

ORDINANCE NO. 24-2408

AN UNCODIFIED ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA: (1) ADOPTING MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM WITH RESPECT TO APPROVAL OF SPECIFIC PLAN NO. 25-21 (FIGUEROA STREET BUSINESS PARK SPECIFIC PLAN) AND ZONE CHANGE NO. 189-22; (2) APPROVING SPECIFIC PLAN NO. 25-21 (FIGUEROA STREET BUSINESS PARK SPECIFIC PLAN) SUBJECT TO CONDITIONS OF APPROVAL; AND (3) APPROVING ZONE CHANGE NO. 189-22 CHANGING THE PROJECT SITE'S ZONING FROM MANUFACTURING LIGHT WITH ORGANIC REFUSE LANDFILL OVERLAY AND DESIGN OVERLAY REVIEW (ML-ORL-D) TO FIGUEROA STREET BUSINESS PARK SPECIFIC PLAN ZONING SUBJECT TO CONDITIONS OF APPROVAL, FOR A PROPOSED BUSINESS PARK PROJECT AT 20601 S. MAIN STREET

WHEREAS, on March 25, 2021, the Department of Community Development received an application from Carson Main Street LLC ("Developer") for certain entitlements for the development of a business park project. The proposed business park campus will consist of three concrete tilt-up warehouse buildings with a collective 303,490 square feet of building floor area (including 12,000 square feet of mezzanine office space) within Planning Area 1 and one commercial building of 2,700 square feet within Planning Area 2, for a total of 306,190 square feet of building floor area, and will be located at 20601 S. Main Street upon the real property legally described in Exhibit "A" attached hereto and incorporated herein by this reference (the "Project"); and

WHEREAS, Developer's requested entitlements consist of the following: (i) Zone Change (ZCC) No. 189-22, to change the zoning map designation for the Property from Manufacturing Light with Organic Refuse Landfill Overlay and Design Overlay Review (ML-ORL-D) to Figueroa Street Business Park Specific Plan (SP No. 25-21) zone; (ii) Specific Plan (SP No. 25-21), adopting the Figueroa Street Business Park Specific Plan to establish the development standards and permitted uses for the Property; (iii) Development Agreement (DA) No. 26-21, to grant specified development rights in exchange for provision of specified community benefits; (iv) Site Plan Review and Design Review (DOR) No. 1832-20, to approve the development plan for the project; and (v) Conditional Use Permit (CUP) No. 1108-21, to approve a CUP pursuant to Section 9148.8 of the CMC, which requires approval of a CUP based on specified findings by the Planning Commission for truck-related uses located less than one hundred (100) feet from a residential zone; and

WHEREAS, the proposed Specific Plan and Zone Change, collectively with the other aforementioned entitlements, is considered a "project" as defined by the California Environmental Quality Act, Public Resources Code §21000 et seq. ("CEQA"); and

EXHIBIT NO. 8

WHEREAS, following an initial study, the City, as lead agency, prepared and made available a Draft Mitigated Negative Declaration, including a Mitigation Monitoring and Reporting Program (State Clearinghouse #2023050278) for public review and comment pursuant to CEQA Guidelines Section 15070 (“Draft IS/MND”). The public review period was from May 11, 2023, through June 9, 2023. Following the public comment period, a Final IS/MND was prepared, which included responses to public comments received during the public comments and minor modifications in response to same (“Final IS/MND”). The Final IS/MND includes a Mitigation Monitoring and Reporting Program and mitigation measures for all potentially significant environmental impacts of the project as identified in the Final IS/MND; and

WHEREAS, after notice of the time, place and purpose of a public hearing was duly given, the City’s Planning Commission held a public hearing on March 26, 2024, to consider Developer’s applications for the Project, and heard testimony and considered all factors both oral and written. Following such public hearing, the Planning Commission: (1) recommended City Council adoption of the Final IS/MND; (2) approved DOR No. 1832-20 and CUP No. 1108-21 contingent upon City Council adoption of the Final IS/MND and approval of SP No. 25-21, ZCC No. 189-22, and DA No. 26-21 and subject to recommended conditions of approval; and (3) recommended that the City Council adopt the Final IS/MND and approve SP No. 25-21, ZCC No. 189-22, and DA No. 26-21 subject to the recommended conditions of approval; and

WHEREAS, after notice of the time, place and purpose of a public hearing was duly given, the City Council held a public hearing on May 22, 2024, to consider adoption of the Final IS/MND and approval of SP No. 25-21, ZCC No. 189-22, and DA No. 26-21. During the public hearing, the City Council heard testimony and considered all factors both oral and written; and

WHEREAS, following the hearing, the City Council adopted the Final IS/MND with respect to DA No. 26-21 and approved DA No. 26-21 by adoption of Ordinance No. 24-2407, in connection with adoption of this Ordinance, and by this Ordinance now desires to (i) adopt the Final IS/MND with respect to ZCC No. 189-22 and SP No. 25-21, and (ii) approve ZCC No. 189-22 and SP No. 25-21 subject to the conditions of approval set forth in Exhibit “D” attached hereto and incorporated herein by this reference (“Conditions”), in connection with its adoption of Ordinance No. 24-2407 and based on the findings set forth herein; and

WHEREAS, all legal prerequisites to the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The above recitals are true and correct and incorporated fully herein.

Section 2. **CEQA.**

(a) The City Council further: (1) finds pursuant to CEQA Guidelines Section 15074(b), after consideration of the whole of the administrative record, including the Mitigated Negative Declaration, dated May 10, 2023 as circulated on May 11, 2023 ("Mitigated Negative Declaration"), and all comments received, with the imposition of mitigation measures, there is no substantial evidence that the project will have a significant effect on the environment; (2) finds the Mitigated Negative Declaration has been prepared and considered in compliance with CEQA and contains all required contents pursuant to CEQA Guidelines Section 15071; (3) finds the Mitigated Negative Declaration reflects the independent judgment and analysis of the City; (3) finds the mitigation measures identified in the Mitigated Negative Declaration have been made enforceable conditions on the project; and (4) adopts the Mitigated Negative Declaration and the Mitigation Monitoring Program prepared for the Mitigated Negative Declaration. A Notice of Intent was prepared and issued in compliance with CEQA Guidelines Section 15072 on May 11, 2023. The draft IS/MND was published, circulated, and made available for public review in accordance with the requirements of CEQA, including CEQA Guidelines Section 15073, on May 11, 2023. During the 30-day public review period that concluded on June 9, 2023, six public comment letters were received on the Draft IS/MND from certain interested public agencies and private parties. Although the CEQA Guidelines do not require a Lead Agency to prepare written responses to public comments received, the City, via its Planning staff and environmental consultant, prepared written responses in the interest of conducting a comprehensive and meaningful environmental review of the project. An Errata to the Draft IS/MND was also included in the Final IS/MND, incorporating text changes resulting from the public comments on the Draft IS/MND and/or additional information received during the public review period. The public comments did not warrant, and the text changes do not constitute, substantial revisions to the Draft IS/MND, and therefore did not require Draft IS/MND recirculation pursuant to CEQA Guidelines Section 15073.5.

(b) On March 26, 2024 and April 26, 2024, the City received additional letters from the California Department of Toxic Substances Control ("DTSC"). DTSC is a responsible agency with approval authority regarding remediation of contamination associated with the former landfill at the Project site, and had submitted a public comment letter regarding the Draft IS/MND during the public review period in 2023. The April 26, 2024 letter included the comments from the March 26, 2024 letter plus additional comments (hereinafter, the "DTSC Letter"). The DTSC Letter asserted, among other things, that the changes that the City staff and environmental consultant had made in the version of the Final IS/MND that had been agendized for the Planning Commission hearing in response to DTSC's 2023 public comment letter "may not adequately convey the requirements and status of the Site remediation, which is being conducted under a California Land Reuse and Revitalization Act of 2004 (CLRRRA) voluntary agreement between Carson Main Street, LLC (proponent) and DTSC." The DTSC Letter did not assert that an Environmental Impact Report should be prepared, not did it identify or provide substantial evidence in the record supporting a fair argument that the project may result in a significant environmental effect. Although the CEQA Guidelines do not require the City as Lead Agency to prepare written

responses to the comments in the DTSC Letter, the City, via its Planning staff and environmental consultant, prepared written responses thereto in the interest of conducting a comprehensive and meaningful environmental review of the project. The City also prepared a further Errata making text changes to the Draft IS/MND in response to the DTSC Letter. The DTSC Letter did not warrant, and the text changes do not constitute, substantial revisions to the Draft IS/MND, and therefore did not require Draft IS/MND recirculation pursuant to CEQA Guidelines Section 15073.5.

(c) On March 24, 2024, the City received a follow up letter from another one of the original public commentators, Golden State Environmental Justice Alliance (“GSEJA”), reiterating its original public comments set forth in the letter it had submitted during the 2023 public comment period. Responses to the GSEJA comment letter were included in the Final IS/MND as presented to the Planning Commission, and the Planning Commission determined pursuant to CEQA Guidelines Section 15074 that there was no substantial evidence in the record that the project will have a significant effect on the environment, notwithstanding the GSEJA comment letter and follow up letter (collectively, the “GSEJA Comments”). The City Council finds that the GSEJA Comments do not provide or identify substantial evidence in the record supporting a fair argument that the project may result in a significant environmental effect. To the extent the GSEJA Comments offer evidence, the evidence is not credible and does not constitute substantial evidence supporting a fair argument that the project may result in a significant environmental impact, and therefore do not require preparation of an EIR, for the following reasons (without limitation):

(i) The GSEJA comments assert that an EIR must be prepared to analyze the proposed project in accordance with the existing 2023 General Plan land use designation of Flex District, rather than the prior land use designation of MU-BP. However, the prior land use designation of MU-BP was in effect at the time the MND was prepared and remained in effect until May of 2023. Additionally, the proposed project is consistent with the current General Plan, including the Flex District land use designation. As noted in the Draft IS/MND and in the response to this GSEJA comment in the Final IS/MND, both the MU-BP land use designation and the Flex District designation allowed for similar types of uses, including the commercial, office, light industrial, and research and development uses that would be allowed for the Project.

Although the Flex District designation contains the added restrictions that warehousing/distribution/logistics facilities larger than 30,000 square feet are generally only permitted with provision of community benefits by means of a Development Agreement and that FAR cannot exceed 0.4 without inclusion of community benefits by means of a Development Agreement, this added restriction was not adopted “for the purpose of avoiding or mitigating an environmental effect” as claimed by GSEJA and as provided in the CEQA Guidelines Appendix G Environmental Checklist. Rather, the added restriction was intended to ensure only that the City receives community benefits from such projects. “Community benefits” as used in the General Plan, although not specifically defined, was

intended to refer to monetary payments to the City for improvements or programs that benefit the community, or direct provision of such improvement or programs by the developer. Consistent with that intent, the Development Agreement that is proposed as part of the project (DA No. 26-21) includes the following community benefits: (i) remediation of the former landfill site at the developer's expense; and (ii) payment of 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. Accordingly, the proposed project is not in conflict with the Flex District land use designation, and the adequacy of the analysis in the Final IS/MND does not depend on the details of the community benefits provided in the Development Agreement.

The other General Plan goals and policies cited in the GSEJA Comments do not constitute "applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect." All of them are either non-mandatory in nature, not applicable in the land use context or to the Project, and/or were not adopted for the purpose of avoiding or mitigating an environmental effect. Even assuming for the purposes of argument that any of the cited General Plan goals or policies did meet these criteria, GSEJA has not provided substantial evidence in support of a fair argument that the project conflicts with them, and any evidence provided by GSEJA to that effect is not credible, as discussed below and in the response comments in the Final IS/MND.

Additionally, the GSEJA Comments assert that the project is in conflict with Table 2-3 of the Carson 2040 General Plan Land Use Element in that the Draft IS/MND indicates there is no maximum building height for Planning Area 1 whereas Table 2-3 indicates the maximum building height in the Flex District is 55 feet (2-5 stories). However, Table 2-3 expressly states that it constitutes a "preliminary range of building heights (for illustrative purposes)" and reiterates in Note 1 that "building height and story information shown here is for illustrative purposes; actual allowable maximum heights are established in the Carson Zoning Code and may be higher or lower than shown in this table." The Carson Zoning Code has not been updated as to the subject property since the adoption of the 2040 General Plan, and its zoning designation for the subject property (ML-ORL-D) imposes no maximum building height. Accordingly, the proposed Specific Plan and Zone Change would not represent a deviation from that standard as to Planning Area 1.

The GSEJA Comments are not credible and do not provide substantial evidence supporting a fair argument that the project may result in a significant environmental impact due to any conflict with any applicable land use policies, plans or regulations adopted for the purpose of avoiding or mitigating an environmental effect.

(ii) The GSEJA Comments provide what GSEJA characterizes as a screening-level Health Risk Analysis, prepared by SWAPE and relied upon by GSEJA for purposes of the GSEJA Comments, which estimates a lifetime cancer risk that exceeds the SCAQMD of 10 in one million and, according to GSEJA, demonstrates that construction and operation of the project could result in a potentially significant health risk impact and that an

EIR should be prepared to include a refined health risk analysis which adequately and accurately evaluates health risk impacts associated with both Project construction and operation. However, as mentioned in the response to GSEJA Comments in the Final IS/MND, the construction diesel particulate matter (“DPM”) emissions calculation used by SWAPE in its analysis (set forth on pages 47-51 of the Final IS/MND) is flawed. It incorrectly used the total DPM emissions during construction, which included both on-site and off-site emissions. Off-site emissions should be excluded because it would not cause localized impacts or health risk impacts on sensitive receptors near the project site. The methodology used in SWAPE’s analysis resulted in an overestimation of DPM emissions and associated health risks. Furthermore, the analysis used potential health risks on infants to conclude there are potentially significant impacts, which is inappropriate. Because cancer risk is presented as the likelihood of contracting cancer, only looking at infants does not accurately show the overall likelihood of contracting cancer for the population in the project area. In addition, the analysis combined construction and operational health risks. This methodology is inaccurate. The OEHHA Guidance Manual does not require or recommend adding construction and operation cancer risks. It should also be noted that project construction and operation would not occur simultaneously, and sensitive receptors would not be exposed to both construction and operational toxic air contaminants at the same time. Therefore, SWAPE’s addition of construction and operational risks together causes double-counting and overestimates the cancer risks that nearby sensitive receptors would be exposed to.

(d) The location and custodian of the documents or other material which constitute the record of proceedings upon which the City Council’s decision set forth in this Section 2 is based is as follows: City of Carson Planning Division, 701 E. Carson St., Carson, CA 90745.

Section 3. Based upon all oral and written reports and presentations made by City staff, Developer, and members of the public, regarding Specific Plan No. 25-21 and Zone Change No. 189-22, including any attachments and exhibits, the City Council hereby finds that:

(a) The Specific Plan, which is attached hereto as Exhibit “C” and incorporated herein by this reference, with the Conditions, complies with the requirements of California Government Code Section 65451 in that it does specify in detail:

(i) The distribution, location, and extent of the uses of land, including open space, within the area covered by the Specific Plan, which is the Property.

(ii) 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 Specific Plan.

(iii) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(iv) A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the above; and

(v) A statement of the relationship of the Specific Plan to the General Plan.

(b) For the avoidance of doubt, although “agriculture” is listed as a permitted use in the Specific Plan, this term shall not be deemed, interpreted, or construed to include or refer to cannabis cultivation or other commercial cannabis activities. Such activities are subject to Section 209 of the City’s Charter and Chapter 15 of Article VI of the Carson Municipal Code, and nothing in the Specific Plan or the other Project entitlements as approved by the City shall be deemed, interpreted, or construed to supersede or preclude applicability of any such requirements to the Project or the Property.

(c) The Specific Plan and the Zone Change, with the inclusion of the Conditions and the approval of DA No. 26-21 providing community benefits as required pursuant the Land Use Element of the General Plan for the Project’s increased 0.5 FAR and warehouse facility size of over 30,000 square feet, are consistent with the General Plan, including (without limitation) with respect to the applicable Flex District land use designation for the Property, and will achieve a number of City objectives including ensuring compatibility of the development and use of the Property with surrounding uses, remediating a long-vacant former landfill site into a use and development that will generate hundreds of jobs and a significant amount of revenue for the City, and helping achieve a sustainable balance of residential and non-residential development and a balance of traffic circulation through the City, in furtherance of General Plan goals and objectives. The Specific Plan and Zone Change further the following General Plan goals and policies, without limitation: LUR-G-1; LUR-G-3; LUR-G-4; LUR-G-6, LUR G-10, LUR-G-12; LUR-G-13, LUR-G-14; LUR-G-15, LUR-P-8, LUR-P-19, LUR-P-21; LUR-P-22; CIR-G-5; CIR-P-6; CIR-P-29; CCD-P-4; CCD-P-5; CHE-G-2; CHE-G-4, NO-G-1; and ED-G-1.

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. Further, with the Project circulation plan and Conditions, Large trucks (Class 7 or higher according to Federal Highway Administration Vehicle Classifications) will not directly pass any existing residential areas to access the Project site. Class 7+ trucks will use only the approved truck routes and will be required to adhere to the Conditions that restrict such trucks’ use of the two Project driveways located on Main Street, including by (i) prohibiting all Class 7+ truck use of the northeastern Project driveway, (ii) prohibiting Class 7+ trucks from entering the Project site via the southeastern Project driveway, and (iii) allowing Class

7+ trucks to exit the Project site via the southeastern driveway only between the hours of 8:00 a.m. to 9:00 p.m. and only on a right-out basis. These restrictions, together with the median modification work that is required pursuant to the Conditions in order to physically restrict Class 7+ trucks from making certain turns that would be inconsistent with the restrictions, will ensure that Class 7+ trucks accessing or leaving the Property 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. Per the Conditions, the Project will incorporate on-site directional signage to further ensure and facilitate the movement of vehicles and trucks in accordance with these restrictions.

Additionally, to avoid the potential for additional traffic trips being generated by the Project that were not analyzed in the Project's traffic trip assessment, the permitted uses listed in the Specific Plan have been restricted by a Condition providing that the Project's warehouse buildings shall operate as typical manufacturing and/or warehousing land uses (as analyzed in the traffic trip assessment) unless the City of Carson otherwise approves in writing, and use of any part of the Project's warehouse buildings as a fulfillment center warehouse, parcel hub warehouse, and/or cold storage warehouse (ITE Trip Generation Manual, 10th Edition, Land Uses 155, 156 and 157) is prohibited.

The Specific Plan, together with the other Project entitlements and Conditions, also contain the following features and restrictions to avoid potential public nuisances or adverse effects on surrounding uses, in addition to the aforementioned circulation plan, driveway access restrictions and signage requirements: (i) a site and building layout which faces truck loading areas away from Main Street and Figueroa Street to focus any potential impacts from noise, glare, odors, and other nuisances internally and away from surrounding uses; (ii) division of the buildings into individual tenant suites, each with a limit of five truck loading doors; (iii) a prohibition on outdoor operations on the easterly third of the Property during night-time hours (10:00 p.m. to 6:00 a.m.); (iv) adequate setback areas, landscape buffering, and perimeter walls and gates; and (v) provision of EV charging infrastructure to support future electric truck charging at all loading doors. The project also includes Planning Area 2, a 2,700 square foot building to provide locally serving retail commercial uses along the Figueroa Street frontage.

The Specific Plan and Zone Change, with the Conditions, also 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.

Finally, a Condition has been included on the approval of the Specific Plan and Zone Change to implement the requirements of CMC 9141.12 ("Uses Permitted on Organic Refuse Landfill Sites") related to preparation of a report by the applicant for approval by the Building Official which include plans for a protective system(s) designated to

eliminate or mitigate the potential hazards and environmental risks associated with the proposed use on the former landfill site, including monitoring, evaluation and control of methane gas produced by the site as the City shall determine to be necessary to protect the public health, safety or welfare with respect to the production or migration of methane gas.

(d) The Project includes a Zone Change application to change the existing zoning district for the Property from ML-ORL-D zone to Figueroa Street Business Park Specific Plan zoning district. The proposed Zone Change, together with approval of DA No. 26-21, is consistent with the General Plan as discussed above, and is consistent with the Figueroa Street Business Park Specific Plan because the new zoning district shall have standards as provided the Specific Plan, including with respect to development standards and permitted uses. Where conflicts exist between the standards contained in the Specific Plan and those found in the Carson Zoning Ordinance or other provisions of the Carson Municipal Code, the regulations and standards in the Specific Plan shall prevail. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by the Specific Plan document shall be subject to the provisions of the Carson Zoning Code, Municipal Code or General Plan, using the context and objectives of the Specific Plan as a guide. The proposed Zone Change, together with the other Project entitlements, will allow the development of a maximum of three buildings with a collective 303,490 square feet of gross building floor area (including 12,000 square feet of mezzanine) within Planning Area 1 and one commercial building totaling 2,700 square feet within Planning Area 2, for a total of 306,190 square feet of gross building floor area, in furtherance of General Plan goals, policies and objectives.

Section 4. Based on the aforementioned findings, the City Council hereby (i) approves Specific Plan No. 25-21 (attached hereto as Exhibit “B”) and Zone Change No. 189-22 (map attached hereto as Exhibit “C”), subject to the Conditions set forth in Exhibit “D”.

Section 5. This Ordinance shall take effect concurrent with effectiveness of City Council Ordinance No. 24-2407. If and when the Development Agreement No. 26-21 should terminate pursuant to Article 7 thereof, this Ordinance will automatically terminate concurrently therewith without any action needing to be taken by the City Council.

Section 6. The City Council declares that, should any provision, section, paragraph, sentence, or word of this Ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences, or words of this Ordinance as hereby adopted shall remain in full force and effect.

Section 7. The City Clerk of the City of Carson shall certify to the passage and adoption of this Ordinance and shall cause this Ordinance or a summary of this Ordinance to be published in a newspaper of general circulation in the City of Carson in accordance with Section 314 of the City’s Charter.

PASSED, APPROVED and ADOPTED at a regular meeting of the City Council of the City of Carson, California, this ____ day of _____, 2024.

Mayor Lula Davis-Holmes

ATTEST:

Dr. Khaleah K. Bradshaw, City Clerk

APPROVED AS TO FORM

Sunny Soltani, City Attorney

EXHIBIT "A"

PROPERTY LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF CARSON, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 4, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 62 PAGE 68 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING FROM THAT PORTION INCLUDED WITHIN LOTS 38, 39 AND 44 OF TRACT NO. 6378, ALL OIL, GAS, HYDROCARBON SUBSTANCES AND OTHER MINERALS IN AND UNDER SAID LAND WITH THE RIGHT TO DRILL FOR, MINE, EXTRACT, TAKE AND REMOVE THE SAME FROM ANY WELLS OR SHAFTS LOCATED ON ANY LAND ADJACENT TO THE ABOVE DESCRIBED LAND WITHOUT ACCOUNTING TO THE GRANTEE FOR ANY RENTALS, ROYALTIES OR PROCEEDS FROM THE SALE OF SUCH MINERALS, AS RESERVED IN DEED FROM SUNSET OIL COMPANY, RECORDED AUGUST 2, 1944 IN BOOK 20925, PAGE 72 OF OFFICIAL RECORDS.

ALSO EXCEPT ALL OIL, GAS AND OTHER HYDROCARBON SUBSTANCES AND ALL OTHER MINERALS IN AND UNDER SAID LAND (EXCEPT THE SOUTH 350 FEET OF LOTS 36 AND 37), AS RESERVED BY SUNSET OIL COMPANY, A CORPORATION IN DEED RECORDED JULY 1, 1955 IN BOOK 48230, PAGE 289 OF OFFICIAL RECORDS AND BY SUNSET INTERNATIONAL PETROLEUM CORPORATION, A CORPORATION IN DEED RECORDED JULY 20, 1960 IN BOOK D-916 PAGE 193 OF OFFICIAL RECORDS.

ALSO EXCEPT FROM SAID LAND THAT PORTION LYING WITHIN THE LINES OF LOT 91 TRACT NO. 4671, ALL OIL, GAS, PETROLEUM AND OTHER HYDROCARBON SUBSTANCES WHICH LIE BELOW A PLANE OF 500 FEET FROM THE SURFACE OF SAID LAND AS EXCEPTED IN THE DEED FROM DEL AMO ESTATE COMPANY, A CORPORATION, RECORDED NOVEMBER 8, 1963 IN BOOK D-2250 PAGE 748 OF OFFICIAL RECORDS.

