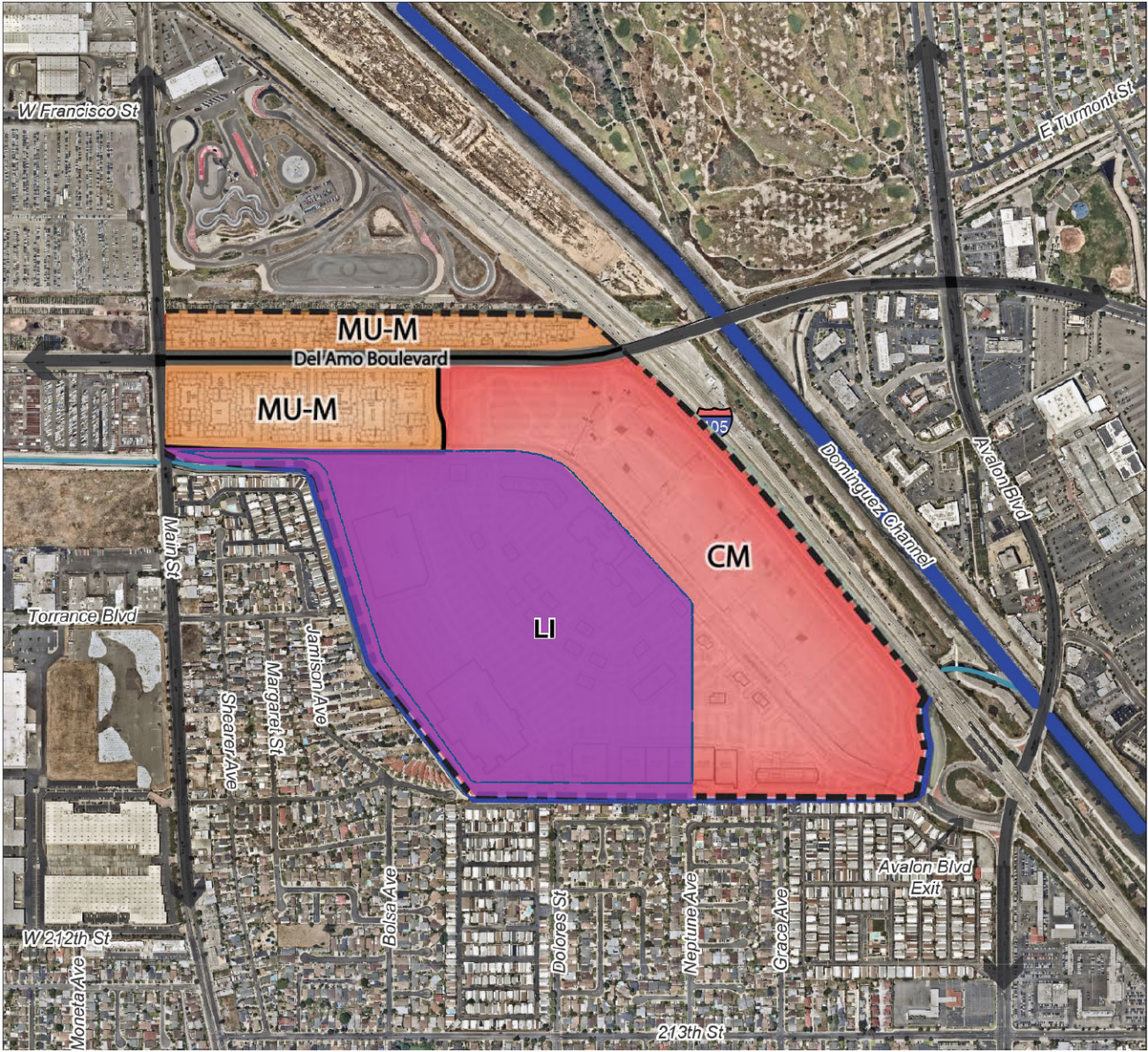


**GENERAL PLAN AMENDMENT NO.  
GPA 112-2021**



W Francisco St

E Turmont St

MU-M

Del Amo Boulevard

MU-M

105

Dominguez Channel

Avalon Blvd

Main St

Torrance Blvd

CM

LI

Jamison Ave

Margaret St

Shearer Ave

Avalon Blvd  
Exit

W 212th St

Monsta Ave

Bolsa Ave

Dolores St

Neptune Ave

Grace Ave

213th St



Table LU-2

## Land Use Summary

Land Use		Acreages
<b>Residential</b>		
Low Density		2,463.2 AC.
Medium Density		129.6 AC.
High Density		348.9 AC.
Urban Residential		6.7 AC.
<b>Commercial</b>		
General Commercial		220.1 AC.
Regional Commercial		223.3 AC.
<b>Industrial</b>		
Business Park		285.2 AC.
Light Industrial		<del>2,113.0</del> 2,187 AC.
Heavy Industrial		2,647.3 AC.
<b>Other</b>		
Mixed Use – Residential		<del>323</del> 249 AC.
Mixed Use – Business Park		134.3 AC.
Recreational Open Space		314.7 AC.
General Open Space		225.6 AC.
Public Facilities		698.1 AC.
<b>Total</b>		<b>10,133.0 AC.</b>

More detailed information is contained in Appendix G, *Study Area Recommendations*, and Appendix A, *Existing and Buildout Land Use Projections*.

## 5.0 PLANNING FACTORS, GOALS, POLICIES AND IMPLEMENTATION

The acronyms listed below are used for the implementation measures:

RA/D: Responsible Agency/Division  
 FS: Funding Source  
 TF: Time Frame

### ISSUE: ADAPTIVE REUSE OF “BROWNFIELDS”

*There are a number of sites in Carson with contaminated soils and groundwater, including not only the 14 former landfills but other properties; such uses should be remediated.*

**Goal:** LU-1: Productive reuse of “brownfield” sites.

**Policies:** LU-1.1 Continue to explore the opportunities associated with the establishment of a Brownfield Redevelopment Program.



**RA/D:** Planning  
**FS:** Development Fees  
**TF:** Ongoing

LU-IM-7.8: Continue to enforce the Zoning and other ordinances to achieve the desired level of regulation. *(Implements LU- 7.3 through 7.8)*

