”). The Main Street & Torrance Blvd. intersection and the Figueroa Street & Torrance Blvd. intersection are exempt from the LOS D standard per the General Plan. According to the traffic impact study that was completed for the project, the project would not cause any intersections which, absent the project, would be operating at an acceptable LOS D or better to instead fail to operate at an acceptable LOS D or better.

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16. General Plan Implementing Policy CIR-P-29 (“Focus truck traffic onto appropriate arterial corridors in the City by clearly marking truck routes and posting appropriate signage to provide for the effective transport of goods while minimizing negative impacts on local circulation and noise-sensitive land uses. While the City has identified truck routes, the designation of truck routes does not prevent trucks from using other roads or streets to make deliveries to individual addresses. Seeking community input around the issue and general observation of traffic patterns as online shopping and associated deliveries increase in the future will help in developing strategies to reduce use of non-designated corridors and limit disruption and potentially regulate truck movement.”). As discussed above: (i) the Project is located adjacent to or in close proximity to three approved truck routes per the 2040 General Plan in Main Street, Figueroa Street, and Torrance Blvd., and truck ingress/egress and routes to the I-110 Freeway will occur only on these approved routes; (ii) use of the project driveways has been restricted to ensure trucks do not pass residential uses on Main Street when accessing or leaving the project site; and (iii) the project will incorporate on-site directional signage and medians to ensure the movement of vehicles and trucks in accordance with these restrictions. Additionally, the traffic impact study for the project has been reviewed and approved by the City’s traffic engineer subject to imposition of a condition of approval to ensure no ITE manual land use type related to warehousing that was not analyzed in the traffic study and that could generate a higher rate of traffic trips than studied will be permitted without a further City approval; a condition of approval has been included to this effect. As a result, trucks accessing or leaving the project site will minimize negative impacts on local circulation and noise-sensitive land uses.
17. General Plan Implementing Policy CCD-P-4 (“Require high-quality building materials and locate windows and entrances to support active and attractive frontages along primary streets.”). The proposed warehouse buildings are concrete tilt-up structures with a proposed exterior color palette of white and grey, and would be constructed with blue glazed windows, aluminum canopies, and aluminum mullions. Per the Specific Plan, the buildings should represent a clean, modern design with the use of high quality materials such as smooth stucco, glass, and metal accent elements such as canopies, which lend themselves to a more contemporary architectural style. These elements should be especially prominent at primary pedestrian entrances to help define entryways into buildings. Strong building lines, vertical and a mixture of muted paint colors should be applied to help reinforce the modern appearance. The architecture of proposed commercial uses within Planning Area 2 should complement the architecture of the surrounding buildings on-site. Building entries should be defined visually through the use of enhanced architectural features and should consider the following design guidelines: (i) Primary building entries shall be easily identified through the use of prominent architectural elements, signage, landscaping, lighting, canopies, roof form, hardscape, architectural projections, columns, vertical elements, or other design features that help emphasize a building’s entry; and (ii) Building entries should be clearly accessible from the adjacent vehicular parking areas.
18. General Plan Implementing Policy CCD-P-5 (“For industrial areas that are adjacent to housing, ensure that noise, traffic, glare, odors, and other nuisances produced by the

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industrial uses are contained to the extent feasible within the industrial sites through site and building design”). The project has no direct adjacency to residential uses; however, there are residential uses to the east of Main Street from the project site. The project provides for building layout which orients all truck loading doors internally on the site, between the three project warehouse buildings and away from Main Street and Figueroa Street. The project is also limited to five truck loading doors per Tenant Suite (as defined in the Development Agreement), for a total limit of 40 such doors (as there are eight Tenant Suites across the three project warehouse buildings). These design features, together with the circulation restrictions and night-time operation restriction on the eastern third of the property, discussed above and the air quality measures discussed below with respect to CHE-G-2 and CHE-P-4, will ensure that any potential impacts from noise, traffic glare, odors, and other nuisances will be contained to the extent feasible within the industrial site.

19. General Plan Guiding Policy CHE-G-2 (“Reduce air pollution and the incidence of respiratory illness through the land use planning process”) and Implementing Policy CHE-P-4 (“Continue to enforce zoning and design standards that protect sensitive uses from the encroachment of land uses that would result in impacts from noxious fumes or toxins.”). Per the Development Agreement, at least (i) 30% of the vehicle parking stalls shall be EV capable (i.e., conduit installed), (ii) 20% of those EV capable stalls shall be improved with charging equipment and energized at building shell completion, and (iii) the initial construction of the buildings will include infrastructure (conduit and electrical capacity, but not actual charging equipment) to support future truck charging at all loading doors. These measures are anticipated to help reduce air pollution, particularly as more electric trucks are used at the project site in lieu of diesel trucks, and other nuisance effects caused by diesel trucks such as odor and noise. The Project, as a landfill site, will also be required to obtain a Rule 1150 excavation permit from SCAQMD for all excavation activities. Furthermore, as stated in the Final MND, a landfill gas monitoring program at the surface and perimeter of the project site will be developed to monitor the performance of the engineering controls. Additionally, the landfill gas monitoring program will include post-development subsurface monitoring outside the waste prism. Such monitoring would occur in coordination with the Los Angeles County Department of Public Health and DTSC, and would follow County of Los Angeles requirements.
20. General Plan guiding policy CHE-G-4 (“Protect community health from pollution by toxics and hazardous materials, especially in areas with vulnerable or sensitive populations.”). The Specific Plan and conditions of approval incorporate the requirements of the City’s hazardous materials land use regulation ordinance (Ordinance No. 21-2120), providing, among other things, that a conditional use permit is required for any use in the Specific Plan area that would involve or generate hazardous materials below CalARP thresholds (as uses above such thresholds are prohibited) as set forth in Ordinance No. 21-2120.
21. General Plan goal NO-G-1 (“Maintain healthy sound environments and protect noise-sensitive uses from excessive noise exposure”) and Implementing Policy NO-P-7 (“Seek to mitigate noise impacts from loud noise generating uses—including industrial uses, construction activity, goods movement by train and trucking, and along free-ways, major corridors, and truck routes – to surrounding non-industrial uses”). The project is designed

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to minimize noise to nearby residences and will be required to comply with the noise mitigation measures set forth in the MND which are incorporated as conditions of approval, ensuring there will be no significant impact on the environment due to noise.

22. General Plan goal ED-G-1 (“Promote a diversified economic base to foster economic resiliency and vibrancy, as well as a vibrant mix of employment opportunities to support and expand opportunities for the local workforce”) for the reasons stated above with respect to General Plan goal LUR-G-1, LUR-G-3, and LUR-G-10.