APN: 7336-003-043

EXHIBIT "B"

SPECIFIC PLAN NO. 25-21 – FIGUEROA STREET BUSINESS PARK SPECIFIC PLAN

SPECIFIC PLAN

<https://ci.carson.ca.us/content/files/pdfs/planning/docs/projects/FSBP/Documents/06102024/Figueroa%20Street%20Business%20Park%20SP%20December%202023.pdf>

Figueroa Street Business Park Specific Plan

Draft December 2023

Prepared For:

City of Carson

Applicant

Carson Main St, LLC

Prepared By:

Kimley»»Horn

Kimley-Horn
1100 W Town and Country Road, Suite 700
Orange, CA 92868

In Association with:

GAA Architects
Hirsch and Associates, Inc., Landscape Architect

TABLE OF CONTENTS

1 INTRODUCTION	1-0
1.0 Introduction.....	1-1
1.1 Location	1-1
1.2 Planning Context and Background.....	1-1
1.2.1 Purpose	1-1
1.2.2 Specific Plan Area and Ownership.....	1-1
1.2.3 Existing Setting and Background	1-1
1.2.4 Surrounding Uses	1-2
1.2.5 Existing General Plan Land Uses and Zoning.....	1-2
1.2.6 Soils and Geology.....	1-2
1.2.7 Existing Infrastructure	1-3
1.2.8 Landfill Constraints	1-3
1.3 Project Objectives	1-8
1.4 Legal Context and Relationship with other Regulations.....	1-8
1.4.1 Authority and Requirements.....	1-8
1.4.2 Relationship to Other Documents	1-9
1.4.3 Consistency with General Plan	1-10
1.5 Plan Organization	1-10
2 DEVELOPMENT PLAN	2-0
2.0 Development Plan.....	2-1
2.1 Land Use Plan	2-1
2.1.1 E-Commerce/Business Park/Industrial Uses – Planning Area 1.....	2-1
2.1.2 Commercial Uses – Planning Area 2.....	2-1
2.2 Circulation Plan.....	2-4
2.2.1 Regional Circulation.....	2-4

TABLE OF CONTENTS

2.2.2	Arterials	2-4
2.2.3	Site Access and Internal Circulation.....	2-5
2.2.4	Parking	2-5
2.3	Infrastructure Plan.....	2-7
2.3.1	Water	2-7
2.3.2	Wastewater.....	2-7
2.3.3	Grading and Drainage.....	2-8
2.3.4	Dry Utilities.....	2-8
2.4	Public Services	2-9
2.4.1	Fire and Police.....	2-9
2.4.2	Solid Waste.....	2-9
3	DEVELOPMENT REGULATIONS	3-0
3.0	Development Regulations	3-1
3.1	General Provisions.....	3-1
3.1.1	Applicability.....	3-1
3.1.2	Severability	3-1
3.1.3	Definitions.....	3-2
3.1.4	Determination of Unlisted Uses/Interpretation	3-3
3.1.5	Modifications to Development Standards	3-3
3.1.6	Use of Design Guidelines.....	3-4
3.1.7	Subsequent Building Modification	3-4
3.1.8	Projections into Required Setbacks.....	3-4
3.1.9	Height	3-4
3.1.10	Grading.....	3-4
3.2	Permitted Uses	3-4
3.2.1	Specific Plan Uses	3-4
3.2.2	Permitted By-Right.....	3-5
3.2.3	Director Approval Required.....	3-6

3.2.4 Conditional Use Permit Required 3-6

3.2.5 Temporary Uses 3-6

3.3 Prohibited Uses..... 3-6

3.4 Development Standards..... 3-7

3.4.1 E-Commerce/Business Park/Industrial Uses..... 3-7

3.4.2 Commercial Uses..... 3-9

3.5 Parking 3-9

3.6 Walls and Fences 3-10

3.7 Signage 3-10

3.8 Lighting..... 3-10

4 URBAN DESIGN 4-0

4.0 Urban Design..... 4-1

4.1 Purpose and Intent..... 4-1

4.2 Relationship to Citywide Guidelines 4-2

4.3 Architecture..... 4-2

4.3.1 Design Inspiration 4-2

4.3.2 Building Orientation, Mass and Form 4-10

4.3.3 Façade Articulation and Entries 4-10

4.3.4 Materials and Colors 4-11

4.3.5 Safety Through Design 4-12

4.3.6 Undesirable Elements..... 4-12

4.4 Landscape Design 4-12

4.4.1 Landscape Master Plan 4-13

4.4.2 Plant Palette 4-14

4.4.3 Site Design 4-16

4.4.4 Site Entries 4-17

4.4.6 Parking and Internal Circulation 4-18

4.4.7 Service Areas and Utility Placement and Screening..... 4-18

TABLE OF CONTENTS

4.4.8 Walls and Fences	4-19
4.4.9 Lighting and Security	4-20
5 IMPLEMENTATION	5-0
5.0 Implementation	5-1
5.1 Administration	5-1
5.1.1 Responsibility.....	5-1
5.1.2 Applicability.....	5-1
5.1.3 Enforcement	5-2
5.1.4 Severability	5-2
5.1.5 Interpretation.....	5-2
5.1.6 Initial Entitlements.....	5-2
5.1.7 Administrative Substantial Conformance and Minor Modifications.....	5-3
5.1.8 Amendments to the Specific Plan	5-4
5.1.9 Appeals.....	5-5
5.2 Implementation	5-5
5.2.1 Specific Plan Adoption	5-5
5.2.2 Subsequent Approvals.....	5-6
5.2.3 Conceptual Phasing Plan.....	5-6
5.2.4 Maintenance and Ownership.....	5-6
5.3 Relationship to CEQA	5-7
Appendices	
Appendix A: General Plan Conformance (2040 Carson General Plan Adopted April 2023)	A-1

List of Figures

Figure 1-1: Vicinity Map 1-4

Figure 1-2: Specific Plan Area 1-5

Figure 1-3: Existing Conditions 1-6

Figure 1-4: Surrounding General Plan Land Use 1-7

Figure 1-5: Surrounding Zoning 1-7

Figure 2-1: Conceptual Land Use Plan 2-2

Figure 2-2: Conceptual Site Plan 2-3

Figure 2-3: Conceptual Circulation Plan 2-6

Figure 2-4: Conceptual Water Plan 2-10

Figure 2-5: Conceptual Sewer Plan 2-11

Figure 2-6: Conceptual Grading Plan 2-12

Figure 2-7: Conceptual Drainage Plan 2-13

Figure 3-1: Conceptual Wall and Fence Plan 3-11

Figure 4-1: Conceptual Elevations (Building 1 – North and South) 4-3

Figure 4-2: Conceptual Elevations (Building 1 – East and West) 4-4

Figure 4-3: Conceptual Elevations (Building 2 – North and South) 4-5

Figure 4-4: Conceptual Elevations (Building 2 – East and West) 4-6

Figure 4-5: Conceptual Elevations (Building 3 – North and South) 4-7

Figure 4-6: Conceptual Elevations (Building 3 – East and West) 4-8

Figure 4-7: Conceptual Building Imagery 4-9

Figure 4-8: Sample Color/Materials Palette 4-11

Figure 4-9: Conceptual Landscape Plan 4-14

Figure 4-10: Landscape Street Section (Main Street) 4-17

TABLE OF CONTENTS

List of Tables

Table 2-1: Land Use Summary	2-1
Table 2-2: Service Providers/Agencies	2-7
Table 3-1: Development Standards: E-Commerce/Business Park/Industrial (PA 1).....	3-7
Table 3-2: Development Standards: Commercial (PA 2).....	3-9
Table 3-3: Parking	3-10
Table 5-1: Approval Authority	5-6
Table 5-2: Financing, Ownership and Maintenance	5-7

1 INTRODUCTION

This chapter explains the purpose of the Specific Plan; background; planning process and entitlements; guiding principles; organization of the Specific Plan; authority to prepare; relationship to existing plans and policies; local and regional context and setting.

1.0 Introduction

This section of the Specific Plan describes the location of the Project and existing uses, identifies project objectives, and outlines the organization of the Plan.

1.1 Location

The Specific Plan area is generally located southeast of Interstate 405 (I-405) and east of Interstate 110 (I-110) in the central western portion of the City of Carson in Los Angeles County. The site is more specifically located approximately 600 feet southeast of the Del Amo Boulevard/Figueroa Street intersection. The site is located in the Carson, California quadrangle on the U.S. Geological Survey 7.5-minute series (USGS 2015).

Figure 1-1, *Location Map* depicts the location of the proposed Project.

1.2 Planning Context and Background

1.2.1 Purpose

Specific plans are a mechanism to ensure that projects develop in an organized and a cohesive manner. Specific plans incorporate a development framework for detailed land use, circulation, infrastructure including drainage, sewer, and water facilities, and urban design and landscape plans. A comprehensive set of design guidelines and development regulations are included to guide and regulate site planning, landscape, and architectural character within the Specific Plan area ensuring that excellence in design is achieved during project development. The Figueroa Street Business Park Specific Plan establishes the procedures and requirements to approve new development within the site.

1.2.2 Specific Plan Area and Ownership

The Specific Plan area is comprised of approximately 14.42 gross acres of vacant land located approximately 600 feet southeast of the Del Amo Boulevard/Figueroa Street intersection. The site is composed of one parcel, Assessor Parcel Numbers (APN) 7336-003-043. The property is presently owned by Carson Main Street, LLC.

Figure 1-2, *Specific Plan Area* illustrates the Specific Plan area.

1.2.3 Existing Setting and Background

The Specific Plan area was used as a landfill from 1956 – 1959; see Section 1.2.8 for more information. The Specific Plan area is a former landfill. The property is gently sloped with an approximate elevation ranging from 20 to 30 feet above mean sea level (amsl), raised in the center and sloping downward gently to the east.

The 14.42-acre vacant property currently has two driveways on Figueroa Street and two on Main Street. The site is not associated with any native vegetation and provides only limited habitat value, primarily as limited cover, nesting, and perching opportunities for birds and common terrestrial wildlife that have adapted to urban conditions, and other disturbed areas associated with human activity. There are minimal existing trees on-site, all of which are on or directly adjacent to the boundary lines.

See **Figure 1-3**, *Existing Conditions*, for the existing topography and on-site features.

INTRODUCTION

1.2.4 Surrounding Uses

Surrounding land uses include the following:

North: Los Angeles County Flood Control District Torrance Lateral, and RV storage

South: Religious institution, commercial uses and light industrial uses

East: Main Street with commercial, light industrial and residential uses (factory built housing)

Northeast and east of the Specific Plan area is the former Cal Compact Landfill which is currently being reclaimed by Carson Reclamation Authority, with approved entitlements for future industrial, retail and mixed-use (RE Solutions 2021).

West: I-110 Freeway and Figueroa Street

Beyond the immediately adjacent land uses are residential neighborhoods in the cities of Gardena, Torrance, and unincorporated Los Angeles County. Van Deene Avenue Elementary School is approximately 0.4 mile southwest of the site and Carson Elementary School is approximately 0.8 mile southeast of the site

1.2.5 Existing General Plan Land Uses and Zoning

The Figueroa Street Business Park Specific Plan area is designated as Flex District (FLX) as shown on the City of Carson 2040 General Plan Land Use Map. The site is zoned ML-ORL-D (Manufacturing Light with Organic Refuse Landfill and Design Overlays). The site will be rezoned to a designation of Specific Plan No. 25-21 (Figueroa St. Business Park Specific

Plan) upon adoption of the Figueroa Street Business Park Specific Plan.

1.2.6 Soils and Geology

The City of Carson is located within the northerly end of the Peninsular Ranges geomorphic province. The Peninsular Ranges province extends from the Los Angeles Basin south of the Santa Monica Mountains to the tip of Baja California. This geomorphic province is characterized by elongated northwest trending mountain ranges separated by straight-sided sediment floored valleys. This region is characterized by a series of mountain ranges separated by northwest-trending valleys sub-parallel to faults branching from the San Andreas Fault. The San Andreas Fault system is approximately 52 miles north of Carson.

The Specific Plan area is located in the Torrance Plain within the West Coast Basin, a southern portion of the greater Los Angeles Basin. The Torrance Plain is an older marine plain consisting mainly of recent alluvium and the upper Pleistocene Lakewood Formation, which overlies the lower Pleistocene-era San Pedro Formation. The recent alluvium consists primarily of stream deposits inter-bedded with fine-grained estuary/bay deposits. The site consists of Urban land-Biscailuz-Hueneme and Urban land-Centinela-Typic Xerorthents soil types (USGS 2021).

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.¹

¹ Geotechnical Investigation Report, TGR, February 18, 2021

1.2.7 Existing Infrastructure

A. Roadways

Figueroa Street. This roadway is designated as a major highway in the City's General Plan (Transportation Element Table TI-1). Figueroa Street is a four-lane facility with a center divider and has two eastbound lanes and two westbound lanes within the City. The approximate curb-to-curb width of this facility ranges from 40 – 84 feet. The speed limit is 40 mph. This roadway provides access to the site via two existing driveways.

Main Street. This roadway is designated as a major highway in the City's General Plan (Transportation Element Table TI-1). Main Street is a four-lane facility with a center divider and has two eastbound lanes and two westbound lanes within the City. The approximate curb-to-curb width of this facility ranges from 40 – 84 feet. The speed limit is 40 mph. This roadway provides access to the site via two existing driveways.

Interstate 110 (I-110) The Harbor Freeway, this freeway is located west of the site. I-110 is a major north-south interstate.

B. Wastewater Service

Wastewater from the Specific Plan area would be conveyed by the City's local 8-inch main sewer line located in Main Street (Main Street Relief Trunk Sewer) to a Los Angeles County Sanitation District (LACSD) wastewater treatment plant.

The main sewer line would then convey wastewater to the Joint Water Pollution Control Plant (JWPCP), located at 24501 South Figueroa Street in Carson.

C. Water Service

California Water Service Company (CalWater) supplies water to the site, which is within the Rancho Dominguez District

(CalWater 2021). The site is served by a 12-inch main along Del Amo Boulevard and by a 12-inch main on Main Street.

D. Storm Drain

On-site runoff flows to an on-site detention system which outlets into the Torrance Lateral Channel, a concrete-lined channel 45.0 feet wide and up to 17.5 feet deep. The Torrance Lateral Channel has a design capacity of 4,300 cubic feet per second. Based on the most current Flood Insurance Rate Map (FIRM) for this area (Panel 06037C1935F), the site is classified as Flood Zone X and is not located within a 100-year flood zone (FEMA 2021).

1.2.8 Landfill Constraints

The subject property is constructed over the former Gardena Valley Landfill No. 1 & 2, a former Class II landfill (DTSC 2021). The landfill was permitted to receive industrial and municipal wastes and operated from November 1956, to October 1959. The wastes were approximately 75 percent residential refuse and 25 percent other wastes, including liquid industrial waste. In 1992, a Remedial Action Plan (RAP) was approved. The remedies include installation of soil vapor extraction (SVE) system and capping the site.

These are discussed in the Grading section of this document as well as the Project environmental document.

INTRODUCTION

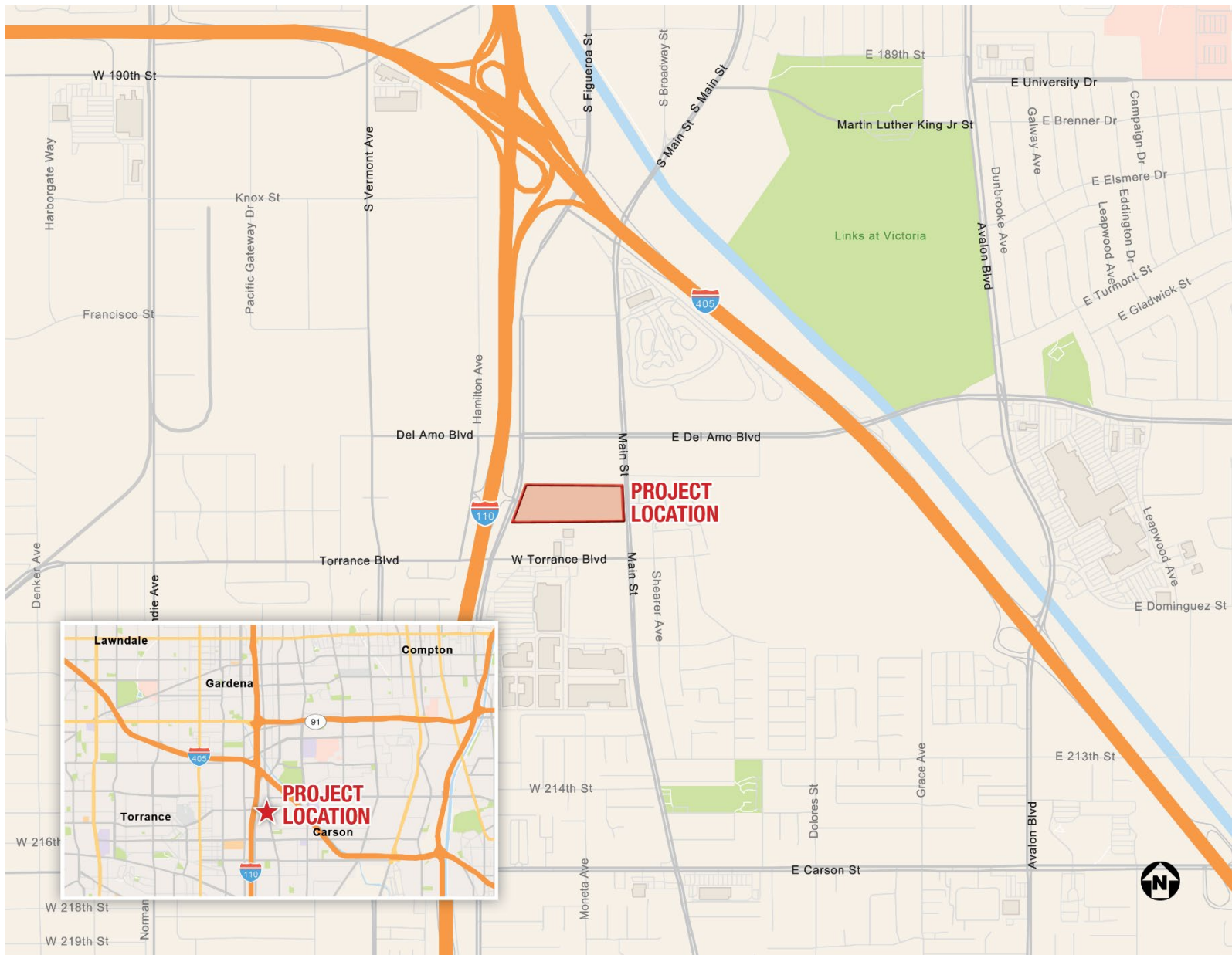


Figure 1-1: Vicinity Map



V

Figure 1-2: Specific Plan Area



2. View from Main Street looking northwest.



1. View from Figueroa Street looking east from the 110 Freeway offramp.

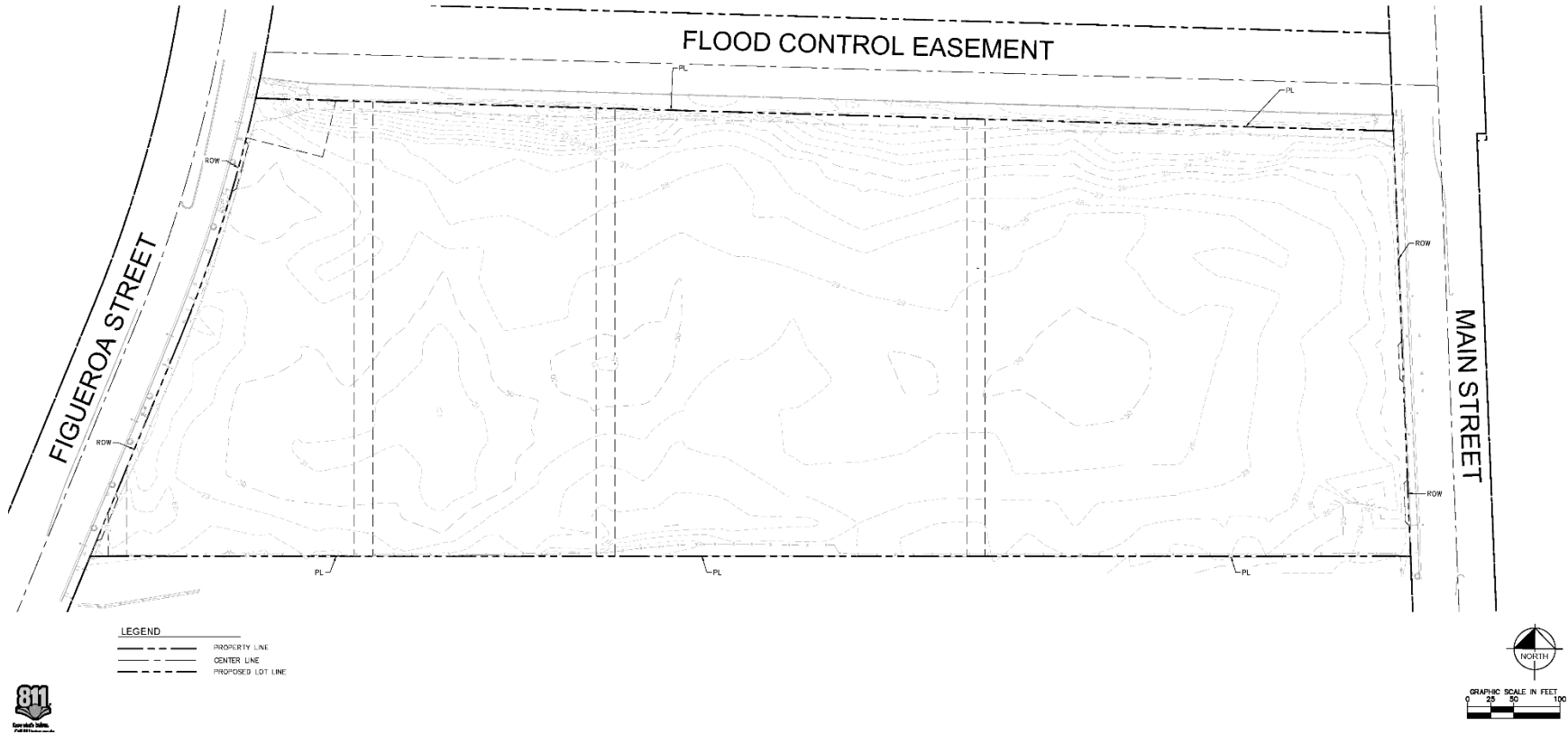


Figure 1-3: Existing Conditions

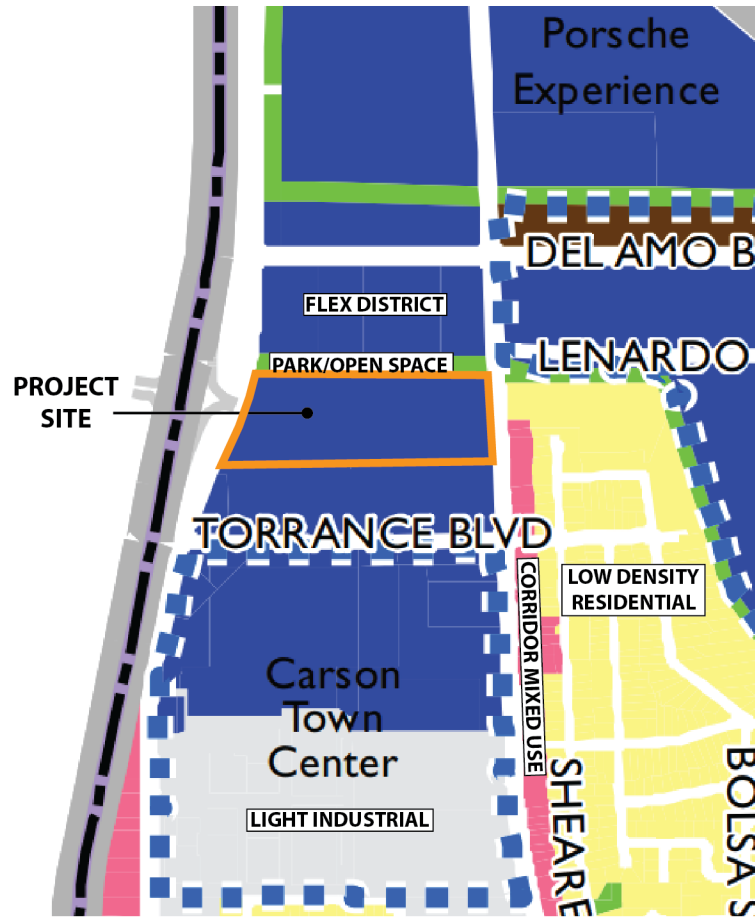


Figure 1-4: Surrounding General Plan Land Use

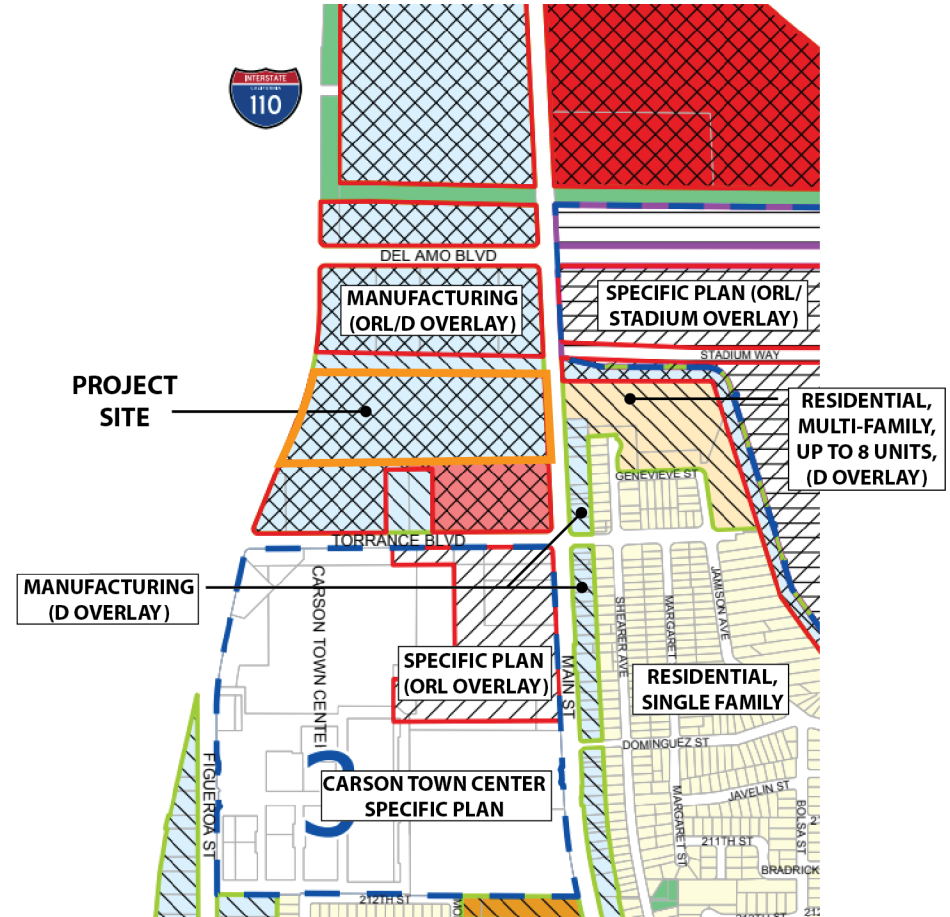


Figure 1-5: Surrounding Zoning

1.3 Project Objectives

The Figueroa Street Business Park Specific Plan is designed to implement a series of project-specific objectives crafted to ensure the Project develops with a high-quality E-commerce, business park, commercial/retail and industrial development. The Project goals as described in this Specific Plan are as follows:

- Provide for the development of E-commerce, business park, and industrial park uses which take advantage of the site's location in proximity to major transportation arterials and the regional transportation network.
- Create a comprehensive plan for the redevelopment of a former landfill to provide a flexible mixture of light industrial (including E-commerce, business park, and commercial/retail uses that attract capital investment to an underutilized property.
- Create a high-quality industrial development that provides employment opportunities to area residents and expands and diversifies the E-commerce, business park, commercial/retail and industrial uses within the City.
- Provide E-commerce, business park, commercial/retail and industrial uses within the Project boundaries which are compatible with surrounding uses.
- Provide commercial opportunities along the frontage of Figueroa Street.
- Provide for access, infrastructure, and utilities to support on-site land uses as the Project evolves.
- Promote opportunities for water efficiency in the Project architecture and project landscaping to promote water conservation.

- Facilitate the establishment of design guidelines and development standards that create a well-defined identity for the proposed project.
- Positively contribute to the economy of the region through new capital investment and creation of new employment opportunities.
- Provide for sufficient regulations to ensure that development and operation of on-site land uses occurs in a manner that reflects principles of environmental justice, protects the public from adverse impacts to public peace, health and safety, and protects against avoidable adverse environmental impacts.

1.4 Legal Context and Relationship with other Regulations

1.4.1 Authority and Requirements

A specific plan is a regulatory tool that local governments use to implement the general plan and to guide development in a localized area. While the general plan is the city's overall guide for growth and development and the zoning code is the tool for regulating development in the entire city, a specific plan is a detailed plan for the development of a particular site or area. Specific plans provide more specificity for the types of uses to be permitted, development standards (setbacks, heights, landscape, architecture, etc.), and circulation and infrastructure improvements within identified subareas of the city. Specific plans can provide flexibility in development standards beyond those contained in the zoning code in order to achieve a customized development pattern. A specific plan should encourage desired patterns of activity, land uses and development types, and remove constraints to efficient development. A specific plan also sets forth strategies for improvements in the specific plan area, including circulation, parking, and streetscape improvements

The authority to prepare and adopt a specific plan and the requirements for its contents are set forth in California Government Code Sections 65450 through 65457. As expressed in California law, specific plans may be adopted either by ordinance or by resolution. This allows jurisdictions to choose whether their specific plans will be policy driven (adopted by resolution) or regulatory in nature (adopted by ordinance).

Section 65451 states:

A Specific Plan shall include a text and a diagram or diagrams which specify all of the following in detail:

- *The distribution, location, and intent of the uses, including open space, within the area covered by the plan.*
- *The proposed distribution, location, and 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 described by the plan.*
- *Standards and criteria by which the development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.*
- *A program of implementation measures including programs, public works projects, and financing measures.*
- *The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.*

1.4.2 Relationship to Other Documents

A. *Municipal Code*

The approval of the Figueroa Street Business Park Specific Plan would amend the City of Carson's zoning map for the property to adopt the Specific Plan as the zoning for the property.

When adopted by ordinance, the Specific Plan is a regulatory document and serves as the adopted zoning for the property located at APN: 7336-003-043. Where conflicts occur between the municipal code and the Specific Plan, the Specific Plan would prevail. Where standards are not included in the Specific Plan, the underlying code provisions would apply.

B. *Lawfully Established Uses*

Any use authorized by this Specific Plan shall be deemed to be conforming to other land use regulations of the Carson Municipal Code and shall not otherwise require any additional discretionary land use approvals including, but not limited to, conditional use permit(s), development review permit(s), and specifically that certain Ordinance No. ____, captioned as an "ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, AMENDING SECTION 9148.8 (TRUCK-RELATED USES LOCATED LESS THAN ONE HUNDRED [100] FEET FROM A RESIDENTIAL ZONE) OF, AND ADDING SECTION 9148.11 (INDUSTRIAL WAREHOUSING AND LOGISTICS FACILITIES) TO, DIVISION 8 (SPECIAL REQUIREMENTS FOR CERTAIN USES) OF PART 4 (INDUSTRIAL ZONES) OF CHAPTER 1 (ZONING) OF ARTICLE IX (PLANNING AND ZONING) OF THE CARSON MUNICIPAL CODE, RELATED TO REGULATION OF INDUSTRIAL WAREHOUSING AND LOGISTICS FACILITIES" (the "**Proposed Good Neighbor Ordinance**") or such other land use regulations of similar effect that may be enacted from time-to-time.

INTRODUCTION

C. *Design Guidelines*

Section 4 of this Specific Plan document includes project-specific design guidelines that include guidelines for architecture, colors, materials, walls, signage, and lighting. Upon adoption of the Figueroa Street Business Park Specific Plan, the Specific Plan guidelines will control the design elements of any implementing projects and would supersede any current or future Citywide Design Guidelines. If the Specific Plan guidelines are silent, the applicable citywide guidelines would apply.

1.4.3 Consistency with General Plan

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits adoption and administration of specific plans as an implementation tool for the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and policies set forth in the general plan.

The Figueroa Street Business Park Specific Plan has been prepared in conformance with the goals and policies of the City of Carson General Plan. The City of Carson adopted the Carson 2040 General Plan Update on April 4, 2023. This action changed the General Plan Land Use for the specific plan area from Mixed-Use Business Park to Flex District. As such, the Specific Plan was analyzed for consistency with the General Plan Land Use Element goals, policies, and objectives associated with the 2040 General Plan Update and the Flex District designation as shown in Appendix A.

1.5 Plan Organization

Section 1 – Introduction

This section explains the purpose of the Specific Plan; local and regional context and setting; background; authority to prepare;

relationship to existing plans and policies; and organization of the Specific Plan.

Section 2 – Development Plan

This section explains the conceptual land use plan for the Specific Plan area and defines the land use designations unique to the Specific Plan. The circulation, drainage, water and sewer, grading, and public services plans are also described.

Section 3 – Development Regulations

This section explains the development standards for the land uses established in the Development Plan, including the standards for allowable uses, setbacks, parking, and signage.

Section 4 – Urban Design

This section explains design concepts and establishes design guidelines for development in the Specific Plan area and illustrates the landscape elements of the Project.

Section 5 – Administration and Implementation

This section discusses the development review procedures by the City of Carson and other relevant permitting agencies, applicable to the Specific Plan area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, substantial conformance findings, and phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

The illustrative examples included in this Specific Plan, including graphic illustrations, renderings, and photos, are conceptual in nature.

Unless otherwise specified, all graphic illustrations and photos shall be interpreted as one possible design and shall not be considered definitive.

2 DEVELOPMENT PLAN

This section explains the conceptual land use plan for the Specific Plan area and defines the land use designations unique to the Specific Plan. The circulation, drainage, water and sewer, grading, and public services plans are also described.

2.0 Development Plan

This section explains the various elements of the Figueroa Street Business Park Specific Plan, including Land Use, Circulation, Public Services, and Infrastructure.

2.1 Land Use Plan

The Figueroa Street Business Park Specific Plan envisions three business park/light industrial buildings with their related square footages and one commercial building totaling up to 312,002 SF. The primary manufacturing/warehouse use would include typical ancillary uses as outlined in the Project’s Development Regulations, including general industrial, inclusive of E-commerce, fulfillment, warehousing, manufacturing uses, office, and employee support areas such as meeting rooms and break rooms.

Figure 2-1, Conceptual Land Use Plan, and **Figure 2-2, Conceptual Site Plan,** provide the overall vision for the Project and guide the development of the anticipated E-commerce, business park, light industrial, warehouse, and flexible commercial/office uses. **Table 2-1, Land Use,** outlines the anticipated build-out for each planning area.

Table 2-1 Land Use Summary				
Planning Area	Land Use	Size (Ac)	Building Area (Sq. Ft.)	Floor Area Ratio (FAR)
Planning Area 1	Business Park	14.18	308,002	0.50
Planning Area 2	General Commercial/Retail	0.24	4,000	0.40
Total		14.42	312,002	0.50

2.1.1 E-Commerce/Business Park/Industrial Uses – Planning Area 1

The majority of the Specific Plan area is comprised of E-Commerce/Business Park/Industrial uses, which may include light industrial manufacturing buildings, research and development, warehousing and distribution ancillary to office, showroom and manufacturing uses. Primary access to this Planning Area is from two driveways on Main Street, with a third driveway on Figueroa Street.

The E-Commerce/Business Park/Industrial Planning area comprises approximately 14.2 acres, or approximately 99% of the site.

Planning Area 1 is planned to accommodate these commercial and industrial uses. Additional information on permitted uses is provided in **Section 3, Development Regulations.**

2.1.2 Commercial Uses – Planning Area 2

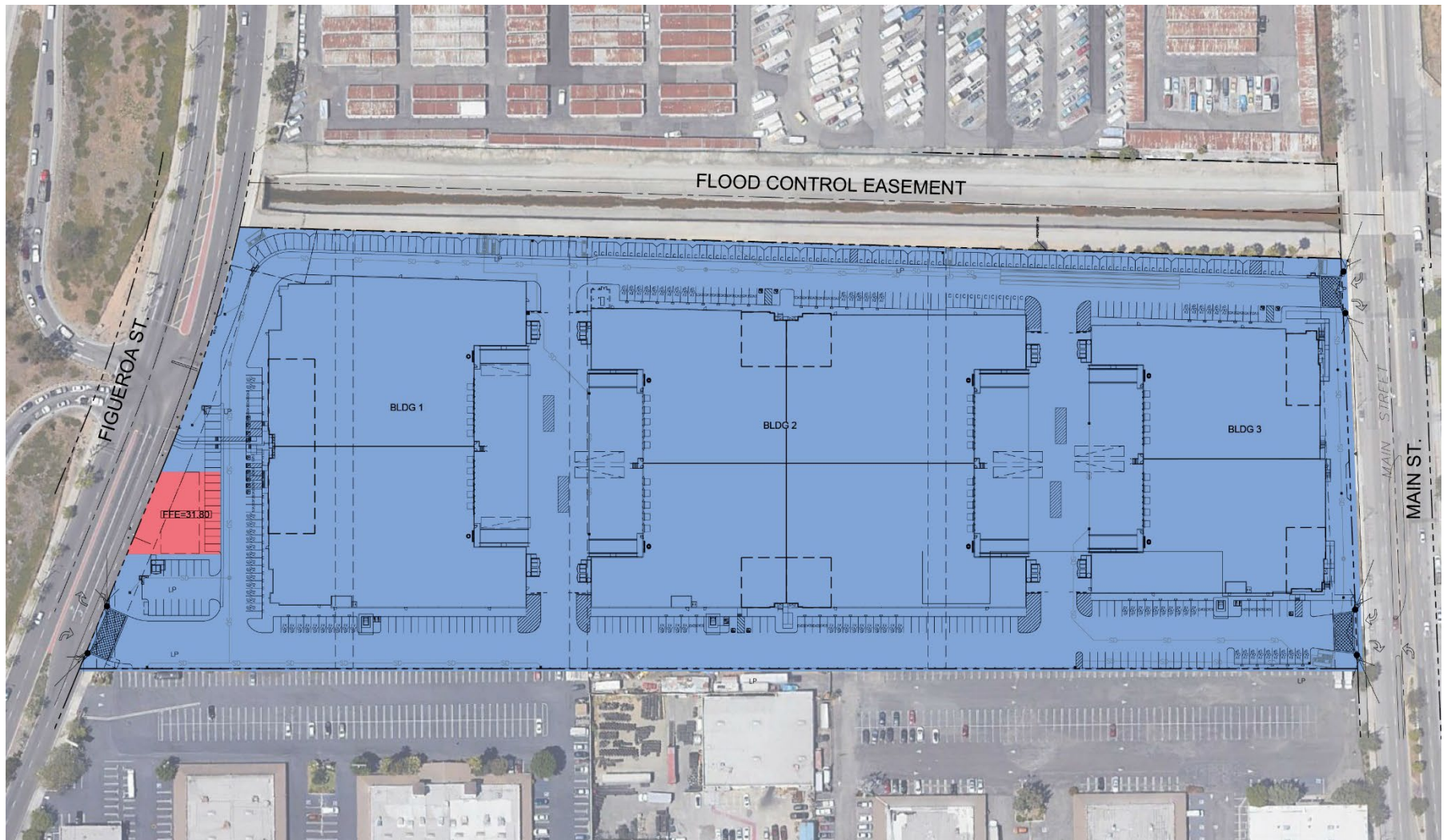
Commercial uses within the Specific Plan area will be flexible depending on market conditions and contain a variety of office, and retail commercial uses, generally in support of the E-commerce, business park, and industrial land uses in other planning areas.

The Commercial Planning area comprises approximately 0.24 acres, or approximately 1% of the site.

Planning Area 2 is planned to accommodate these flexible commercial uses. Additional information on permitted uses is provided in the Development Regulations section.

The Commercial land use is located along the Figueroa Street frontage and will provide the “face” of the Specific Plan area at project buildout.

DEVELOPMENT PLAN

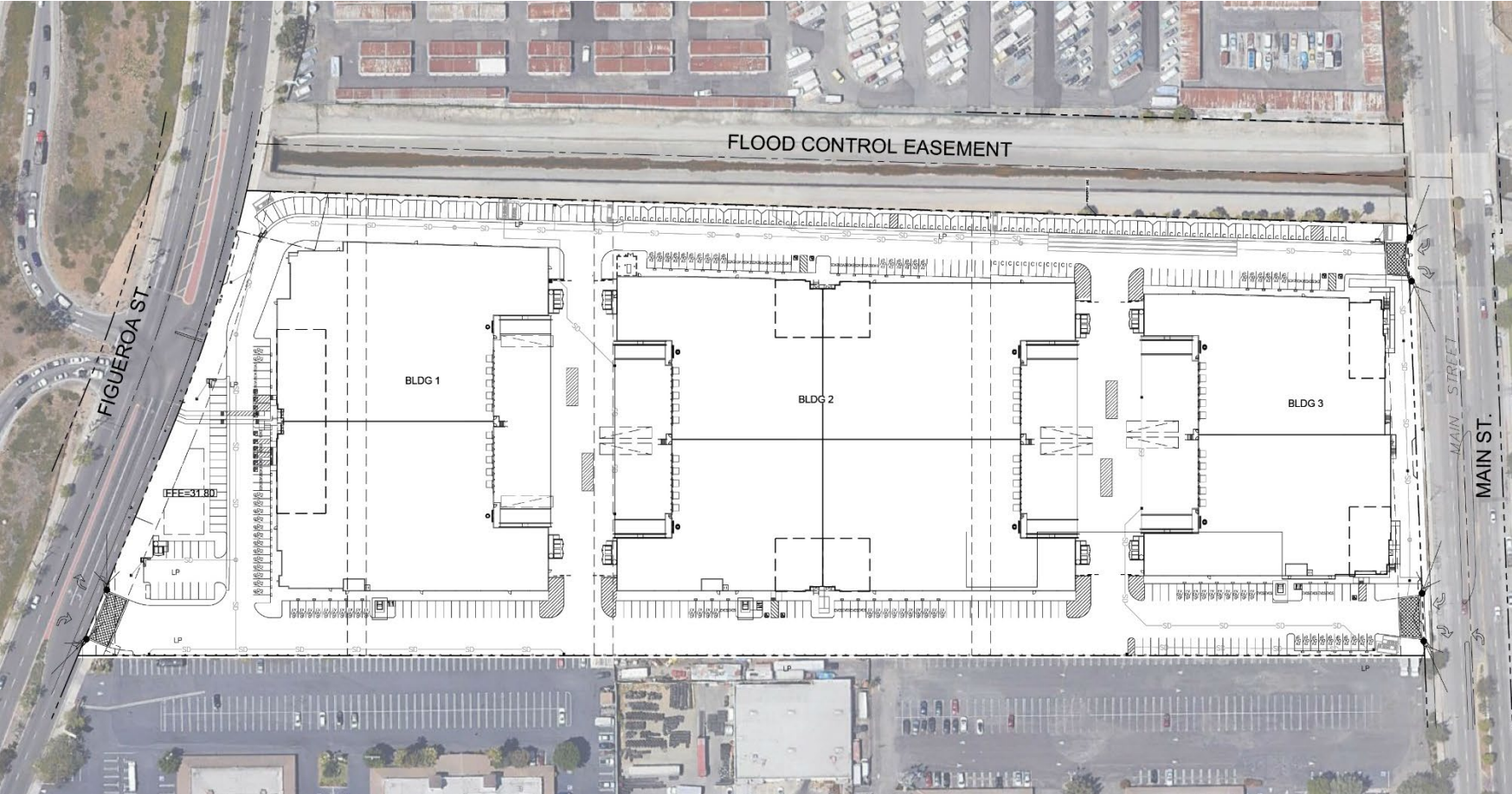


Note: Underlying site plan shown for reference purposes is the anticipated layout. Final site planning will be provided as part of implementing project site plan review submittals.

- PA 1** E-COMMERCE/BUSINESS PARK/INDUSTRIAL
- PA 2** COMMERCIAL



Figure 2-1: Conceptual Land Use Plan



Note: The conceptual site plan shown for reference purposes is the anticipated layout. Final site planning will be provided as part of implementing project site plan review submittals.



Figure 2-2: Conceptual Site Plan

2.2 Circulation Plan

Vehicular circulation is comprised of two components: peripheral public roadways and internal private drives. The Circulation Plan provides standards and guidelines that ensure the safe and efficient movement of people and vehicles into and through the business park, addressing light trucks and passenger vehicles, heavy trucks, public transit, and non-vehicular circulation (pedestrians and bicycles).

Figure 2-3, *Circulation Plan* establishes the hierarchy and general location of roadways within the Specific Plan area.

A traffic study prepared as part of the Project's environmental analysis may identify the need for additional rights-of-way at critical intersections to accommodate turn movements.

The project developer will be responsible for those improvements as determined by the City Engineer and pursuant to the mitigation measures identified in the environmental analysis. The City's Development Impact Fees or fair share contributions may also finance project-related improvements.

2.2.1 Regional Circulation

State Route 110, the Harbor Freeway (SR 110) runs in a north/south direction immediately west of the Specific Plan area. SR 110 connects San Pedro and the Port of Los Angeles with downtown Los Angeles and Pasadena. It terminates at the Foothill Freeway.

Existing freeway ramps adjacent to the site are located at Figueroa Street immediately to the west of the Specific Plan area. These ramps will be the primary connection to the regional transportation network for the business park. Of note is a recorded access restriction onto Figueroa Street, which limits access except for the southerly portion of the site.

The freeway falls well outside of the Specific Plan area and no modification to Caltrans right-of-way is planned or anticipated.

2.2.2 Arterials

A. *Figueroa Street*

Figueroa Street is located along the Specific Plan area's western border. One driveway will take access onto Figueroa Street. This driveway is located on the site's southern edge. The property has recorded access restrictions except for its southwestern edge.

This roadway is designated as a Major Highway in the City's General Plan. Figueroa Street is a four-lane facility with a center divider and has two eastbound lanes and two westbound lanes within the City. The approximate curb-to-curb width of this facility ranges from 40 – 84 feet. The speed limit is 40 mph.

The existing median along Figueroa Street, located north of the freeway entrance, shall be modified. Widening the median to have landscaping and irrigation.

B. *Main Street*

Main Street is located along the Specific Plan area's eastern border. Two driveways will take access onto Main Street. The northern entrance on Main St. would serve as a passenger car driveway with right-in right-out only access. The southern entrance on Main St. would serve as a shared driveway with full access for passenger cars, bobtails, and delivery trucks and right-out only for large-body trucks. This roadway is designated as a designated truck route in the City's General Plan. Main Street is a four-lane facility with a center divider and has two northbound lanes and two southbound lanes within the City. The approximate curb-to-curb width of this facility ranges from 40 – 84 feet. The speed limit is 40 mph.

No modifications are planned for Main Street in support of the Specific Plan land uses other than driveways and landscaped parkways.

2.2.3 Site Access and Internal Circulation

Site access is provided in three locations as shown on **Figure 2-3**, Circulation Plan. Internal private drive aisles provide connections from perimeter streets (Figueroa and Main Streets) to shared parking areas, truck docks, and building entrances. The driveway located on the northeastern corner of the site would serve as a passenger car driveway with right-in right-out only access. The driveway located on the southeastern corner of the site and would serve as a shared driveway with full access for passenger cars, bobtails, and delivery trucks and right-out only for large-body trucks. The driveway located on the southwestern corner of the site and would serve as a shared driveway with right-in, right-out only access.

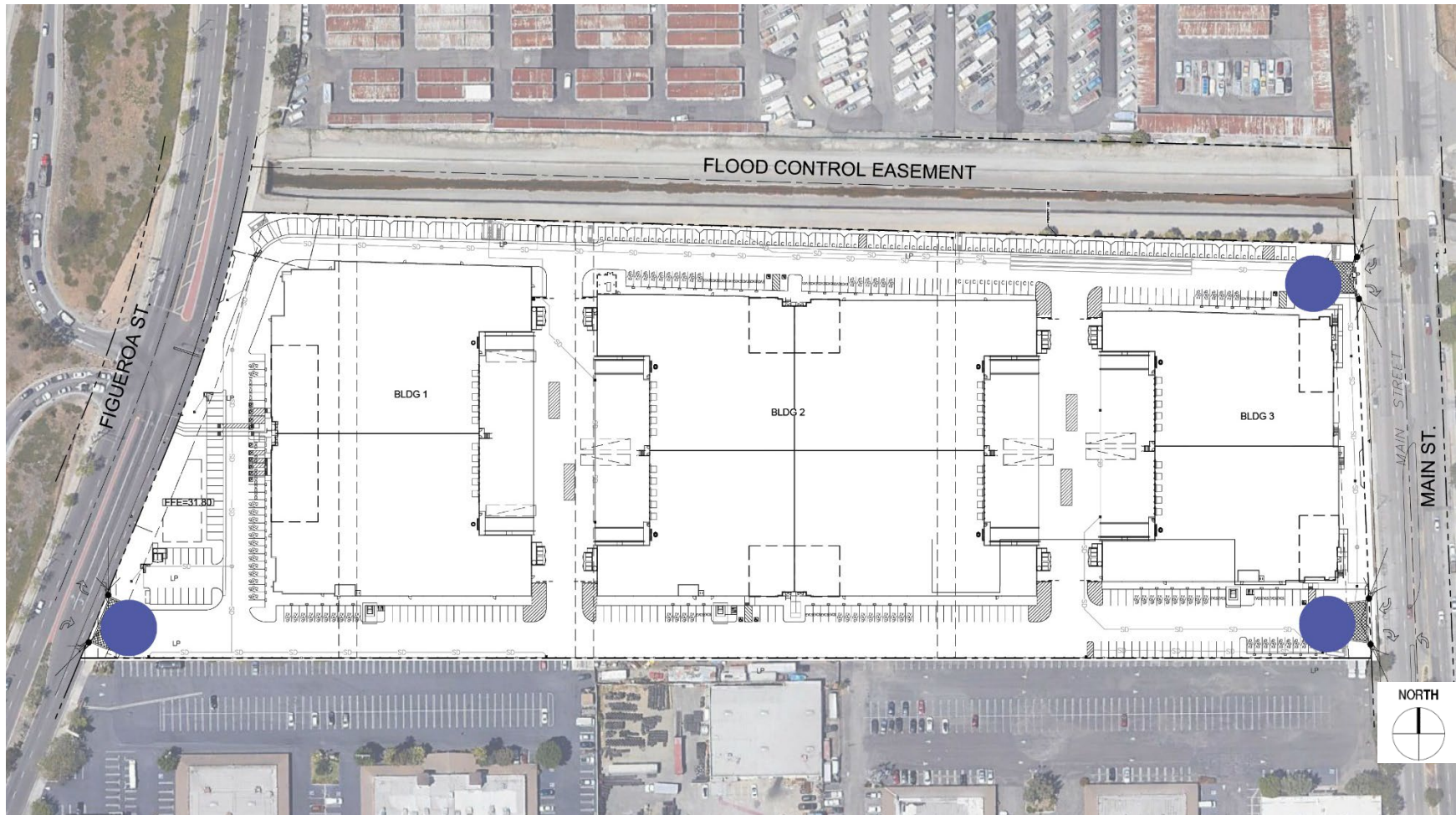
Of note is a recorded access restriction onto Figueroa Street, which limits access except for the southerly portion of the site.

2.2.4 Parking

Parking will be provided in accordance with the parking ratios outlined in **Section 3**, *Development Regulations*.

Accessible and Electric Vehicle (EV) spaces and/or charging stations shall be provided when and as required by Government Code and may be counted towards required parking. Location of EV spaces shall be reviewed and approved as part of development review. Shared parking is permitted across the specific plan area.

DEVELOPMENT PLAN



● PROJECT ENTRY

Figure 2-3: Conceptual Circulation Plan

2.3 Infrastructure Plan

The Specific Plan land uses will require the public facilities and services described in this section to support and serve the needs of the Project. The infrastructure system will seek to incorporate the highest level of sustainability achievable for a project of its kind and in its specific geographic location.

The various public facilities will be designed to enhance and complement the vision and design objectives of the Project and all facilities will be developed to meet or exceed the required industry standards of the respective service providers and as required by the applicable government standards. Services include: water, sewer, storm drainage, solid waste disposal, fire and police protection services.

Table 2-2, Service Providers, lists the service providers for the Project.

Table 2-2 Service Providers/Agencies	
Service	Provider
Water	Cal Water Dominguez District
Wastewater Treatment	LA County Sanitation District
Fire Protection	Los Angeles County Fire
Police Protection	Los Angeles County Sheriff
Solid Waste Disposal/Recycling	Waste Resources

2.3.1 Water

Cal Water Dominguez District provides water service to the Specific Plan area. Approximately 80 percent of the water supply distributed by California Water Company is comprised of imported water, 18 percent is groundwater, and 2 percent desalinated water.

A. Existing Facilities

Existing water lines are present in adjacent streets. An existing 12-inch water line is present in Figueroa Street and in Main Street.

B. Proposed Facilities

Domestic Water

Domestic water service will be provided through a 6-inch line connecting with the existing 12-inch water line in Figueroa Street.

Water for Fire Suppression

Fire Water service will be provided through a looped system within the onsite private drive aisles, connecting with the existing 12-inch water line in both Figueroa and Main Streets.

Figure 2-4, *Water and Sewer Plan*, illustrates the existing and proposed backbone water infrastructure.

2.3.2 Wastewater

A. Existing Facilities

Wastewater from the Specific Plan area would be conveyed by the City’s local 8-inch main sewer line located in Main Street (Main Street Relief Trunk Sewer) to a Los Angeles County Sanitation District (LACSD) wastewater treatment plant.

B. Proposed Facilities

Wastewater collection will be provided through a gravity system located within the southern drive aisle and connecting with the existing line in Main Street.

Figures 2-4 and 2-5, *Water and Sewer Plan*, illustrates the existing and proposed backbone water infrastructure.

2.3.3 Grading and Drainage

A. Grading

The Specific Plan area is partially underlain by the closed Gardena Valley Class II landfill. 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.²

The site presently slopes in an easterly direction, with approximately 11 feet of fall between Figueroa Street and Main Street. Landfill conditions limit the amount of excavation for site grading and therefore retaining walls are planned for each building site. Grading and retaining wall design will comply with City grading standards and the recommendations of a geotechnical analysis.

B. Existing Drainage Facilities

An existing Los Angeles County flood control channel and easement are present immediately north of the Specific Plan area. An existing 15-inch Reinforced Concrete Pipe (RCP) is present along the Specific Plan area's northern edge, outletting to the flood control channel.

A. Floodplain

The majority of the Specific Plan area is located in flood Zone X, Area of Minimal Flood Hazard. The upper edge of the site is located in Zone X, Reduced Flood Risk Due to Levee due to its located adjacent to the existing flood control channel.

D. Proposed Drainage System

Onsite drainage will be accomplished through a storm drain system and multiple catch basins located within the site's drive

aisles. Stormwater collected in the catch basins will be conveyed to the existing 15-inch RCP along the property's northern edge and will be stored in an underground detention system along the northern boundary of the site. From the detention system, the site will outlet to the existing flood control channel.

E. Water Quality

Infiltration is infeasible on the property due to the presence of the landfill. Water Quality features are assumed to be provided by proprietary BMPs such as modular wetlands to treat stormwater runoff prior to discharge to the channel.

2.3.4 Dry Utilities

Natural Gas Services

The Gas Company supplies natural gas in the City of Carson and would supply the Specific Plan area. Existing gas lines are present in Main Street adjacent to the site frontage.

The Gas Company will require an engineering review of the site's natural gas load.

Electrical Service

Southern California Edison (SCE) supplies electrical service to the City of Carson and the Specific Plan area.

² Geotechnical Investigation Report, TGR, February 18, 2021

2.4 Public Services

2.4.1 Fire and Police

A. Fire Service

The County of Los Angeles Fire Department (LACFD) provides fire protection services to the City, and the Specific Plan area. There are six fire stations that provide both fire and emergency medical services to the City, with four of the stations located within Carson's boundaries. The nearest fire station is Fire Station #36 (located at 127 W. 223rd Street) which is approximately 2.4 miles southeast of the Specific Plan area. The LACFD uses national guidelines of a 5-minute response time for the first-arriving unit for fire and Emergency Medical Services (EMS) responses and 8 minutes for the advanced life support (paramedic) unit in urban areas. According to the Carson General Plan, each of the primary fire stations established an expanded response matrix for its individual jurisdiction, which increases the resources available to help a fire station respond to an emergency.

The Project would be required to comply with LACFD requirements for emergency access, fire-flow, fire protection standards, fire lanes, and other site design/building standards. Additionally, all future development within the site area would be subject to compliance with the existing regulations specified in the California Fire Code, California Building Code, International Fire Code, Carson Municipal Code (Municipal Code) Chapter 1, Fire Prevention and specific fire and life safety requirements in effect that the time of building fire plan check.

B. Police Service

The Los Angeles County Sheriff's Department (LASD) provides police protection services to the City, inclusive of the site. The Specific Plan area is within the service area of the LASD Carson

Station, which provides police services to Carson and unincorporated County areas in Gardena, Torrance, and Rancho Dominguez. The site would be served by the Carson station located at 21356 South Avalon Boulevard, approximately 2 miles southeast of the site.

2.4.2 Solid Waste

Waste Resources, Inc. provides commercial waste collection services for the City, including the Specific Plan area. Solid waste collected in the City is taken to the company's transfer station in Carson, where it is sorted.

In compliance with the California Green Building Code (CalGreen), the implementing projects within the Specific Plan area would be required to divert 50 percent of its construction waste from landfills. The remaining construction demolition material, as well as solid waste from site operations, would be transported to the closest landfill to the site, the Savage Canyon Landfill. This landfill has a total capacity of 3,350 tons per day and has a remaining capacity of 9,510,833 cubic yards. This landfill has approximately 40 years of total capacity left.

The type and location of solid waste containers and disposition will be determined at the time of site plan/architectural review of implementing projects within the Specific Plan area. Frequency of solid waste pickup is determined by the solid waste service provider.

DEVELOPMENT PLAN

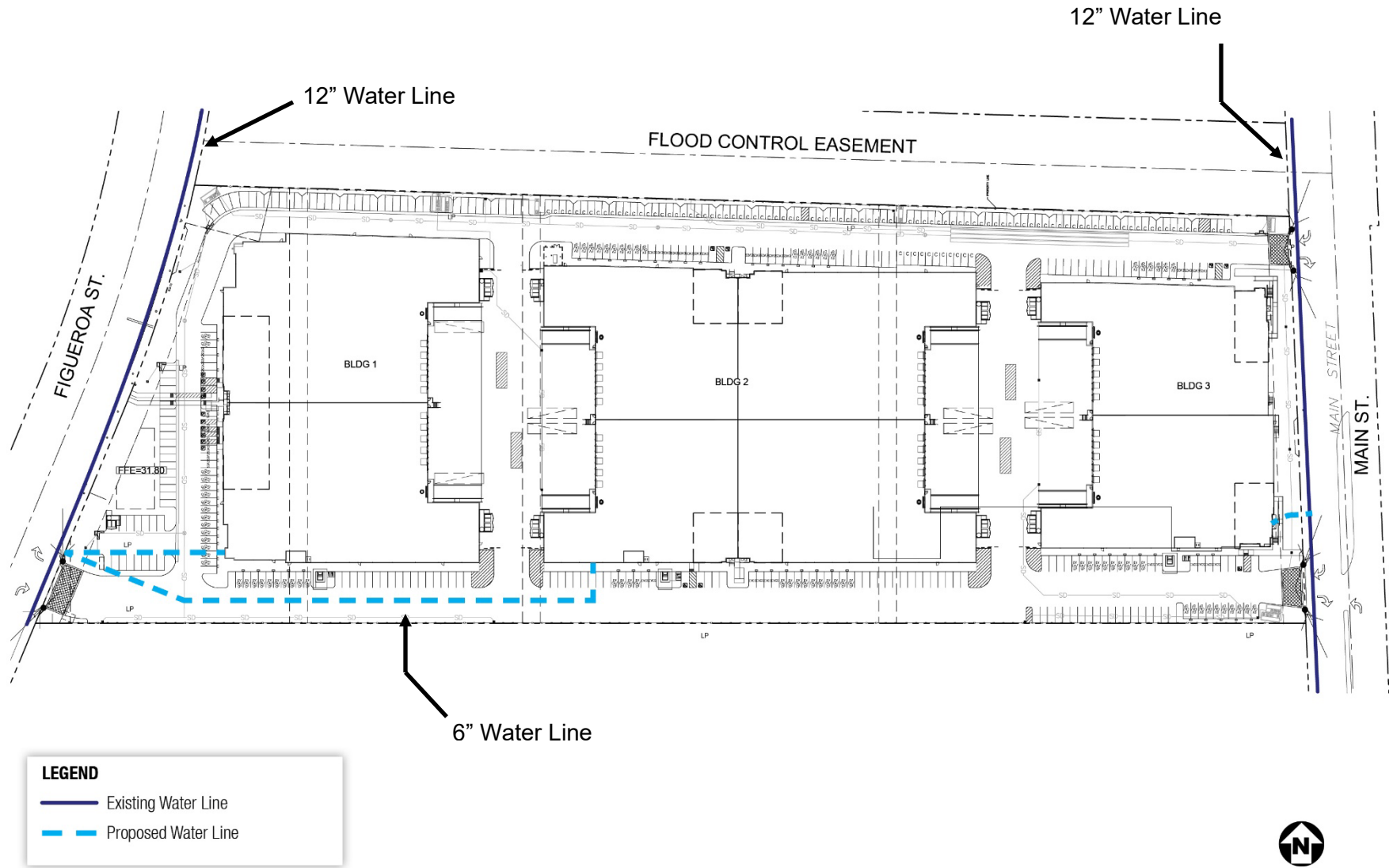


Figure 2-4: Conceptual Water Plan

DEVELOPMENT PLAN

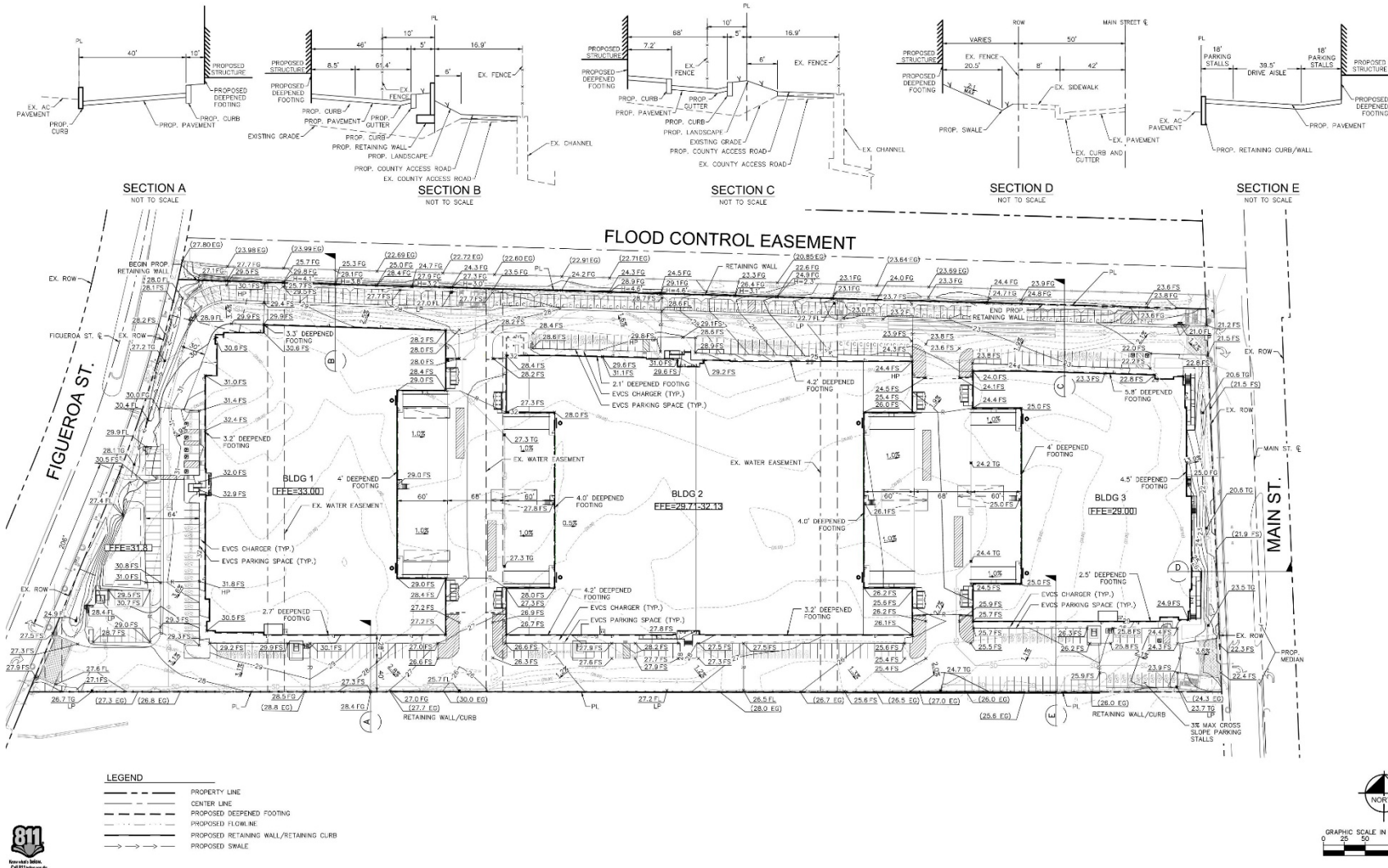


Figure 2-6: Conceptual Grading Plan

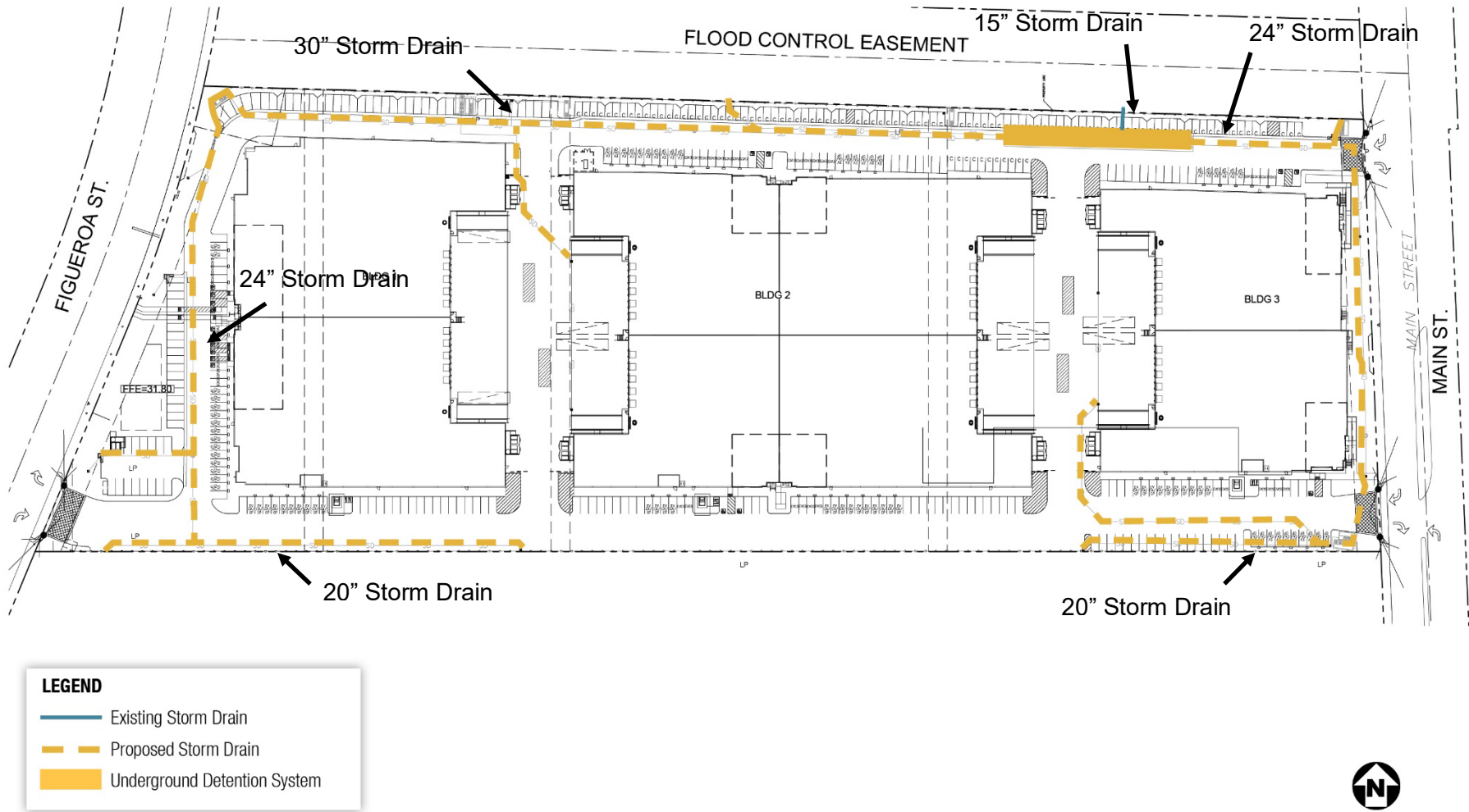


Figure 2-7: Conceptual Drainage Plan

3 DEVELOPMENT REGULATIONS

This section defines the land use designations unique to the Specific Plan. Development standards for each land use designation are also described.

3.0 Development Regulations

The purpose of this section is to provide land use development regulations that apply to each of the land use designations of the Specific Plan. These include standards regarding permitted uses, building height limits, parking requirements, and setbacks, as well as general provisions applicable to all uses.

These development standards should be used in conjunction with **Chapter 4: Design Guidelines**, which describe and illustrate building designs, concepts, and features that will promote the high-quality development that is envisioned for the Specific Plan area.

3.1 General Provisions

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to utilize Specific Plans for purposes of implementing the goals and policies of the City's General Plan.

Application of these regulations is specifically intended to provide the most appropriate use of the land, create a harmonious relationship among land uses and protect the health, safety and welfare of the community.

The following General Provisions apply to all uses within the Specific Plan.

3.1.1 Applicability

The Figueroa Street Business Park Specific Plan has been developed as both a regulatory and a land use policy document, which, upon adoption by ordinance will constitute the zoning for the property. Development plans or agreements, tract or parcel maps, site plans or any other action requiring ministerial or discretionary approval for the subject property must be consistent with the Specific Plan. California Government Code, Section 65454 requires that a Specific Plan be consistent with

the General Plan. Upon adoption, actions deemed to be consistent with the Specific Plan shall be judged to be consistent with the City of Carson General Plan as amended.

Where conflicts exist between the standards contained in this Specific Plan and those found in the City of Carson Zoning Ordinance or Municipal Code, the regulations and standards in this Specific Plan shall prevail. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the City of Carson Zoning Code, Municipal Code or General Plan, using the context and objectives of this Specific Plan as a guide.

Notwithstanding the interpretive rules set forth above, any use authorized by this Specific Plan shall be deemed to be conforming to other land use regulations of the Carson Municipal Code existing at the time of the adoption of this Specific Plan or as the same may be amended from time-to-time and shall not otherwise require any additional discretionary land use approvals beyond the requirements of this Specific Plan. Exceptions, deviations, and any future development that is not in substantial conformance with standards and guidelines contained in the Specific Plan or permitted as a minor modifications as defined in the Specific Plan shall be subject to obtaining a specific plan amendment and amended Site Plan and Design Review to be considered by the Planning Commission and City Council.

3.1.2 Severability

If any section, subsection sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this plan.

DEVELOPMENT REGULATIONS

3.1.3 Definitions

The meaning and construction of words, phrases, titles, and terms shall be the same as provided in the City of Carson Zoning Code, "Definitions," unless otherwise specifically provided herein. If a word is not defined in this section or in any provision of the Zoning Code, the Community Development

The Community Development Director or their designee shall resolve any ambiguities related to the "definitions" provisions of this Specific Plan. Any interpretation made by the Community Development Director, or their designee may be appealed to the Planning Commission. The decision of the Planning Commission shall be final unless appealed to the City Council. Interpretation Procedure is pursuant to CMC Sect. 9172.24

- **Bioretention Facilities.** Soil and plant-based filtration devices that remove pollutants through a variety of physical, biological, and chemical treatment processes. These facilities normally consist of a grass buffer strip, sand bed, ponding area, organic layer or mulch layer, planting soil, and plants, or proprietary systems such as modular wetlands
- **Cold Storage Facility.** The storage of any temperature-controlled substance that prevents that substance from decaying or not adhering to laws and regulations that apply to that item
- **E-Commerce.** E-Commerce is the buying and selling of goods and services over an electronic network, primarily the internet. This use includes internet fulfillment centers, in which orders are received from affiliated stores or other locations, processed, and filled. The number of employees, and therefore amount of employee parking, is higher than a high cube distribution center.
- **Entertainment.** A principal commercial land use providing amusement or entertainment services in an indoor or

outdoor facility, for the purpose of some leisure activity, including, but not limited to, arcade, computer arcade, escape rooms, laser tag, miniature golf, skating rink, tennis club, virtual reality rooms and similar uses.

- **Fulfillment Facility.** A facility dedicated to the coordination, facilitation, and movement of goods and services. Transfer, last mile, and micro-fulfillment centers are some examples of fulfillment facilities. Facilities may specialize in services such as material handling, production, packaging, inventory, transportation, limited storage and distribution of goods, freight forwarding, deposit, safekeeping, or parts thereof. Fulfillment facilities frequently process direct purchase orders, representing the point-of-sale. For the purposes of this Specific Plan area, some fulfillment facilities may comprise multiple tenant spaces.
- **High Cube Warehouse/Distribution Center.** High-cube warehouses or distribution centers are primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses.
- **Logistics Facility.** Any type of facility dedicated to the coordination, facilitation, and movement of goods and services. Transfer, distribution, last mile, and fulfillment centers are all types of logistics facilities. Facilities may specialize in services such as material handling, production, packaging, inventory, transportation, limited storage and distribution of goods, freight forwarding, deposit, safekeeping, or parts thereof. Logistics facilities are generally associated with the dynamic continual movement of goods.
- **High-Employment Uses.** E-commerce, business park, or industrial uses which typically rely on a larger traditional workforce for day-to-day operations. These uses assist in creating local jobs within the City.

- **Manufacturing, Light.** Light Manufacturing typically includes warehousing, assembling, and manufacturing of products from previously prepared materials.
- **Mezzanine.** As defined herein, a mezzanine is an elevated, occupied floor above the ground floor of a larger industrial space used for office or other enclosed workspace.
- **Mezzanine, Mechanical.** Typically relocatable, freestanding steel structures used for logistics/high cube purposes are not counted in the square footage allocated to mezzanines in the land use table nor counted towards the maximum Floor Area Ratio (FAR) or parking counts.
- **Processing/assembly of materials/products.** This is the practice of preparing products for distribution whereby the processing and assembly adds value to the products being distributed. Processing and assembly may include, but is not limited to, in-house packaging, labeling, or initial assembly of products.
- **Recreation.** Uses may be indoor or outdoor activities associated with gyms, sports facilities, or recreational activity uses such as paint ball facilities, trampoline parks, or other recreation uses.
- **Research and Development.** A use in which research and experiments leading to the development of new products are conducted. This type of use may be associated with an institutional, clinical or commercial facility.
- **Warehouse.** A facility which is typically used for the storage, production, or distribution of commercial goods. These buildings may include loading and unloading docks to send and receive goods from trucks.
- **Wholesale Distribution.** Activities include, but are not limited to, the distribution of goods in large quantities for resale.

3.1.4 Determination of Unlisted Uses/Interpretation

The development standards and regulations contained in this Specific Plan shall supersede the standards contained in the Carson Municipal and Zoning Codes, except where specifically provided in the Specific Plan. Whenever the provisions contained in the Specific Plan conflict with the Municipal or Zoning Codes, the provisions of the Specific Plan shall prevail.

The Community Development Director or their designee shall resolve any ambiguities related to the implementation of the provisions of this Specific Plan. Such interpretations shall take into account the stated goals and intent of the Specific Plan. Any interpretation made by the Community Development Director may be appealed to the Planning Commission. The decision of the Planning Commission shall be final unless appealed to the City Council. Interpretation Procedure is pursuant to CMC Sect. 9172.24.

3.1.5 Modifications to Development Standards

The following modifications to development standards are permitted subject to Community Development Director or their designee by Administrative Permit to approve a minor change, deviation or modification to allow the following:

- Parking (no more than 5% and subject to submitting a parking demand study for consideration)
- Landscape (no more than 5% decrease in landscape coverage in parking lot areas)
- Signage (increase in sign area and/or number of signs of not more than 10 percent and/or a relocation of sign location or an increase in sign height of not more than 10 percent)
- Change in exterior color from the approved color for the exterior of any improvement

DEVELOPMENT REGULATIONS

Modifications beyond the listed above are subject to obtaining an Specific Plan amendment and Site Plan and Design Review amendment to be presented to the Planning Commission and City Council for decision.

3.1.6 Use of Design Guidelines

Development shall be designed and built-in substantial conformance with the Design Guidelines contained in this document (Refer to **Section 4, Urban Design**).

3.1.7 Subsequent Building Modification

Subsequent building modification by tenant or property owners, including additions and/or projections into setback areas permitted by the Specific Plan (subject to approval of standard City permits), shall match the architectural style of the primary unit and shall be constructed of the same or complementary materials and colors as the primary unit and/or in context with the overall Design Guidelines.

3.1.8 Projections into Required Setbacks

Encroachments into required setbacks are permitted for architectural projections such as eaves, awnings, and shading devices; signs; architectural features; utilities meters; conduits and pipes; unenclosed and unroofed stairways; landings, and mechanical equipment, may project into a required setback per the requirements outlined in the Development Standards section of this Specific Plan. As described in the Design Guidelines section, mechanical equipment placed on rooftops is subject to screening requirements.

3.1.9 Height

Building height shall mean any vertical distance from the average finished grade to the highest point of the coping of a flat roof, to the deck line of a mansard roof or to the average height of the highest gable of a pitch or hip roof, per Carson Municipal Code.

Pursuant to CMC Section 9146.9, roof-mounted structures and equipment shall not extend more than ten (10) feet above the roof, measured from the point of attachment. If such roof projections are not incorporated in the building design as architectural features, they shall be screened from view from any adjoining public street or walkway. Mechanical equipment not enclosed within a building shall be screened from view from any adjoining public street or walkway. Within one hundred (100) feet of a residential zone, there shall be no opening in the wall of a nonresidential building where such wall faces a residential zone. Development shall comply with CMC Section 9146.9.

3.1.10 Grading

Development within the site shall utilize grading techniques as approved by the City of Carson.

3.2 Permitted Uses

3.2.1 Specific Plan Uses

This section describes the permitted uses that may be developed within the Specific Plan area and the various levels of approval required for each type of use. The intent of future development within the specific plan area is to attract high quality, professional E-commerce, business park, industrial, and commercial uses. The Draft 2040 Carson General Plan Update provides a description of a range of permitted uses within the Flex district. This specific plan is intended to permit those uses as well as any permitted in updates to the 2040 Carson General Plan prior to adoption.

3.2.2 Permitted By-Right

Fulfillment, Assembly, and Processing

- i. Small-scale E-commerce direct to consumer and tax generating, small-scale warehousing, distribution facilities, logistics facilities, fulfillment facilities, parcel delivery, freight, and last mile.
- ii. Equipment Rentals and Sales, interior and/or approved screened yard.
- iii. Manufacturing, light (assembly, processing, and distribution).
- iv. Laundry and garment cleaning services.
- v. Retail/wholesale.
- vi. Partial climate controlled.

Research and Development

- i. Research and Development.

Business Park

- i. Civic/Institutional/Educational.
- ii. Data Center.
- iii. Offices, including professional, medical, financial, administrative, public service and general business offices and accessory uses.

Entertainment

- i. Broadcasting and Publishing Uses.
- ii. Entertainment and Motion Picture Production.
- iii. Museum and museum support uses.
- iv. Music/Sound Production Studios.
- v. Recreational or Professional – gyms, dance studio, group training facilities (requires parking

analysis).

Agriculture

- i. Indoor farming / agriculture

Commercial

- i. Animal hospital or clinic.
- ii. Animal services (dog clip and wash, veterinary office or clinic).
- iii. Automobile charging station.
- iv. Automobile sales without outdoor display.
- v. Community center, lodge hall, private club.
- vi. Copying, printing, blueprinting, silk screening, photography, picture framing.
- vii. Food catering (only direct retail sales or retail distribution).
- viii. Food store – grocery, fish, meat, fruits and vegetables, retail bakery, pastry, candy, healthfood, take-out food.
- ix. Graphic arts services
- x. Gymnasium, indoor athletic facility – subject to submitting a parking study for review and obtaining approval by the Director or their designee.
- xi. Medical or dental office or clinic, public health center.
- xii. Optical services
- xiii. Parcel delivery service.
- xiv. Pharmacy.
- xv. Physical training school – gymnastics, martial arts – subject to submitting a parking study for review and obtaining approval by the Director or their designee.

DEVELOPMENT REGULATIONS

- xvi. Post office.
- xvii. Professional Offices (Business, professional, financial, insurance, real estate, utility payments, telegraph, telephone answering service, messenger service, advertising, newspaper or publishing (no printing), ticket agency, travel agency, employment agency, collection agency, detective agency, security service, bail bondsman, check cashing.)
- xviii. Professional Studio (Costume design, interior decoration, photography, writing, drama, dance, music, arts and crafts including stained glass) – subject to submitting a parking study for review and obtaining approval by the Director or their designee.
- xix. Radio, television, recording.
- xx. Restaurant, casual/fast food, take-out only
- xxi. Restaurant, dine-in – subject to submitting a parking study for review and obtaining approval by the Director or their designee.

3.2.3 Director Approval Required

- i. Any use that meets the purpose and intent of the Specific Plan and/or General Plan does not significantly expand environmental or social impacts. Such determination will be based upon the prospective use's substantial conformance with the environmental compliance, economic benefits to the City and the ability of the City's infrastructure to accommodate. Potential example mitigation support could include a letter from a licensed traffic engineer indicating no significant

traffic impact, or a letter from financial/planning consultant indicating no significant economic detriment to the city/infrastructure.

- ii. Any use that is not expressly permitted.

3.2.4 Conditional Use Permit Required

- i. Alcohol beverage sales.
- ii. Communications facilities.
- iii. Hazardous material generating uses below CalArp Thresholds and other hazardous materials as set forth in the City of Carson City Council adopted Ordinance No. 21-2120, which regulates new and existing industrial land uses involving CalARP Regulated Substances and Hazardous Materials (as such terms are defined in the ordinance) in the City's Industrial Zones.

3.2.5 Temporary Uses

- i. Christmas tree sales, pumpkin sales.

3.3 Prohibited Uses

- i. Check Cashing.
- ii. Dismantling or salvage processing of vehicles, boats, large equipment or machinery.
- iii. Outdoor storage of cargo containers, trucks, trailers, boats, aircraft or heavy equipment.
- iv. Recycling facility.
- v. Salvage yards.
- vi. Self-Storage.
- vii. Service and repair of vehicles, boats, large equipment or machinery.
- viii. Storage, manufacturing, or handling of

- hazardous materials in excess of CalArp Thresholds and not in compliance with the Hazardous Materials Ordinance No. 21-2120
- ix. Storage, manufacturing, and handling of poisons, explosives, organic peroxides.
- x. Any uses not expressly listed shall be as permitted by the findings and determination of the Community Development Director or their designee

3.4 Development Standards

3.4.1 E-Commerce/Business Park/Industrial Uses

The following development standards and provisions apply to Planning Area 1 of the Specific Plan, primarily intended for E-commerce, business park, and industrial buildings.

Table 3-1 Development Standards: E-Commerce/Business Park/Industrial (PA 1) <i>Note: Development Standards are consistent with the Carson Municipal Code for Industrial uses at the time of adoption of the Figueroa Street Business Park Specific Plan.</i>	
Item	Standard
Floor Area Ratio (Maximum)	0.4 ³ ²
Front Yard Setback (at Figueroa and Main Street)	20'
Side Yard Setback	0' (when adjacent to non-residential uses)
Rear Yard Setback	0' (when adjacent to non-residential uses)
Space between Buildings	3' ⁽¹⁾
Site Landscaping ⁵	5%
Building Height	No Max Building Height ⁽²⁾
<ol style="list-style-type: none"> 1. Where there is a separation and both buildings are more than fifty (50) feet in height, the required separation shall be increased by one (1) foot for each two (2) feet of height above fifty (50) feet on the lower building. 2. No height limit provided additional yard spaces are provided as required in this table. 3. Floor Area Ratio (FAR) shall be calculated across the entire Specific Plan area. FAR shall not include mechanical mezzanines. 4. 0.4 FAR restriction under the FLEX General Plan Land Use district (before Development Agreement/community benefits) assumes adoption of the 2040 Carson General Plan Update. If this requirement is not included within the FLEX General Plan Land Use language, the maximum allowable FAR is 0.5 for Specific Plan area. 5. Site landscaping is calculated across the entire planning area using all landscaped areas within the planning area boundary. 	

² 0.4 FAR restriction under the FLEX General Plan Land Use district (before Development Agreement/community benefits) assumes adoption of the 2040 Carson

General Plan Update. If this requirement is not included within the FLEX General Plan Land Use language, the maximum allowable FAR is 0.5 for Specific Plan area.

DEVELOPMENT REGULATIONS

- 1 Planning Area layout may vary as part of plot plan review so long as the FAR does not exceed the maximum allowable FAR of 0.4. and the total Specific Plan square footage is not exceeded. An FAR of 0.5 is permitted with a city-approved development agreement and community benefits package.¹
- 2 In the event that a building layout that alters the conceptual site plan shown in **Figure 2-2** is proposed at the plot plan level of review, final engineering layouts for water, sewer, and on-site drainage would be expected to be modified to accommodate the scenario without a Specific Plan Amendment.
- 3 Projections from buildings (such as eaves, awnings and shading devices; signs; architectural features; utility meters; conduits and pipes; unenclosed and unroofed stairways and landings; and mechanical equipment) may project into a required yard not more than one-half of the width of the required yard. No projections are permitted into future right-of-way areas as determined under CMC Section 9146.22.
- 4 Minimum setbacks shall be provided as outlined in **Table 3-1**, *Development Standards: E-Commerce/Business Park/Industrial (PA 1)*.
- 5 Drive aisles shall have a minimum width of 26 feet subject to approval of a fire access plan by the Fire Department as part of plot plan review. Fire lanes shall be a minimum of 28 feet in width, subject to Fire Department review and approval.
- 6 Loading docks shall be screened from view from Figueroa Street and Main Street through the use of buildings, landscaping (trees, hedges), walls, or berms.
- 7 Walls/Fences shall be a maximum of 10 feet in height.
- 8 All uses shall be conducted within a building unless specified in the permitted uses section.

3.4.2 Commercial Uses

The following development standards and provisions apply to Planning Area 2 of the Specific Plan, primarily intended for smaller-scale general commercial.

- 1 Individual Planning Area layout may vary as part of plot plan review so long as the FAR does not exceed the maximum allowable FAR of 0.4 and the total Specific Plan square footage is not exceeded. FAR maximum shall be calculated across the entire Specific Plan area and not on a parcel by parcel basis. An FAR of 0.5 is permitted with a city-approved development agreement and community benefits package.²
- 2 Unused square footage from Planning Areas 1 may be transferred to Planning Area 2 as part of a plot plan review of an implementing project upon substantial completion of the planning areas.
- 3 Maximum building height shall be 30 feet (see general provisions for definition of building height measurement, Section 3.1.7).
- 4 Minimum setbacks shall be provided as outlined in **Table 3-2, Development Standards: Commercial (PA 2)**.
- 5 Projections from buildings (such as eaves, awnings and shading devices; signs; architectural features; utility meters, conduits and pipes; unenclosed and unroofed stairways, landings, porches, and balconies; chimneys; and mechanical equipment) may project into a required yard not more than one-half of the width of the required yard, except that the only such projections permitted into a required front yard or a required side yard abutting a street shall be for eaves, awnings, shading devices, architectural

features and signs. No projections are permitted into future right-of-way areas as determined under CMC 9136.22.

- 6 Outdoor uses (outdoor seating, storage) and ground mounted mechanical equipment shall be screened from view from Figueroa Street through the use of landscaping (trees, hedges), low walls, or berms.
- 7 All uses shall be conducted within a building unless

Table 3-2 Development Standards: Commercial (PA 2)	
<i>Note: Development Standards are consistent with the Carson Municipal Code for General Commercial uses at the time of adoption of the Figueroa Street Business Park Specific Plan.</i>	
Item	Parking Ratio
Floor Area Ratio (Maximum)	0.4 ³ ⁴
Front Yard Setback (at Figueroa)	20'
Side Yard Setback	0' (when adjacent to non-residential uses)
Rear Yard Setback	0' (when adjacent to non-residential uses)
Space between Buildings	6'
Building Height	30'

1. Floor Area Ratio (FAR) shall be calculated across the entire Specific Plan area. FAR shall not include mechanical mezzanines.

specified in the permitted uses section.

3.5 Parking

Unless otherwise provided herein, parking shall be provided in accordance with the Carson Municipal Code. Parking within the Figueroa Street Business Park Specific Plan area shall be

⁴ 0.4 FAR restriction under the FLEX General Plan Land Use district (before Development Agreement/community benefits) assumes adoption of the 2040 Carson

General Plan Update. If this requirement is not included within the FLEX General Plan Land Use language, the maximum allowable FAR is 0.5 for Specific Plan area.

DEVELOPMENT REGULATIONS

provided in accordance with the ratios in **Table 3-3, Parking**. Parking stall dimensions shall be in accordance with Carson Municipal Code summarized as follows:

- Standard automobile stalls: 8.5' x 18'
- Compact Stalls: 8' x 15' (up to 30% of total)

3.6 Walls and Fences

The Project proposes a maximum 8' tall tubular steel fence along the northern and southern boundaries. Tubular steel

Table 3-3 Parking	
Item	Parking Ratio
Office/Ancillary Retail	1 space per 300 square feet
E-Commerce/Logistics⁵ Industrial/Manufacturing	
Warehouse Use	1 space per 1,500 square feet
Manufacturing Use	1 space per 500 square feet
Office and Service Use	1 space per 300 square feet
Recreational	1 space per 150 square feet
General Commercial	1 space per 300 square feet
Restaurant	1 space per 100 square feet
Bicycle Parking	Per CalGreen
Carpool Stalls	Per CBC/CMC
EV Charging Stations	Per CalGreen

fences within the Project shall not exceed 8' in height. Concrete

masonry retaining walls at various heights not to exceed 8' in height are proposed throughout the **Project**.

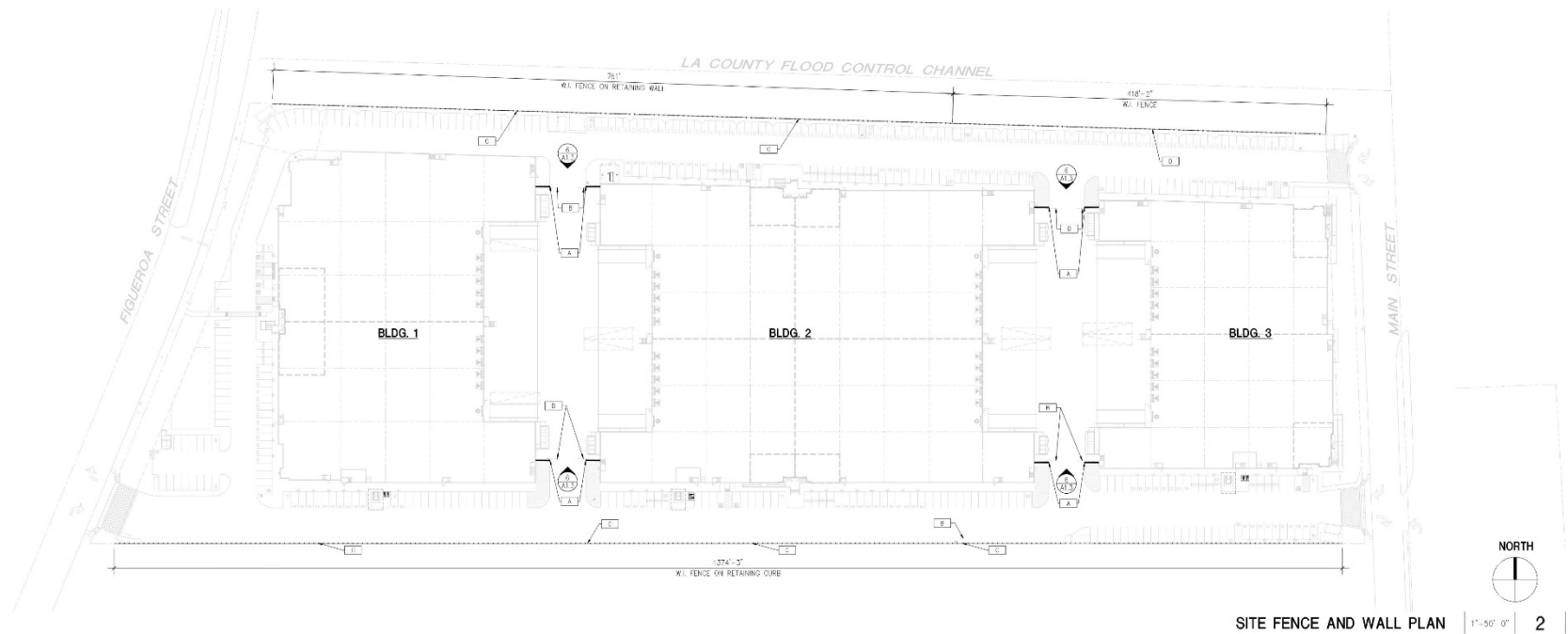
Figure 3-1, Conceptual Wall and Fence Plan, shows the locations of all proposed walls and fences within the Specific Plan area.

3.7 Signage

All signage within the boundaries of the Specific Plan shall conform with the provisions of the Carson Municipal Code.

3.8 Lighting

The design of lighting fixtures shall be approved by the City as part of the City's Development Plan Review.



GENERAL NOTES





-  A CONCRETE TILT-UP SCREEN WALL - 8' MAX. WALL HEIGHT. SEE 6,7/A1.3
-  B MANUAL SLIDING TUBE STEEL TRUCK GATE W/ KNOX PADLOCK - 7' HEIGHT TYP. U.N.O. ALL PROPOSED GATES SHALL BE EQUIPPED WITH FIRE DEPT. APPROVED LOCKING DEVICE(S).
-  C TUBE STEEL FENCE - 8' MAX. HEIGHT, TYP., ON RETAINING CURB AND/OR WALL
-  D TUBE STEEL FENCE - 8' MAX. HEIGHT, TYP.,

Figure 3-1: Conceptual Wall and Fence Plan

4 URBAN DESIGN

This section explains design concepts and establishes design policies and guidelines for development within the Specific Plan area. These guidelines address the built form for the various land use designations as well as general guidelines related to circulation and parking, landscaping and signage.

4.0 Urban Design

4.1 Purpose and Intent

The design guidelines within this chapter describe building designs, concepts, and features that will promote the high-quality development envisioned for the Specific Plan area. The design guidelines in this chapter should be used in conjunction with the development standards described in **Chapter 3: Development Regulations**.

The Urban Design chapter is developed primarily around two elements: Architecture and Landscape. These elements define the design concept, physical character, and overall theme of the Figueroa Street Business Park.

- The Architectural Design Guidelines describe the intended architectural themes and styles for buildings permitted within the Figueroa Street Business Park and are intended to provide a basis for decisions regarding the built environment. These guidelines promote a high-quality E-commerce, business park, and industrial project, including direct guidance on architectural design and details, building mass and scale, materials and exterior colors, and articulation.
- The Landscape Guidelines describe general landscaping requirements, including entry treatments, signage, water quality features, walls and fencing, and lighting. The guidelines provide direction regarding the use of plant materials that are water-wise and complement the desired architectural style.

These design guidelines serve to promote cohesive design and enhance the Project identity. These guidelines take a flexible approach to guidance with the intent that architectural design and quality change over time. Conceptual graphics and imagery are included as visual references but do not represent the only

approach that may be taken to design within the Specific Plan area. Creative approaches are encouraged.

These design guidelines serve the following functions:

- To provide the City of Carson with assurance that the Figueroa Street Business Park will be developed in accordance with the quality and character described within this Specific Plan.
- To establish design guidelines for architecture, circulation, landscape, parking, lighting, and other distinguishing features.
- To provide guidance to City staff and the Planning Commission in the review of future implementing projects within the Specific Plan area.
- To provide builders, planners, architects, landscape architects and property owners with guidelines and recommendations to aid in maintaining a high level of project cohesiveness and unity, while still allowing for a degree of personal expression and creativity.
- To encourage sustainable design solutions that reduce energy consumption, use water efficiently, and minimize waste.
- To create simple building designs that result in efficient use of space, materials, and resources while maintaining a high level of design integrity.

The terms “shall,” “should,” and “may” are used within the Design Guidelines. The term “shall” is used to denote a design standard where compliance is required. The term “should” is used to denote a guideline that is recommended, but not required in all circumstances. The term “may” is used to denote a design treatment that is encouraged but optional.

URBAN DESIGN

These guidelines may be subject to modification over time to respond to unanticipated conditions, such as changes in the real estate market.

4.2 Relationship to Citywide Guidelines

The City of Carson has existing design standards and regulations that should be reviewed during the design process for any new development or renovation. The City of Carson does not have existing citywide design guidelines at the time of this Specific Plan's publishing.

4.3 Architecture

Well thought out architectural design is one of the most important components of a successful project. Due to the size, scale, and structure of internal uses of E-commerce, business park and industrial uses, it can be challenging to successfully implement traditional architectural elements into larger industrial and commercial buildings. Identification and implementation of architectural details in strategic areas within the building's façade can serve to create a strong aesthetic definition of a building.

The guidelines within this section are intended to promote successful architectural design, both aesthetically and functionally. Builders within the Specific Plan area should review and consider each of the following guidelines.

4.3.1 Design Inspiration

E-commerce, business park, and industrial buildings within the Figueroa Street Business Park 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. By nature, these uses 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 horizontal banding, and a mixture of muted paint colors should be applied to help reinforce the modern appearance.

The architecture of proposed commercial uses within PA 2 should complement the architecture of the surrounding buildings on-site. Depending on the tenant, corporate architectural styles may be appropriate and are permitted.

Figures 4-1 through 4-6 illustrate typical building sections for on-site E-commerce, business park, and industrial uses. **Figure 4-7** illustrates typical architecture, building, and massing. All images are conceptual in nature. The architecture of future implementing projects may differ but should be in substantial compliance with the guidelines described in this section.





BUILDING 1 – NORTH ELEVATION



BUILDING 1 – SOUTH ELEVATION

Note: Building elevations are conceptual in nature and for illustrative purposes.

Figure 4-1: Conceptual Elevations (Building 1 – North and South)



BUILDING 1 – EAST ELEVATION



BUILDING 1 – WEST ELEVATION

Note: Building elevations are conceptual in nature and for illustrative purposes.

Figure 4-2: Conceptual Elevations (Building 1 – East and West)



BUILDING 2 – NORTH ELEVATION



BUILDING 2 – SOUTH ELEVATION

Note: Building elevations are conceptual in nature and for illustrative purposes.

Figure 4-3: Conceptual Elevations (Building 2 – North and South)



BUILDING 2 – EAST ELEVATION



BUILDING 2 – WEST ELEVATION

Note: Building elevations are conceptual in nature and for illustrative purposes.

Figure 4-4: Conceptual Elevations (Building 2 – East and West)



BUILDING 3 – NORTH ELEVATION



BUILDING 3 – SOUTH ELEVATION

Note: Building elevations are conceptual in nature and for illustrative purposes.

Figure 4-5: Conceptual Elevations (Building 3 – North and South)



BUILDING 3 – EAST ELEVATION



BUILDING 3 – WEST ELEVATION

Note: Building elevations are conceptual in nature and for illustrative purposes.

Figure 4-6: Conceptual Elevations (Building 3 – East and West)

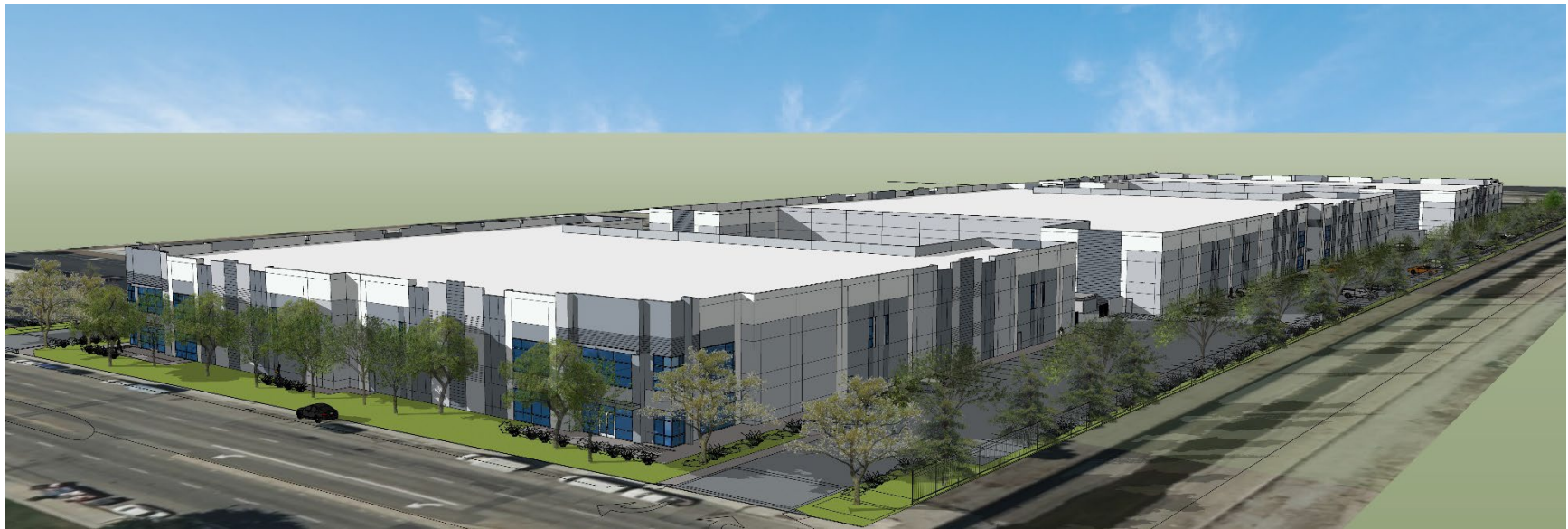


Figure 4-7: Conceptual Building Imagery

4.3.2 Building Orientation, Mass and Form

Building form is important when designing E-commerce centers, business parks and industrial uses. When considering the overall design of the building, shape, massing, scale, proportion, and articulation are all important features of a building's form that should be considered.

Development within the Specific Plan area should consider the following principles relating to scale, form, orientation and massing:

- The overall building form should consist of simple, geometric forms.
- Rectangular forms with repeating elements are encouraged to promote balance and visual interest.
- Arbitrary, complicated building forms and rooflines should be avoided.
- Buildings should be organized to provide convenient access to site entrances and efficient internal circulation for vehicles and pedestrians.
- Building modulation and variation in surface planes for buildings visible from Figueroa Street and Main Street is encouraged.
- Building forms and elevations shall be articulated in a manner that will create interesting rooflines, building shapes, and patterns of shade and shadow
- Buildings should be oriented so that loading areas are screened from view from streets and public areas.

The following guidelines should be considered relating to roof form and design:

- Roof forms should complement the overall architectural design of the Project.

- A parapet or some other method of screening shall be provided to keep rooftop mechanical equipment screened from public view.

4.3.3 Façade Articulation and Entries

Building entries are often the most important portions of a building façade and as such should be defined visually through the use of enhanced architectural features.

Development within the Specific Plan area should consider the following guidelines for building entrances:

- 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.
- Building entries should be clearly accessible from the adjacent vehicular parking areas.

Development within the Specific Plan area should consider the following guidelines for highly visible portions of building facades:

- Building design should exhibit balance, rhythm and symmetry.
- All buildings should incorporate the concept of "four-sided architecture." Equal consideration should be given to the design of each façade whether visible from a public space or not.
- Long horizontal stretches of building façade should be broken up through a push or pull of the façade, vertical banding, a change in materials, or use of other design elements that break up the façade into smaller components. Articulation of the façade must be consistent with the

setbacks described in the Development Regulations section.

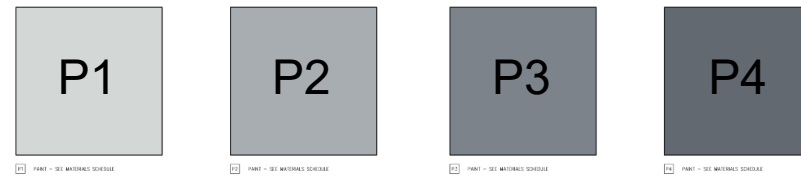
- Vertical and horizontal variation should be appropriately implemented in order to add richness and variety to the overall mass of the building.

4.3.4 Materials and Colors

Building materials, colors, and finishes should complement the architectural theme and styles within the Specific Plan area.

Development within the Specific Plan area should consider the following guidelines for building materials and colors:

- Development within the Specific Plan area should consist of high quality materials and finishes. The use of rough textured stucco, brick, or stone is appropriate.
- Trim or decorative accent elements should complement the architectural style and be consistent in color and material throughout a building façade.
- Materials applied to any elevations shall turn the corner of the building to a logical termination point in relation to architectural features or massing.
- Tile accents should be used around door and window openings to emphasize architectural features.
- The use of the following materials is inappropriate:
 - Aluminum or plastic siding;
 - Plant-on wood facades and plywood sidings; and
 - Simulated wood and masonry.



G1	Glazing	Medium Performance Blue
M1	Canopy	Metal Canopy
M2	Mullions	Aluminum Clear Anodized
P1	Paint 1	Sherwin-Williams “Olympus White” SW5263 Main Building Color - White
P2	Paint 2	Sherwin-Williams “Morning Fog” SW6255 Main Building & Band Color – Medium Grey
P3	Paint 3	Sherwin-Williams “Serious Gray” SW6256 Base Building & Band Color – Dark Grey
P4	Paint 4	Sherwin-Williams “Gilbratar” SW6257 Accent Color – Dark Grey

Figure 4-8: Sample Color/Materials Palette

4.3.5 Safety Through Design

Employee and site safety can be enhanced through the application of design considerations that contribute to the reduction in opportunities for crime. The concept of safety through design includes several primary elements, which should be taken into consideration as part of final design of implementing projects.

- See and Be Seen. Use natural surveillance (i.e., “eyes on the street”) to maximize the visibility of people, parking, building entrances, and loading docks. Seating areas, circulation corridors, and individual building entries should be designed to be visible from as many areas as possible.
 - Site entries should be visible from a street or drive aisle.
 - Landscaping should be designed to limit hiding places and enhance visibility.
 - Lighting should be strategically placed to illuminate parking areas, docks/loading zones, and building entries.
 - Avoid dead end driveways. Streets should be designed to increase surveillance.
 - Lighting along entrance paths to buildings should be provided at the same level as street lighting.
 - Back drive aisles and loading docks should be well lit.
 - Internal walkways should be well-lit and visible from buildings.
 - Lighting should illuminate entrapment areas such as the entrances to loading/unloading areas.
 - Parking lots should be visible from the street and well-lit for night shift.
- Access Control, including clear wayfinding to guide visitors and vehicles to appropriate site and entries building and

perimeter fencing to avoid trespass.

- Maintenance. Properly maintained properties are less likely to attract unwanted activity. Landscape, signage, and lighting should be kept in good condition to avoid an appearance of neglect. Reporting and repairing of burnt out or vandalized lights should be encouraged.

4.3.6 Undesirable Elements.

Architectural elements which are undesirable and should be avoided include the following:

- Large, blank, unarticulated wall surfaces in public view;
- Exposed, untreated precision block walls;
- Loading bays or doors facing a public street;
- Chain link fence and barbed wire fencing are prohibited except during construction;
- False façades;
- Materials with high maintenance (such as stained wood, shingles or light gauge metal siding);
- Mirror window glazing;
- Exposed roof drains and/or downspouts, except where integrated with the building architecture through complementary colors and materials; and

Unscreened rooftop equipment are prohibited.

4.4 Landscape Design

Landscaping is an important element contributing to the identity and unity of the Figueroa Street Business Park; thus, all landscaping for the Project shall:

- Promote an attractive corporate environment,
- Enhance internal cohesion and continuity; and

- Promote water conservation.

The guidelines within this section present parameters for general landscape design, water conservation, streetscapes, and on-site landscaping.

4.4.1 Landscape Master Plan

Landscape serves many purposes within the Figueroa Street Business Park, from its aesthetic quality and role in enhancing the established design themes, to functional purposes such as shade and screening. This is especially important for projects with larger buildings where plant material serves the critical role of softening building facades and creating a sense of comfort at the pedestrian level. These landscape guidelines work in tandem with the architectural design guidelines presented previously in the Urban Design section to enhance the design themes and establish a high-quality, professional aesthetic quality for the Figueroa Street Business Park.

The conceptual landscape master plan, shown in **Figure 4-9**, provides the approximate locations for the variety of plant material described within this section. As noted, the conceptual landscape master plan is for illustrative purposes and may change due to revisions in final design and to meet the needs of future implementing projects. This section of the Figueroa Street Business Park Specific Plan is intended to provide flexibility in future implementation while promoting a consistent look and feel throughout the site area. Use of plant material not listed within the Preliminary plant palette (**Tables 4-1 and 4-2**) is permitted provided it is consistent with the core elements of this section and is compliant with the State Model Water Efficient Landscape Ordinance (WELO) regulations and subject to approval by the Planning Division. All landscape and irrigation shall comply with the State WELO. .

TREES



Cercis canadensis 'Forest Pansy'
Eastern Redbud- Deciduous



Eriobotrya deflexa
Bronze Loquat- Evergreen



Geijera parviflora
Australian Willow
Evergreen



Lagerstroemia l. 'Natchez'
Crape Myrtle
Deciduous



Olea europaea 'Swan Hill'
Futless Olive
Evergreen

SHRUBS, GRASSES, AND ACCENT PLANTS



Arctostaphylos 'John Dourley'
John Dourley Manzanita



Bouteloua g. 'Blond Ambition'
Blue Grama Grass



Bougainvillea 'Rosenka'
Rosenka Bougainvillea



Cistus salvifolius
Sage-Leaf Rock Rose



Lavandula 'Otto Quast'
Spanish Lavender



Leucophyllum frutescens 'Green Cloud'
Green Cloud Texas Ranger



Muhlenbergia rigens
Deer Grass



Senna (Cassia) artemisioides
Feathery Cassia



Westringia fruticosa 'Morning Light'
Variegated Coast Rosemary



Yucca filamentosa 'Color Guard'
Colorguard Yucca

PLANTER POTS



Elevare Concrete Pot
40" sq. x 36" high
Mfg: QCP Corp.
Shown in Slate Gray



Knitts Concrete Pot
36" dia. x 22" high
Mfg: QCP Corp.
Shown in Mission White



Bayamo Rectangle Concrete Pot
24" wide x 24" high x 48" long.
Mfg: QCP Corp.
Shown in Bungalow

PLANTING FOR POTS



Dracaena draco - Dragons Blood Tree



Rosemarinus prostrata
Trailing Rosemary



Olea europaea 'Montra'
Little Olive



Bougainvillea 'Raspberry Ice'



Aloe ferox - Bitter Aloe



Amis Concrete Pot
42" dia. x 44" high
Mfg: QCP Corp.
Shown in Slate Gray



Nevis Concrete Pot
23" dia. x 30" high
Mfg: QCP Corp.
Shown in French Gray



Bayamo Concrete Pot
24" sq. x 24" high.
Mfg: QCP Corp.
Shown in Bungalow



Yucca rostrata
Beaked Yucca



Sedum morganiyanum
Donkey Tail



Phormium tenax 'Maori Maiden'



Gazania rigens
Trailing Gazania



Agave attenuata - Foxtail Agave

Figure 4-9: Conceptual Landscape Plan, Cont.

4.4.3 Site Design

Well-thought out site design is important to a successfully functioning project, especially within E-commerce, business park and industrial centers. The safe and efficient flow of pedestrians, personal vehicles, and truck traffic is centered around strong site layout, coordination, and planning. The following design guidelines are provided to assist in site planning and design of future implementing projects.

A. Site Design

Development within the Specific Plan area should consider the following site design guidelines:

- The site should be organized in a way that reduces conflicts between pedestrian and vehicular paths of travel.
- The site design should facilitate the efficient movement of large trucks and other vehicles serving the on-site E-commerce, business park, and industrial uses.
- Commercial uses should be adjacent to major roadways and easily accessible.
- The site should include wayfinding measures to promote efficient paths of travel for pedestrians, cyclists, and all vehicles, including large truck traffic.

B. Streetscape (Along Figueroa Street)

There will be a minimum 20' landscape buffer adjacent to Figueroa Street that incorporates a mixture of plant material to create an attractive and inviting edge to the site area. This area will also serve as a buffer between the public realm and the on-site commercial and E-commerce, business park, and industrial uses. Accent street trees are planned at the entrances to visually emphasize a primary entryway into the site.

C. Streetscape (Along Main Street)

The Project proposes a minimum 20' landscaped buffer along Main Street to complement the architecture of on-site buildings visible from the public realm. This includes a mixture of new street trees, shrubs, and groundcovers for a layered visual approach. Accent street trees are planned at the entrances to visually emphasize a primary entryway into the site.

Figure 4-10 depicts the conceptual streetscape condition along Main Street.

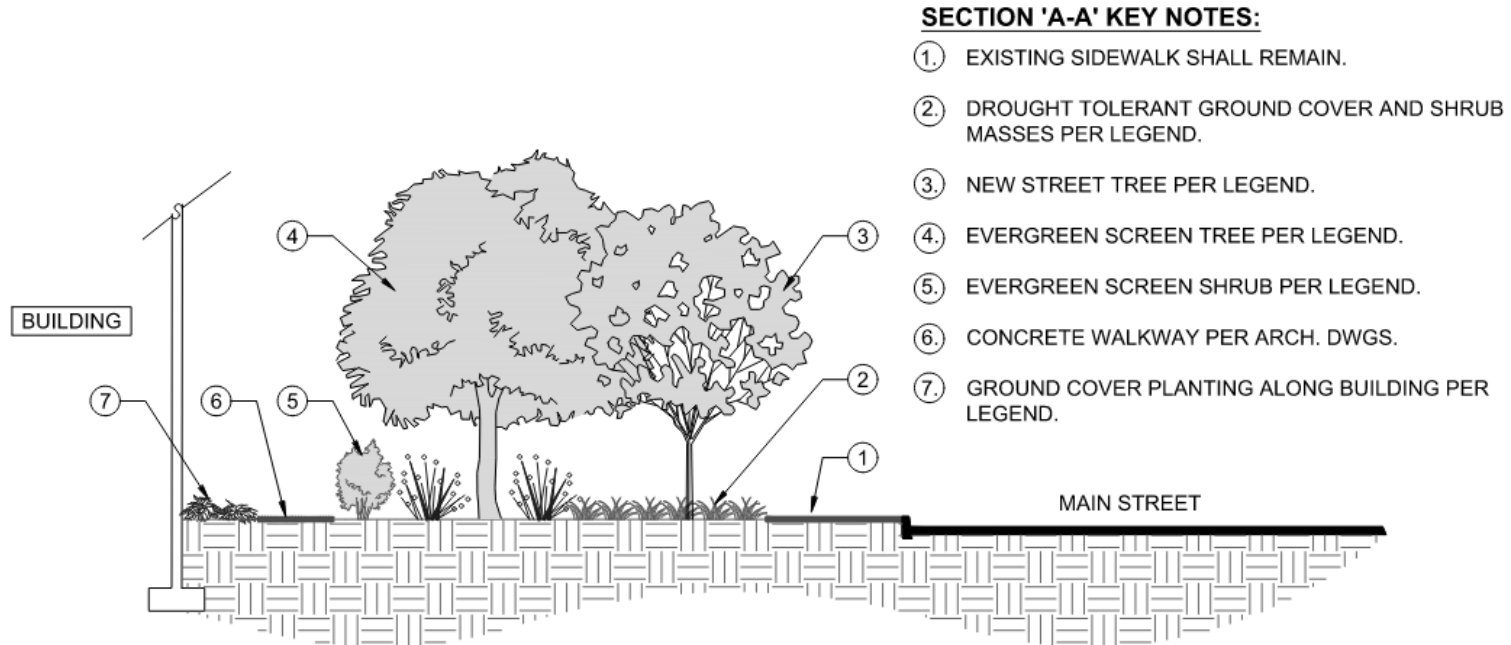
4.4.4 Site Entries

The site is accessible through one entrance on Figueroa Street and two entrances on Main Street. Each entry is designed to clearly direct employees and visitors as well as visually establish the entrances into the Figueroa Street Business Park.

The following guidelines should be considered for site entrances from Figueroa Street and Main Street:

The site entry shall provide a focal point and/or decorative paving to both welcome and guide entry to visitors and employees with sensitivity to pedestrian scale.

- Complementary hardscape and plant material should be used to enhance the entry design.
- Landscape design and other site elements at primary entrances, including walls, signage, and paving, should reinforce the architectural style of the surrounding buildings.



SECTION 'A-A'

Figure 4-10: Landscape Street Section (Main Street)

4.4.6 Parking and Internal Circulation

Parking design shall emphasize a clear hierarchy, clear navigation, and safety. Development within the Specific Plan area should consider the following guidelines relating to the design of parking lots and internal pedestrian and vehicular circulation:

- The circulation system should be clear, direct, and simple, with a primary focus on the building itself and access to loading zones.
- Entries, exits, parking lots, and pedestrian pathways shall allow customers, employees, emergency vehicles, and delivery vehicles to navigate through the site easily and safely.
- Visitor parking should be located with convenient access to public building entries.
- Trees should be planted regularly within parking lots and parking lot medians to provide shade for vehicles and pedestrians.
- Delivery and loading operation design shall not conflict with vehicular traffic in the adjacent public street – trucks shall not be allowed to stack in such a way as to extend into either Figueroa Street or Main Street.
- Parking space and aisle dimensions and landscaping shall conform to City development standards.
- Private drives shall be treated as extensions of existing streets within the City and may function as fire lanes.
- Facilities to support alternative modes of transportation, such as bicycle parking or locks, should be placed in safe and accessible areas near building entries.

4.4.7 Service Areas and Utility Placement and Screening

A. *Loading/Unloading Areas*

Proposed buildings within the Specific Plan area contain three groupings of loading/unloading bays that support the proposed E-commerce, business park, and industrial uses. Design of loading and unloading areas should consider the following guidelines:

- Service areas, such as loading docks, utility areas, and back of house entrances should be visually blocked with landscaping or vertical hardscape elements or incorporated within the shell of the building. Short-term retail loading may be located within parking lots.
- Service and loading areas should be located in areas not visible from the public right-of-way or in the interior of a multiple building complex.
- Loading and unloading zones should provide adequate space for maneuvering into and out of a loading position. These areas should be designed to integrate with the entire development.

B. *Mechanical Equipment*

Mechanical equipment is needed in order for most on-site E-commerce, business park, and industrial uses. The following design guidelines apply to mechanical equipment located on-site:

- All equipment shall be internal to buildings to the greatest extent possible. When unfeasible, all such equipment shall be screened and not visible from public rights-of-way. Electrical rooms should be planned in an inconspicuous location with smooth access doors painted to match or complement the building field color. Underground electrical service must be provided.

- Roof-mounted equipment (excluding solar panels, solar films, and small-scale wind turbines) shall not exceed the height of the parapet, unless screening is provided and equipment is not visible from public right of way and walkways.
- Small-scale wind turbines and solar heating and energy production panels and films are encouraged. These items do not need to be screened, since screening may limit productivity.
- Equipment should be located to maximize energy efficiency, such as locating cooling equipment in shaded areas that are protected from the hot sun, thus reducing energy needs.
- Storage and equipment areas shall be screened from publicly accessible spaces. Landscaping and/or architectural enclosures can be used to screen these areas.
- Ground-mounted mechanical equipment shall be located behind walls/fences, inside utility cabinets, and/or behind landscaping to screen this equipment from streets, walkways, and common areas. Items to be screened include, but are not limited to, power transformers, electrical equipment, backflow preventers, antennas, HVAC (heating, ventilation, and air conditioning) equipment, and other similar mechanical equipment and utilities.
- Energy and water-efficient appliances, fixtures, lighting, and windows shall meet or exceed state energy performance standards. Energy Star qualified (or equivalent) models of mechanical equipment are strongly encouraged.

C. *Trash Enclosures*

Trash enclosures are required to dispose of waste related to most on-site industrial uses. The following design guidelines apply to such uses located on-site:

- Trash enclosures must be screened by a solid wall a minimum of six feet in height with a solid latching gate with landscaped buffers and located so that doors do not interfere with landscaping and pedestrian and vehicular circulation. Color shall complement adjacent buildings and landscaping.
- Trash enclosures should be designed to accommodate refuse bin, recycling bin, mixed organic waste bins, and green waste bin. The size of the bins and frequency shall be determined by the applicable waste management company standards and should be sufficient to accommodate the solid waste generated on the site.

4.4.8 Walls and Fences

Fencing or solid walls are required along the northern boundary adjacent to the Los Angeles County Flood Control Channel and along the southern boundary adjacent to the existing manufacturing and light industrial uses. Other boundary or on-site walls, if needed, should adhere to the following guidelines:

- Walls at loading areas shall be at least six feet in height, or as approved by the City in response to screen loading activities from off-site views from the adjacent public right-of-way.
- Landscaping shall be used in combination with walls and fences to visually soften blank surfaces and to deter graffiti.
- Chain link fencing is prohibited..

4.4.9 Lighting and Security

Lighting will utilize high-efficiency technologies, dark-sky cutoffs, strategic orientation to avoid spillover into adjacent properties, and appropriate shielding or recesses to minimize glare and reflections.

- Street and parking lot lighting will meet City standards.
- Exterior lighting should be unobtrusive and not cause glare or spillover on to neighboring properties. Lighting fixtures must be fully shielded to direct illumination downward to minimize light pollution impacts.
- Adequate lighting should be provided throughout the site to create an inviting and non-threatening environment. Night lighting of publicly and employee accessible spaces should be kept to the minimum necessary for safety and security purposes while minimizing glare.
- The scale, materials, colors, and design detail of on-site light posts and fixtures should reflect the desired character of the Specific Plan area and the architectural style of the surrounding buildings.
 - Light posts should be appropriately scaled to pedestrians near sidewalks and other areas of pedestrian circulation.
 - Extremely tall light posts and fixtures should be avoided – maximum height is 25 feet.
 - Bollard lighting is encouraged to illuminate walkways without providing spillover.
- Lighting fixtures should be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures should enhance the overall design of the building and site.
- Energy efficient, low voltage lighting is strongly encouraged.

Decorative lighting should be low intensity. LED lighting is also allowed.

- If security lighting is required, fixtures should be hooded, recessed, and/or located in such a manner to only illuminate the intended area.
- Addresses should be visible from streets and illuminated at night.

A. *Security Cameras*

The location, style, and mounting of security cameras must be integrated with the building architecture. Any roof-mounted security camera must be below the top of the building parapet and screened from view from the ground. The color of the camera housing must match the color of the poles or the building wall.

Cameras may be mounted on poles in parking lot, suspended from soffits, or mounted on building walls with the top of the camera below the top of the parapet. Exposed wires are not permitted.

5 IMPLEMENTATION

This section discusses the development review procedures of the City and other relevant permitting agencies applicable to the Specific Plan area. Implementation of the proposed land uses, including Specific Plan adoption, subsequent approvals and plans, and phasing are outlined in this chapter. Additionally, financing sources and maintenance responsibilities are identified.

5.0 Implementation

The purpose of this section is to provide an outline of the steps necessary to implement the Figueroa Street Business Park Specific Plan and applicable conditions, mitigation measures and regulations in coordination with the City of Carson and other governing public agencies. This section is intended to address each of these elements for the benefit of the development team, the City and other approving agencies, and interested citizens. The approval of this Specific Plan, certification of an environmental document, and adoption of conditions of approval and a Mitigation Monitoring and Reporting Program (MMRP) will assure that timely mitigation of project impacts takes place at the appropriate milestones and in accordance with project implementation.

5.1 Administration

The California Government Code (Title 7, Division 1, Chapter 3, Article 8, Sections 65450 et seq.) grants authority to cities to utilize Specific Plans for purposes of implementing the goals and policies of the City's General Plan.

This Specific Plan establishes a set of regulations, standards, guidelines, and processes for the proposed development, and shall constitute the zoning for development within the Specific Plan area.

5.1.1 Responsibility

The City of Carson's Community Development Director or their designee shall be responsible for administering the Figueroa Street Business Park Specific Plan in accordance with the provisions of this Specific Plan document, all governing and applicable state and federal laws, the City of Carson's General Plan, and the City of Carson Municipal Code.

5.1.2 Applicability

All development within the Figueroa Street Business Park Specific Plan area shall comply with the requirements and standards set forth in this Specific Plan document and the accompanying environmental analysis, conditions of approval, and MMRP. Where conflicts exist between the standards contained in this Specific Plan and those found in the City of Carson Zoning Ordinance or Municipal Code, the regulations and standards in the Specific Plan shall prevail. Any area of site development, administration, review procedures, environmental review, landscaping requirements, and regulations not expressly addressed by this Specific Plan document shall be subject to the provisions of the City of Carson Zoning Code, Municipal Code or General Plan, using the context and objectives of the Specific Plan as a guide.

Notwithstanding the interpretive rules set forth above, any use authorized by this Specific Plan shall be deemed to be conforming to other land use regulations of the Carson Municipal Code existing at the time of the adoption of this Specific Plan or as the same may be amended from time-to-time and shall not otherwise require any additional discretionary land use approvals beyond the requirements of this Specific Plan. The Community Development Director or their designee shall resolve any ambiguities related to the implementation of the provisions of this Specific Plan. Such interpretations shall take into account the stated goals and intent of the Specific Plan. Any interpretation made by the Community Development Director may be appealed to the Planning Commission. The decision of the Planning Commission shall be final unless appealed to the City Council. Interpretation Procedure is pursuant to CMC Sect. 9172.24.

IMPLEMENTATION

The name “Specific Plan No. 25-21, Figueroa Street Business Park Specific Plan” refers to this Specific Plan document and its supporting information. The final marketing name of the Project may differ and will be determined by the Project’s Master Developer.

5.1.3 Enforcement

The City shall enforce the provisions of the Specific Plan in the same manner that it enforces the provisions of the General Plan and Zoning Code.

Whenever in this Specific Plan any act is prohibited or is made or declared to be unlawful, or the doing of any acts required, or the failure to do any act is determined to be unlawful, the City of Carson retains its authority under the Municipal Code to enforce such violation or offense.

5.1.4 Severability

If any section, subsection sentence, clause, or phrase of this Specific Plan, or future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this plan.

5.1.5 Interpretation

Whenever the provisions contained in the Specific Plan conflict with the Municipal or Zoning Codes, the provisions of the Specific Plan shall prevail. The Community Development Director or their designee shall resolve any ambiguities related to the implementation of the provisions of this Specific Plan. Such interpretations shall take into account the stated goals and intent of the Specific Plan. Any interpretation made by the Community Development Director may be appealed to the Planning Commission. The decision of the Planning Commission shall be final unless appealed to the City

Council. Interpretation Procedure is pursuant to CMC Sect. 9172.24.

5.1.6 Initial Entitlements

Initial entitlements required for development of the Specific Plan area include the following actions to be taken by the City:

- Environmental Document – The Figueroa Street Business Park Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality Act (“CEQA”). As part of the approval process for the Specific Plan, an EIR or Mitigated Negative Declaration must be considered and certified by the City Council prior to approval of any of the Project-related entitlements.
- Specific Plan – The site is presently zoned ML-ORL-D (Manufacturing Light with Organic Refuse Landfill and Design Review Overlays). The Figueroa Street Business Park Specific Plan is a comprehensive specific plan amendment document that establishes the zoning, land use designations, development standards, and design guidelines for the entire Specific Plan site area. The Specific Plan will implement the City’s General Plan. The Specific Plan will be considered by the Planning Commission and City Council and will be adopted by Ordinance and will become the zoning for the Project.
- Site Plan and Design Review - A site plan for the site, consisting of an E-commerce, business park, or industrial project with three proposed structures, parking, landscaping, drainage facilities, and driveways shall be submitted to the Planning Division for review. Site Plans that are substantially consistent with this Specific Plan shall be reviewed and approved by the Community Development Director or their designee.

5.1.7 Administrative Substantial Conformance and Minor Modifications

Final development plans for each phase of the Project may be adjusted or modified based on final design and engineering and the precise development plans of the planning area builder. Substantial Conformance is a mechanism to allow the approval of minor modifications for development under the Specific Plan. Substantial Conformance is generally defined as minor variations or changes from the approved plan that are consistent with the intent of the originally approved plan.

Written documentation requesting a proposed minor modification to support an implementing map, site plan, or use permit must be submitted for the review and approval of the Community Development Department, its Director or their designee. Exceptions, deviations, and any future development that is not in substantial conformance with standards and guidelines contained in the Specific Plan or permitted as a minor modifications as defined in the Specific Plan shall be subject to obtaining a specific plan amendment and amended Site Plan and Design Review to be considered by the Planning Commission and City Council.

Minor Modifications under Substantial Conformance Determination

The Community Development Director or their designee shall have the authority to approve minor adjustments or modifications, as defined herein, which substantially conform to the approved Specific Plan through an administrative “Substantial Conformance” review process, so long as those minor modification and adjustments are consistent with the intent of the Specific Plan.

Minor modifications may be warranted to accommodate changes resulting from final design and engineering that cause adjustments in roadway alignments, location of utilities or other infrastructure, development of innovative product design,

distribution of permitted uses within the Specific Plan, development of builder-level design guidelines, density transfers or other similar modifications deemed to be minor. Minor modifications or technical adjustments may include, but are not limited to the following:

- Inclusion of land uses not specified in Section 3, Development Regulations but similar in intent and character subject to interpretation as specified in Section 5.1.5 above;
- Modifications necessary to comply with final Conditions of Approval or mitigation measures when adopted under subsequent actions;
- Modifications to environmental performance standards included in the Specific Plan provided any such modifications provide substantially equivalent environmental protection as the original standard;
- Addition of information to the Specific Plan (including maps or text) for purposes of clarification that does not change the intent of any plan or regulation, as well as correction of any clerical or grammatical errors;
- Adjustments to the alignment, location and sizing of utilities and facilities or a change in utility and/or public service provider may be approved by the City’s Engineering or Public Works Department so long as the adjustments or changes are found to be in compliance with applicable plans and standards of the agency responsible for such utilities and facilities and do not result in significant environmental impacts;
- Minor adjustments to any of the development standards or regulations as described in Section 3.1.5;
- Minor changes to the architectural or landscape design guidelines, which guidelines are intended to be conceptual in nature and flexible in implementation;

IMPLEMENTATION

- Modification of any design element in this Specific Plan that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs or improves the level of sustainability;

The minor modifications described and listed above are not comprehensive. Any modification that is deemed by the Community Development Director or their designee to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted.

The documentation of substantial conformance may include text and/or maps which describe the nature of all proposed modifications or adjustments to the Specific Plan. This application of substantial conformance with the adopted Specific Plan shall undergo any necessary technical review by City agencies as the Community Development Director or their designee deems necessary. Exceptions, deviations, and any future development that is not in substantial conformance with standards and guidelines contained in the Specific Plan or permitted as a minor modifications as defined in the Specific Plan shall be subject to obtaining a specific plan amendment and amended Site Plan and Design Review to be considered by the Planning Commission and City Council.

Substantial Conformance Determination shall not include significant modifications in the basic design of the Specific Plan area including any increase in the allowable developable areas within the site area.

Action

No public hearing shall be required for a finding of Substantial Conformance. The Community Development Director or their designee shall be the review and approval authority for a finding of Substantial Conformance. The Director's findings shall be

provided by written notice to the Applicant approving, conditionally approving, or denying the determination of Substantial Conformance. The Director decision shall be final, subject to the appeal procedures established by the Carson Municipal Code Section 9173.4.

Findings

The following findings shall be required for a Substantial Conformance Determination:

- The modifications are consistent with the goals and intent of the Specific Plan;
- The physical characteristics of the site have been adequately assessed, and proposed building sites are of adequate size and shape to accommodate proposed uses and all other features of development;
- There is supporting infrastructure, existing or available, consistent with the requirements of the Specific Plan, to accommodate the development without significantly lowering service levels; and
- The development resulting from the Substantial Conformance Determination will not have a substantial adverse effect on surrounding property or the permitted use thereof, and will be compatible with the existing and planned land uses, as well as the character of the surrounding area.

5.1.8 Amendments to the Specific Plan

Substantial modifications to the Specific Plan would require an Amendment. A minor modification or adjustment to the Figueroa Street Business Park Specific Plan listed in the section above would not require a Specific Plan Amendment.

An amendment to the Specific Plan is required if the following occur:

- Changes to the overall Specific Plan boundaries to include ownerships or properties not included in the Specific Plan at the time of approval (changes to planning area boundaries within the Specific Plan boundaries are deemed minor as noted above and would not require an amendment);
- Any increase in the overall development density thresholds within the Specific Plan; or
- Any addition of new land uses not contemplated by the Specific Plan's Development Regulations.

Exceptions, deviations, and any other revisions to the Specific Plan that are not in substantial conformance with standards and guidelines contained in the Specific Plan or permitted as a minor modification as defined in the Specific Plan shall be subject to obtaining a specific plan amendment to be considered by the Planning Commission and City Council.

5.1.9 Appeals

An appeal of any determination, decision, or requirement of City staff or Planning Commission shall be made in conformance to the appeal procedures established by the Carson Municipal Code Section 9173.4.

5.2 Implementation

The purpose of this section is to provide an outline of the steps necessary to implement the Figueroa Street Business Park Specific Plan and applicable conditions, mitigation measures, and regulations in coordination with the City of Carson and other governing public agencies. This section is intended to address each of these elements for the benefit of the future developers and builders, the City of Carson, and other approving agencies,

and interested residents. The approval of this Specific Plan Amendment, certification of the associated CEQA analysis document, and adoption of a Mitigation Monitoring and Reporting Program (MMRP) will assure that timely mitigation and project impacts take place at the appropriate milestones and in accordance with project implementation.

5.2.1 Specific Plan Adoption

The Figueroa Street Business Park Specific Plan has been prepared, submitted, and approved in a manner consistent with California Government Code Section 65451(a). The Specific Plan shall be adopted by ordinance and shall serve as the zoning for the Site area. The approved Specific Plan Project area will continue to be designated on the City's Zoning Map Specific Plan. The land use and development standards identified in this Specific Plan document supersede all zoning regulations to the extent that they would be in conflict with the sections of this Specific Plan.

Notwithstanding the interpretive rules set forth above, any use authorized by this Specific Plan shall be deemed to be conforming to other land use regulations of the Carson Municipal Code existing at the time of the adoption of this Specific Plan or as the same may be amended from time-to-time and shall not otherwise require any additional discretionary land use approvals beyond the requirements of this Specific Plan.

Table 5-1 Approval Authority	
Review Authority	Permit or Approval Type
Planning Director (or their designee)	Site Plan and Design Review ¹
	Sign Plans
	Minor Modifications per Section 5.1.7
Planning Commission	Conditional Use Permit ²
	Variances ³
	Site Plan and Design Review (Valuation over \$50,000)
City Council ⁴	Modification of Zoning Code
	Zone Change
	Adoption or Amendment to Standards
	Specific Plan Adoption and Amendments
1. For applications consistent with the Specific Plan/s land uses and in substantial conformance with the applicable development standards, applications for new development are to be approve administratively. 2. For Uses identified with a “C” in Table 3-2 of this Specific Plan. 3. For requests that exceed the provisions of Section 3 of this Specific Plan. 4. City Council actions are preceded by a Planning Commission recommendation.	

5.2.2 Subsequent Approvals

A. Site Plan and Design Review

A site development plan for the Project, consisting of an industrial project with three proposed industrial buildings, one commercial building, parking, landscaping, drainage facilities, and new and driveways. Site Plans that are substantially consistent with this Specific Plan shall be reviewed and approved by the Community Development Director or its designee.

B. Additional Approvals

Conditional Use Permit – For those uses allowed with a Conditional Use Permit in Section 3.2, applicant must submit an

application requesting a Conditional Use Permit consistent with Carson Municipal Code Section 9172.21.

5.2.3 Conceptual Phasing Plan

Construction of the proposed project, including recordation of final subdivision map(s), and design review may be progressively implemented in stages, provided that vehicular access, public facilities, and infrastructure are constructed to adequately service the development, or as needed for public health and safety. The Project will be phased to:

- Provide for the orderly build-out of the center based upon market demand;
- Provide adequate infrastructure to service the Project; and
- Phases may occur concurrently so long as the associated infrastructure is provided.

5.2.4 Maintenance and Ownership

Maintenance of private driveways, parking area circulation, and common landscape areas will be the responsibility of a commercial association to be formed within the Specific Plan area. The Property Owner(s) shall be responsible for private driveways, parking, open space areas, signage, landscaping, irrigation, common areas, on-site sewers, storm drains, BMPs, and other responsibilities as necessary. Generally, facilities dedicated to public agencies will be maintained by that agency, while private facilities will be maintained by a maintenance association. Shared access and utility agreements may be required if there are multiple property owners.

Table 5-3, Financing, Ownership, and Maintenance outlines the anticipated program.

Table 5-2 Financing, Ownership, and Maintenance			
Improvement	Financing	Ownership	Maintenance
Water System	Developer	Public	City
Sewer System	Developer	Private/Public	Private/City
Drainage System			
-Backbone	Developer	Private/Public	Private/City
-BMPs	Developer	Private	Private
Street Improvements	Developer	City	City
Private Internal Streets & Driveways	Developer	Private	Private
Landscaping			
-Public Right-of-Way	Developer	City	Private/City
-Common	Developer	Private	Private
-Private Parkways	Developer	Private	Private

An approved Mitigation Monitoring Program (MMRP) shall insure that the Specific Plan complies with all applicable environmental mitigation and permit requirements. The final MMRP shall be adopted with certification of the CEQA documentation.

5.3 Relationship to CEQA

The California Environmental Quality Act (CEQA) classifies a specific plan as a “project” which is subject to environmental review. Environmental analysis is required prior to adoption of this Specific Plan to analyze potentially significant environmental impacts of the Project, discuss feasible alternatives, and recommend feasible mitigation measures in compliance with the provisions of CEQA. This document will analyze the entire Specific Plan and address potential impacts associated with the development of the Specific Plan area. The environmental document includes recommended mitigation measures and analyzes implementing actions for the development and will fulfill the requirements for environmental documentation for most subsequent discretionary and ministerial applications for development within the Specific Plan area.

APPENDICES

**APPENDIX A
GENERAL PLAN CONFORMANCE**
(2040 Carson General Plan Adopted April 2024)

ISSUE AREA/POLICY	PROJECT CONSISTENCY
Land Use and Revitalization	
<p>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.</p>	<p>The Project adds both locally serving retail commercial and regionally serving industrial, commercial, and E-commerce uses which generate 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.</p>
<p>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.</p>	<p>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.</p>
<p>LUR-G-12: Promote adaptive reuse and environmental remediation of brownfield sites, sites with abandoned buildings and facilities, or underutilized properties with productive uses.</p>	<p>The Project would redevelop one of the City’s former landfill sites 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.</p>
<p>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.</p>	<p>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. Trucks are not required to directly pass residential areas as all of the uses along Main Street north of Torrance Blvd. are commercial in nature.</p>

APPENDICES

<p>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.</p>	<p>The Project includes approximately 14.4 acres of primarily 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.</p>
<p>LUR-P-22: Within the Flex District, permit warehouse and distribution facilities, including logistics uses, larger than 30,000 s.f. 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.</p>	<p>The Specific Plan includes provisions consistent with these requirements.</p>
<p>Circulation</p>	
<p>CIR-G-4: Manage parking demand and supply through the provision of adequate and convenient facilities.</p>	<p>The Project provides sufficient vehicle parking for workers and visitors for both the proposed industrial and commercial uses.</p>
<p>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.</p>	<p>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. The Project will incorporate on-site directional signage to facilitate the movement of vehicles and trucks.</p>

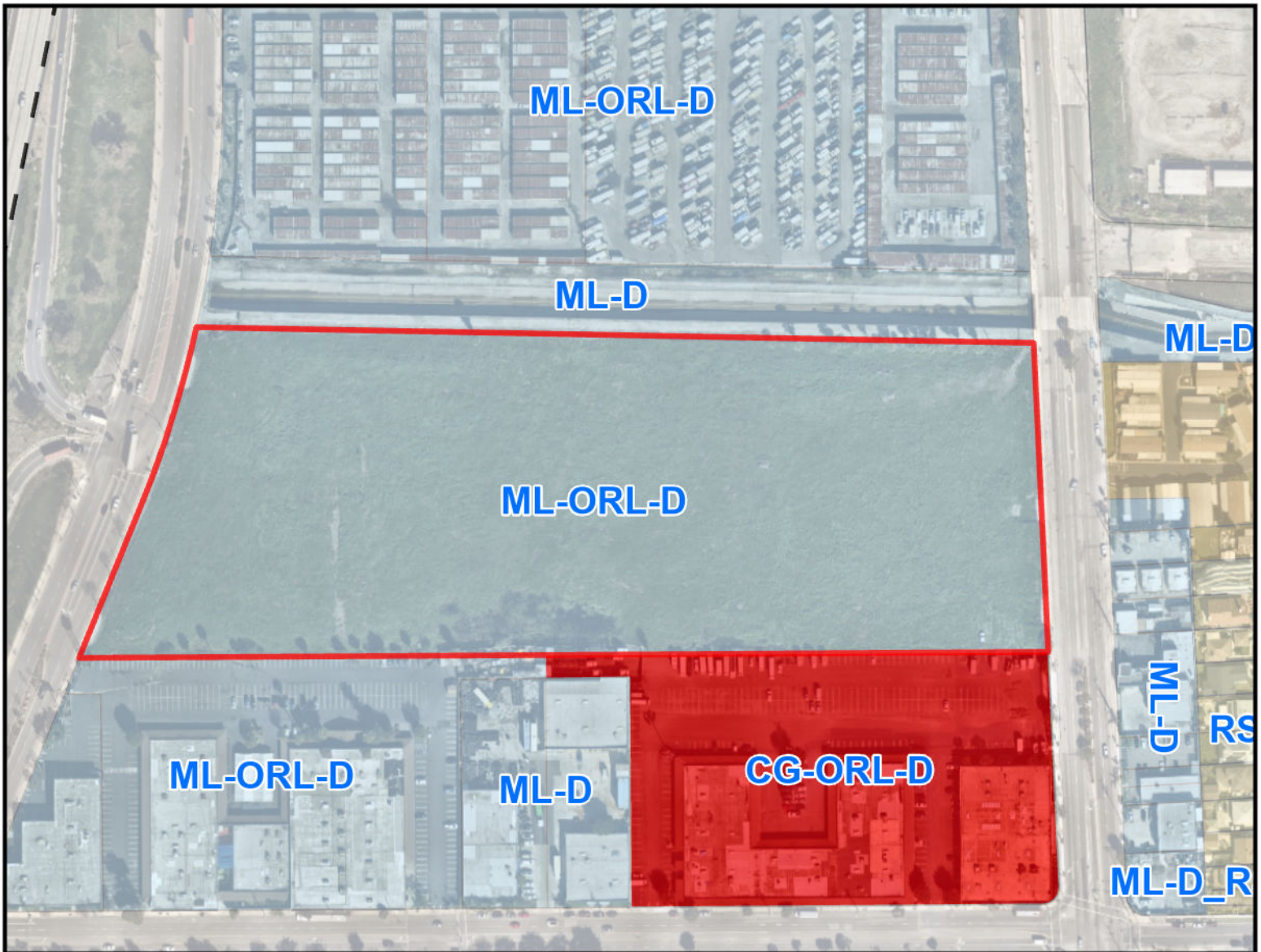
Community Character and Design	
CCD-P-5: For industrial areas that are adjacent to housing, ensure that noise, traffic, glare, odors, and other nuisances produced by the industrial uses are contained to the extent feasible within the industrial sites through site and building design.	The Project has no direct adjacency to residential uses, however there are residential uses to the east on the rear side of commercial uses facing Main Street. The Specific Plan proposes a conceptual building layout which faces truck loading areas away from Main Street and Figueroa Street to focus any potential impacts from noise, glare, odors, and other nuisances internally and away from surrounding uses.
Noise	
NO-G-1: Maintain healthy sound environments and protect noise-sensitive uses from excessive noise exposure.	The Specific Plan requires environmental review and clearance which will analyze and mitigate potential noise impacts created as part of the Project.
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.	Future implementing projects will address noise impacts as required within the environmental review document associated with the Specific Plan.
Economic Development	
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.	The Project adds both locally serving retail commercial and regionally serving industrial and E-commerce uses which generate 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.

EXHIBIT "C"

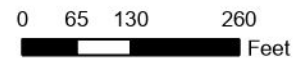
ZONE CHANGE NO. 189-22 (MAP)

AMENDMENT TO THE MAP DESIGNATION

Zone Change Case No. 189-22



The site, as shown above, is currently designated as follows:



ZONING MAP: Manufacturing, Light – Organic Refuse Landfill - Design Overlay

It is proposed that the site be amended to the following:

ZONING MAP: Figueroa Street Business Park Specific Plan No. 25

PARCELS

7336-003-043

EXHIBIT "D"

PROJECT CONDITIONS OF APPROVAL

**CITY OF CARSON
COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION
CONDITIONS OF APPROVAL
EXHIBIT "B"**

**SITE PLAN AND DESIGN REVIEW NO. 1854-21,
CONDITIONAL USE PERMIT NO. 1108-21, ZONE CHANGE NO. 189-22,
SPECIFIC PLAN NO. 25-21, DEVELOPMENT AGREEMENT NO. 26-21**

GENERAL CONDITIONS

1. [Reserved].
2. [Reserved].
3. The applicant shall submit a complete set of electronic plans that conform to all the Conditions of Approval to be reviewed and approved by the Planning Division prior to Building and Safety plan check submittal.
4. ***Interim Development Impact Fee:*** In accordance with Article XI (Interim Development Impact Fee Program) of the Carson Municipal Code ("CMC"), the applicant, property owner, and/or successor to whom these project entitlements are assigned ("Developer") shall be responsible for payment of one-time interim development impact fees ("IDIF") at the applicable amounts/rates detailed below for each square foot of industrial development constructed for the project. If the project increases or decreases regarding the square footage constructed, the total IDIF amount will be adjusted accordingly at the applicable rate.

Per CMC 11504, the IDIF shall be paid per building prior to issuance of the applicable building permit, and the applicable IDIF rate (detailed below) shall be that in effect at the time of such payment. No building permit shall be issued prior to the full payment of the required IDIF amount for such building, which payment shall be made in one lump sum installment. IDIF amounts/rates are subject to adjustment every July 1st based on State of California Construction Cost Index (Prior March to Current March Adjustment), per CMC Section 11500.

The fee for Fiscal Year 2023-2024 IDIF is set at \$3.36 per square feet for Industrial / Business Park and \$6.03 per square foot for Commercial. Therefore, if all building permits were pulled and IDIF is paid for the project between July 1, 2023, to June 30, 2024, the required amount will be \$1,059,527.50, calculated as follows:

310,490 square foot (Industrial / Business Park) X \$3.36 per square foot = \$1,043,246.50
2,700 square foot (Commercial) X \$6.03 per square foot = \$16,281
\$1,043,246.50 + \$16,281= \$1,059,527.50.

Subsequent fiscal year IDIF rates have not yet been determined.

To understand the requirements in more detail, please visit the City's IDIF webpage at: <https://ci.carson.ca.us/communitydevelopment/IDIFProgram.aspx> and/or contact James Nguyen at jnguyen@carsonca.gov or 310-952-1700 ext. 1310

Notice of Imposition of Interim Development Impact Fees; Right to Protest

Pursuant to CMC Section 11503, Developer is hereby notified of the IDIF imposed on the project, as described and in the amount stated above. In accordance with Government Code Section 66020, Developer may protest the imposition of the IDIF on the project by complying with the requirements set forth in CMC 11900. Any such protest shall be filed within ninety (90) days after the effective of approval by the City of the entitlement(s) or permit(s) that is/are the subject of these conditions of approval. The ninety (90) day approval period in which the Developer may submit a protest has begun as of the effective date of the City's approval of the entitlement(s) or permit(s) that is/are the subject of these conditions of approval.

5. Prior to issuance of any certificate of occupancy, the owner(s) and occupant(s) of the premises (and any successors-in-interest): (i) shall file a certification with City stating under penalty of perjury (a) whether the use possesses or may possess or use hazardous materials, (b) itemizing the specific types of hazardous materials that will or may be possessed or used, specifying the quantities (both then-current and anticipated maximum quantities) that will or may be possessed or used at any given time, both on an itemized basis and cumulatively, and (c) reporting any outstanding violations of state Unified Program regulations and the status of efforts or measures taken to correct same. If at any time any information specified in the certification becomes outdated or is no longer accurate, the permittee must submit, within thirty (30) days after learning that the information is no longer accurate, an addendum to the certification which includes the corrected/updated information; and (ii) submit to City inspections of the permittee's premises at least once per year for compliance with this code and the permit conditions and identification of any and all hazardous materials present at the location, including reporting of such inspection to the Certified Unified Program Agency having jurisdiction in the City (the Los Angeles County Fire Department, Health Hazardous Materials Division) when the inspector finds any suspected violations of State Unified Program regulations identified during the inspections.
6. [Reserved].
7. [Reserved].
8. [Reserved].
9. [Reserved].
10. [Reserved].

11. [Reserved].
12. [Reserved].
13. [Reserved].
14. [Reserved].
15. **No tenant shall operate the same operation in more than one Tenant Suite (as opposed to a tenant operating two different operations in separate Tenant Suites, which is permitted).**
16. **Prior to issuance of any certificate of occupancy, pursuant to Carson Municipal Code 9141.12, Developer shall submit a report pursuant to the applicable provisions of the California Building Code, prepared by a licensed civil engineer designated by Developer and approved by the City, which shall provide and include plans for a protective system or systems designated to eliminate or mitigate the potential hazards and environmental risks associated with the proposed use.**
 - a. **The report shall require approval by the Building Official.**
 - b. **All measures to eliminate or mitigate the hazards and environmental risks associated with the site proposed in the report approved by the Building Official shall be incorporated into the project. Such measures shall include monitoring, evaluation and control of methane gas produced by the site as the City shall determine to be necessary to protect the public health, safety, or welfare with respect to the production or migration of methane gas.**
 - c. **Monitoring and regular inspections and reports by a licensed civil engineer designated by the Developer and monitored, evaluated, and approved by the Building Official shall be done and filed with the City from time to time as directed by the Building Official at the Developer's cost.**
17. **City shall have the right to inspect the Project site and all building/unit areas upon 48 hours prior written notice to Developer for the purpose of ensuring compliance with the project entitlements and conditions of approval, and applicable law.**
18. **The term "large-body trucks," where used in SP No. 25-21, shall be replaced with the term "any vehicle in Class 7 through Class 13 according to the 13 Federal Highway Administration vehicle category classifications as they existed on the effective date of City approval of this Specific Plan.**
19. **Development and operation of the project shall comply with the truck turning and route restrictions set forth in Section 3.5 of the Development Agreement.**
20. **The project's warehouse buildings shall operate as typical manufacturing and/or warehousing land uses unless the City of Carson approves in writing. Use of any part of the project's warehouse buildings as a fulfillment center warehouse, parcel hub**

- warehouse, and/or cold storage warehouse is prohibited. Definitions and descriptions of a fulfillment center warehouse, parcel hub warehouse, and cold storage warehouse are per the Institute of Transportation Engineers Trip Generation Manual, 11th Edition (ITE Manual) land uses 155, 156, and 157, respectively. Square footage, ceiling height, and other related building physical descriptions included in the ITE Manual shall not be used to make the determination of proposed land use. The City shall make the final determination of proposed land use for each project building/suite.**
- 21.** Developer shall comply with all city, county, state, and federal regulations applicable to this project.
 - 22.** Developer shall make any necessary site plan and design revisions to the site plan and elevations approved by the Planning Commission to comply with all the conditions of approval and applicable Zoning Ordinance provisions. Substantial revisions will require review and approval by the Planning Division. Any revisions shall be approved by the Planning Division prior to Building and Safety plan check submittal.
 - 23.** A modification of these conditions of approval, including additions or deletions, may be considered upon filing of an application by Developer in accordance with Specific Plan No. 25-21 and Development Agreement No. 26-21.
 - 24.** If any of these conditions is violated, or if any applicable law, statute, or ordinance is violated, the subject entitlement(s) may be revoked by the Planning Division (or Commission or Council), as may be applicable; provided Developer has been given written notice to cease such violation and has failed to do so for a period of thirty days.
 - 25.** Precedence of Conditions. If any of the Conditions of Approval alter a commitment made by Developer in another document, the conditions enumerated herein shall take precedence unless superseded by Development Agreement No. 26-21, which shall govern over any conflicting provisions of any other approval except as otherwise provided in Development Agreement No. 26-21.
 - 26.** 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.
 - 27.** 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 therefor, or work may cease on the Project.
 - 28.** Indemnification. To the extent not prohibited by law, Developer, for itself and its successors in interest (“Indemnitors”), agrees to defend, indemnify and hold harmless

the City of Carson, its agents, officers and employees, and each of them (“Indemnitees”) from and against any and all claims, liabilities, damages, losses, costs, fees, expenses, penalties, errors, omissions, forfeitures, actions, and proceedings (collectively, “Claims”) against Indemnitees to attack, set aside, void, or annul any of the project entitlements or approvals that are the subject of these conditions, and any Claims against Indemnitees which are in any way related to Indemnitees’ review of or decision upon the project that is the subject of these conditions (including without limitation any Claims related to any finding, determination, or claim of exemption made by Indemnitees pursuant to the requirements of the California Environmental Quality Act), and any Claims against Indemnitees which are in any way related to any damage or harm to people or property, real or personal, arising from Indemnitors’ operations or any of the project entitlements or approvals that are the subject of these conditions. The City will promptly notify Indemnitors of any such claim, action or proceeding against Indemnitees, and, at the option of the City, Indemnitors shall either undertake the defense of the matter or pay Indemnitees’ associated legal costs or shall advance funds assessed by the City to pay for the defense of the matter by the City Attorney. In the event the City opts for Indemnitors to undertake defense of the matter, the City will cooperate reasonably in the defense, but retains the right to settle or abandon the matter without Indemnitors’ consent. Indemnitors shall provide a deposit to the City in the amount of 100% of the City’s estimate, in its sole and absolute discretion, of the cost of litigation, including the cost of any award of attorneys’ fees, and shall make additional deposits as requested by the City to keep the deposit at such level. If Indemnitors fail to provide or maintain the deposit, Indemnitees may abandon the action and Indemnitors shall pay all costs resulting therefrom and Indemnitees shall have no liability to Indemnitors.

29. Developer shall pay all applicable City fees. Fees shall be paid at the rate established by resolution of the City Council, and as provided in Development Agreement No. 26-21.

AESTHETICS

30. There shall be no deviation of architectural design or details from the approved set of plans. Any alteration shall require advance approval by the Planning Division.
31. Any roof-mounted equipment shall be screened to the satisfaction of the Planning Division.
32. Prior to Issuance of any Building Permit, the specification of all colors and materials must be submitted and approved by the Planning Division.

DRIVEWAYS

33. **Prior to final building inspection, Developer shall improve the Figueroa Street and South Main Street driveways with enhanced paving, saw-cut score lines, and grind pattern infield with sand blast finish.**

DRIVEWAY ACCESS

34. **The driveway located on the northeastern corner of the project site shall serve as a passenger car driveway with right-in right-out only access.**

35. The driveway located on the southeastern corner of the project site shall serve as a shared driveway with full access for passenger cars, bobtails, and delivery trucks (Class 6 and under) and right-out only for Class 7+ Heavy Duty Trucks with the following restriction: Class 7+ Heavy Duty Truck exiting shall only be allowed between the hours 8:00 a.m. to 9:00 p.m., Monday through Sunday. No entrance shall be allowed for Class 7+ Heavy Duty Trucks.
36. The driveway located on the southwestern corner of the project site shall serve as a shared driveway with right-in, right-out only access.

ENVIRONMENTAL

37. All mitigation measures set forth in the Final Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project that is the subject of these conditions ("MND/MMRP") shall be adhered to, and each individual mitigation measure set forth in the MND/MMRP is incorporated herein and hereby made a condition of project approval.
38. Prior to issuance of grading permit, and again prior to issuance of each building permit, an initial mitigation monitoring program matrix/spreadsheet shall be submitted to the Planning Division for review and confirmation of Developer's compliance with the then-applicable mitigation measures set forth in the MND/MMRP.
39. Prior to issuance of a Certificate of Occupancy, the project shall demonstrate compliance with all then-applicable mitigation measures in the MND/MMRP. A final mitigation monitoring matrix/spreadsheet shall be submitted to the City demonstrating such compliance.

FENCE/WALLS

40. A maximum eight-foot-tall wrought iron security fence shall be installed along the northern and southern boundaries of the property. Concrete masonry retaining walls shall be located at the southern property boundary with various heights not exceeding eight feet. All gates shall be equipped with Knox boxes for emergency access.
41. Walls at loading areas shall be at least six feet in height, or as approved by the City to screen loading activities from off-site views from the adjacent public right-of-way. Landscaping shall be used in combination with walls and fences to visually soften blank surfaces and to deter graffiti.
42. Chain link fencing is prohibited.

HOURS OF OPERATION

43. Hours of operation for the project will be generally permitted 24 hours per day. However, on-site outdoor activities and outdoor operations for the Building(s) located on the easterly third of the Property (anticipated to be Building 3) shall be restricted to the hours of 6:00 a.m. to 10:00 p.m.

LANDSCAPE/IRRIGATION

44. Comply with the provisions of Section 9168 of the Zoning Ordinance, "Water Efficient Landscaping."
45. [Reserved].
46. Developer shall provide all landscaping with a permanently installed, automatic irrigation system and operated by an electrically timed controller station set for early morning or late evening irrigation. Installation, maintenance, and repair of all landscaping shall be the responsibility of the property owner.
47. Installation of 6" x 6" concrete curbs is 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. Should subsequent modifications be required by other concerned agencies regarding the removal of concrete curbs, Developer shall submit revised landscaping and irrigation plans for approval by the Planning Division prior to any deviation.
48. The proposed irrigation system shall include best water conservation practices.
49. Installation, maintenance, and repair of all landscaping shall be the responsibility of the property owner.
50. Incorporate additional landscaping to screen and block specific project areas that could be subject to graffiti as determined by the Planning Division.
51. Prior to issuance of Building Permit, the applicant shall electronically submit landscape and irrigation plans drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Planning Division.
52. All new and retrofitted landscape of 500 square feet or greater is subject to the Model Water Efficient Landscape Ordinance (MWELo) per Department of Water Resources Title 23, Chapter 2.7. The Developer shall include the signed MWELo project information, WELo water budget calculations and compliance checklist items on landscape plans, prior to the issuance of building permits.

LIGHTING

53. All exterior lighting shall be provided in compliance with the standards pursuant to Section 9127.1 (Exterior Lighting) of the Zoning Ordinance.
54. 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

55. Parking areas and driveways shall remain clear. No encroachment into parking areas and/or driveways shall be permitted.
56. All areas used for the movement, parking, loading, repair, or storage of vehicles shall be paved with either:

- a. Concrete or asphaltic concrete to a minimum thickness of three and one-half inches over four inches of crushed aggregate base; or
- b. Other surfacing material which, in the opinion of the City Engineer, provides equivalent life, service and appearance.

TRASH

57. Trash collection shall comply with the requirements of the City's trash collection company.
58. Recycling areas shall be provided in accordance with Sections 9164.4 (Collection and Loading of Recyclable Materials) and 9164.5 (Design Standards for Trash and Recycling Areas) of the Zoning Ordinance.

UTILITIES

59. All utilities and aboveground equipment shall be constructed and located pursuant to Section 9126.8 (Utilities) of the Zoning Ordinance, unless otherwise provided for in these conditions.
60. Public utility easements shall be provided in the location as required by all utility companies with easements free and clear of obstructions, and electrical utilities shall be installed underground.
61. Developer shall remove at its own expense any obstructions within the utility easements that would interfere with the use for which the easements are intended.
62. 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, and in compliance with public utility access requirements.

BUILDING AND SAFETY DIVISION

63. [Reserved].
64. Submit development plans for plan check review and approval.
65. Obtain all appropriate building permits and an approved final inspection for the proposed project.

BUSINESS LICENSE

66. All parties involved in the development of the subject project, including but not limited to contractors and subcontractors, are required to obtain a City business license per Section 6310 of the Carson Municipal Code.

PUBLIC WORKS DEPARTMENT, ENGINEERING SERVICES DIVISION

67. All utilities and aboveground equipment shall be constructed and located pursuant to Section 9126.8 of the Zoning Ordinance, unless otherwise provided for in these conditions.
68. 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.

69. [Reserved].
70. The Developer shall submit an electronic copy of approved plans (*such as, Sewer, Street and/or Storm Drain Improvements, whichever applies*), to the City of Carson – Engineering Division, prior to issuance of permit by Engineering Division.
71. Any existing off-site improvements damaged during the construction shall be removed and reconstructed per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
72. A construction permit from the Engineering Division is required for any work to be done in the public right-of-way.
73. Construction bond for all work to be done within the public right of way shall be submitted and approved by Engineering Division prior to issuance of permit by Engineering Division.
74. Proof of Worker’s Compensation and Liability Insurance shall be submitted to the City prior to issuance of permit by Engineering Division.

Prior to Issuance of Building Permits

75. Soils report, sewer area study, drainage concept, hydrology study and stormwater quality plan shall be reviewed and approved. Building Permit issuance will not be granted until the required soils, sewer, drainage concept, hydrology study and stormwater information have been received and found satisfactory. Comply with mitigation measures recommended in the approved soils, sewer area study, drainage concept, hydrology study and stormwater quality plan.
76. The Developer shall submit a sewer area study to the Los Angeles County Department of Public Works (LACDPW) to obtain confirmation that capacity is adequate in the sewerage system to be used as the outlet for the sewer of this development, to the satisfaction of the L.A. County Sewer Department.
77. The Developer shall submit improvement plans to the Engineering Division showing all the required improvements in the public right of way for review and approval of the City Engineer. A copy of approved conditions of approval shall be attached to the plans when submitted.
78. [Reserved].
79. Developer shall complete the Sewer Main Improvements (if any) along Figueroa St. and Main St. as determined by the sewer area study.
80. Developer shall complete the Storm Drain Improvements (if any) along Figueroa St. and Main St. as determined by the aforementioned requirement.
81. Off-site improvements (*e.g. driveways, sidewalk, parkway drains, trees, curb/gutter etc.*) shown on the grading plans must provide a concurrent submittal to City of Carson Engineering Division. Off-site improvements may be shown on a separate set of street improvement plans.
82. All existing overhead utility lines 12 kilovolts and less along the Figueroa St. and Main St. frontage abutting the proposed development shall be underground to the

satisfaction of the City Engineer. Alternatively, in 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 undergrounding provided the applicant deposits the full amount of the deposit of the in-lieu fee before issuance of Building Permits. Undergrounding estimate shall be prepared by Southern California Edison and shall be submitted to the City Engineer for his determination.

- 83.** Prior to issuance of Grading permit, Developer shall obtain clearance from City of Carson Engineering Division.
- 84.** A Drainage/Grading plan prepared by a registered Civil Engineer shall be submitted for approval of the Building and Safety Division. The Developer shall submit a copy of the approved Drainage/Grading plans on bond paper to the City of Carson – Engineering Services Division of the Department of Public Works.
- 85.** The Developer shall comply with applicable LID requirements (*Carson Municipal Code 5809*) and shall include Best Management Practices necessary to control storm water pollution from construction activities and facility operations to the satisfaction of Building and Safety, LA County DPW and the City.
- 86.** The Developer shall execute and provide to the City Engineer a written statement from the water purveyor indicating 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.
- 87.** A water system maintained by the water purveyor, with appurtenant facilities to serve all buildings in the development, must be provided. The system shall include fire hydrants of the type and location as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.
- 88.** The Developer shall contact LA County Sam Abdelhdi (babdel@dpw.lacounty.gov) for street lighting conditions of approval.
- 89.** The Developer shall execute, and provide to the City Engineer, a will serve letter from the utility companies.

Prior to Issuance of Certificate of Occupancy

- 90.** The Developer shall install separate main sewer laterals to individually serve each building in the development. Installation and dedication of main line sewers may be necessary to meet this requirement, as determined by the City Engineer.
- 91.** The Developer shall comply with all requirements from L.A. County Sewer Maintenance Division for maintenance of new and/or existing sewer main relating to this development, prior to release of all improvement bonds.
- 92.** The Developer shall 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.
- 93.** Repair any broken or raised/sagged sidewalk, curb, and gutter within the public right of way along Figueroa St. and Main St. abutting this proposed development per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.

94. Fill in any missing sidewalk within the public right of way along Figueroa St. and Main St. abutting this proposed development, to the satisfaction of the City Engineer.
95. Remove and replace any broken/damaged driveway approach within the public right of way along Figueroa St. and Main St. abutting this proposed development per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
96. Remove unused driveway approach if any, within the public right of way along Figueroa St. and Main St. abutting this proposed development and replace it with full height curb and gutter and sidewalk per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
97. **The Developer shall modify existing driveways within the public right of way along Figueroa St. and along Main St. abutting this proposed development per City of Carson PW Standard Drawings to comply with the ADA requirements and to the satisfaction of the City Engineer. Project driveway widths wider than City Standards are to be reviewed by the City Engineer during the plan review process.**
98. The Developer shall construct new driveway approaches per City of Carson PW Standard Drawings and in compliance with the ADA requirements. The Developer shall protect or relocate any facilities to accommodate the proposed driveway approach. Developer may be required to grant an easement to the City to accommodate the construction of the driveway and meet the ADA requirement, if determined necessary by the City Engineer. The maximum driveway approach width allowed for the site is 30 feet. **Driveway widths wider than City Standards will only be acceptable upon review and approval by the City Engineer.**
99. **Developer shall modify the existing Median along Figueroa St., located north of the freeway entrance, to widen it and provide it with landscape and irrigation. The Developer shall diligently coordinate with Caltrans for the encroachment permit and any other necessary approvals for this modification. In the event that the Caltrans encroachment permit is not received when the Project is deemed ready for issuance of Certificate of Occupancy, the Project shall provide developer improvement bonds to cover the expected costs for the median improvement construction. The Developer shall be released from the improvement bonds once the improvements are constructed.**
100. **Developer shall modify the existing Median(s) along Main St. as follows: (i) Developer shall extend the median(s) so as to restrict Class 7+ Heavy Duty Trucks from turning left out of the project site onto Main St. and from turning left into the project site from Main St.; and Developer shall provide for the medians to have landscape and irrigation where possible. Developer shall also include striping and signage to provide a left turn lane and all necessary signage.**
101. Provide parkway trees. Install irrigation system for the purpose of maintaining the parkway trees and other vegetation to be planted within the public right of way Figueroa St. and Main St. abutting this proposed development.
102. Developer shall annex the subject property to the L.A. County Lighting Maintenance District, for the purpose of operating and maintaining the streetlights to be installed. The annexation shall be to the satisfaction of L.A. County and shall be completed prior

- to the issuance of Certificate of Occupancy. **Additional streetlight installation or upgrade to existing streetlights may be required as part of the annexation.**
- 103. All new utility lines servicing the proposed development shall be underground to the satisfaction of the City Engineer. There are existing wood poles with streetlights attached. Those shall be replaced with streetlights on Ameron poles.**
 - 104.** Comply with any additional requirements, if any, as means of mitigating any traffic impacts as identified in the traffic study approved by the City Traffic Engineer.
 - 105. Streets abutting the development shall be grinded and overlaid with rubberized asphalt from abutting curb line to centerline along Figueroa St. as approved by the City Engineer.**
 - 106.** All infrastructures necessary to serve the proposed development (water, sewer, storm drain, and street improvements) shall be in operation prior to the issuance of Certificate of Occupancy.
 - 107.** [Reserved].

PUBLIC WORKS DEPARTMENT, WATER QUALITY

Prior to issuance of **Building Permit**, the proposed development is subject to the following:

- 108.** Per City of Carson Municipal Code Section 5809, Developer shall comply with all applicable Low Impact Development (LID) requirements and shall include Best Management Practices necessary to control storm water pollution from construction activities and facility operations to the satisfaction of the City Engineer.
- 109.** Developer shall apply for a Construction Activities Storm Water General Permit from the State Water Resources Control Board.
- 110.** Developer shall provide an approved SWPPP stamped by the Building and Safety Division along with WDID number.
- 111.** Developer shall provide contact information of the Qualified Storm Water Developer (QSD) and/or Qualified SWPPP (Storm Water Pollution Prevention Plan) Developer (QSP) of the site.
- 112.** Developer shall submit digital copies of the LID/NPDES/Grading Plans, Hydrology and Hydraulic analysis concurrently to City of Carson, Engineering Services Department and Building & Safety Division. Deliver City copy via e-mail to rjen@carsonca.gov
- 113.** Developer shall complete and submit digital BMP Reporting Template Spreadsheet to Roland Jen at rjen@carsonca.gov.
- 114.** Developer shall submit plans to the Los Angeles County Sanitation District for approval of the sewer connection. Developer shall submit record of the Sanitation District's approval.

Prior to Issuance of Certificate of Occupancy:

- 115.** For any structural and/or treatment control device installed, Developer shall record a maintenance covenant pursuant to Section 106.4.3 of the County of Los Angeles Building Code and title 12, Chapter 12.80 of the Los Angeles County Code relating to

the control of pollutants carried by storm water runoff. In addition, an exhibit shall be attached to identify the location and maintenance information for any structural and/or treatment control device installed.

116. Attach an exhibit to identify the location and maintenance information for any structural and/or treatment control device installed.
117. The maintenance covenant shall be reviewed and approved by the City Engineer prior to recordation with the Los Angeles County Registers Recorder/County Clerk.
118. Developer shall provide an approved Notice of Termination (NOT) by the Regional Water Board.

PUBLIC WORKS DEPARTMENT, TRAFFIC ENGINEER

119. **Project driveway widths wider than City Standards are to be reviewed by the City Engineer during the plan review process.**
120. **Prior to final building inspection, Developer shall modify the existing landscaped raised median on Main Street between the Project's southeast driveway and Torrance Boulevard to accommodate a northbound left turn pocket into the southeast driveway for vehicles other than Class 7+ Heavy Duty Trucks. Left turn pocket length and design shall be per City Engineer requirements. The Developer shall prepare improvement plans detailing the construction of the median and landscaping for City Engineer review and approval.**
121. **Prior to final building inspection, Developer shall install a raised landscaped median on Main Street from the south side of the Vista Del Loma mobile home park entry/access road to the Project's southeast driveway. The location of the median shall preserve left turn access onto Main Street from Vista Del Loma. The median design and opening shall allow passenger vehicles and delivery trucks to make left turns out of the Project's southeast driveway, but physically restrict left turns for Class 7+ Heavy Duty Trucks. Developer shall install and maintain regulatory signage for the Project's southeast driveway to restrict Class 7+ Heavy Duty Trucks from making left turns. Developer shall prepare improvement plans detailing the construction of the median and landscaping for City Engineer review and approval.**
122. **The Developer shall prepare a signing and striping plan from Torrance Boulevard to Lenardo Drive or to the necessary extents of the striping and signage improvements. All striping along the Project's frontage along Main Street and along Figueroa Street shall be refreshed, modified, or protected as required by the City Engineer. Any existing signs that are along the Project's frontage that are worn, defaced, or faded shall be replaced by the Developer and identified in the Project's signing & striping plans. The Developer shall prepare improvement plans detailing the construction of the signage and striping for City review and approval.**
123. [Reserved].
124. All Project driveways and sidewalks shall be built to meet ADA accessibility standards and be built per City Standards.

FIRE DEPARTMENT – LOS ANGELES COUNTY FIRE DEPARTMENT

125. **Submit architectural drawings to the County of Los Angeles Fire Department Fire Prevention Engineering Section Building Plan Check Unit for review and approval prior to building permit issuance. Contact them at (323)890-4125 for specific submittal requirements.**
126. **The required fire flow for public fire hydrant(s) for this project is 3,500 GPM at 20 PSI residual pressure for 3 hours. 2 public fire hydrant(s) flowing simultaneously may be used to achieve the required fire flow. Fire Code 507.3 & Appendix B105.1, B105.2**
127. **Install one new public fire hydrant on Main Street adjacent to the northerly property line of the subject property.**
128. **Plans for the required public fire hydrant shall be submitted to the County of Los Angeles Fire Department Fire Prevention Land Development Unit through epicla.lacounty.gov FLDU2021003728 from the water purveyor that serves the proposed development, for review and approval prior to permit issuance.**
129. **Vehicular access must be provided, and maintained serviceable throughout construction, to all required fire hydrants. All required fire hydrants shall be installed, tested, and accepted prior to construction.**
130. **Install 9 private on-site fire hydrants. Underground piping plans for the private on-site fire hydrants shall be submitted through epicla.lacounty.gov to the County of Los Angeles Fire Department Fire Prevention Division Engineering Section Sprinkler Plan Check Unit for review and approval.**
131. **All required fire hydrants shall be installed, tested, and accepted or bonded for prior to building permit issuance. Provide proof of financial obligation or bond for the required public fire hydrant for review through epicla.lacounty.gov FLDU2021003728.**

SHERIFF DEPARTMENT –LOS ANGELES COUNTY

132. **A Construction Traffic Management Plan shall be implemented as part of the proposed project to address construction-related traffic congestion and emergency access issues. If temporary lane closures are necessary for the installation of utilities, emergency access shall be always maintained. Flag persons and/or detours should also be provided as needed to ensure safe traffic operations, and construction signs shall be posted to advise motorists of reduced construction zone speed limits. On-site inspector shall notify the LASD Carson Station when these measures are in place.**
133. **Prior to issuance of building permits, install video monitoring system capable of monitoring the following areas, to the satisfaction of the LASD Carson Station.**
134. **Provide notification to LASD Carson Station of any and all methane extraction systems at the project site.**