**RA/D:** Planning  
**FS:** General Fund  
**TF:** Ongoing

LU-IM-7.9: Develop landscape requirements for public and private development projects to promote greater visual and functional compatibility with residential development. *(Implements LU-7.4 and 7.6)*

**RA/D:** Planning  
**FS:** General Fund  
**TF:** Within two years



## **ISSUE: MIXED USE DEVELOPMENTS**

*There is a need for mixed use developments which provide a variety of uses, including residential, retail, office, limited industrial, and recreational. Such projects should provide an integrated development theme, quality design, easy access to public transportation, and a safe environment.*

**Goal:** LU-8: Promote mixed use development where appropriate.

**Policies:** LU-8.1 Amend the Zoning Ordinance to provide for those Mixed Use areas identified on the General Plan Land Use Plan.

LU-8.2 Continue to monitor the success of mixed use projects within the Carson Street mixed use corridor and promote mixed use projects at appropriate sites within this area.

LU-8.3 Locate higher density residential uses in proximity to commercial centers in order to encourage pedestrian traffic and provide a consumer base for commercial uses.

## **Implementation Measures:**

LU-IM-8.1: Amend the Zoning ordinance to include those Mixed Use areas identified on the General Plan Land Use plan, specifically:

- The area formerly occupied by Cal Compact (157-acre landfill), along the 405 Freeway; uses to be permitted



include a mix of High Density Residential, General Commercial ~~and~~ Regional Commercial ~~and~~ Light Industrial.

- The Carson Street Corridor between Avalon Boulevard and the western City Limits; uses to be permitted include a mix of General Commercial, and Medium and High Density Residential.
- The area formerly occupied by the Samerika Hall northwest of the intersection of Avalon Boulevard and 223<sup>rd</sup> Street; uses to be permitted include a mix of General Commercial, and Low, Medium and/or High Density Residential.
- The South Bay Pavilion site; uses to be permitted include Regional Commercial and Medium and High Density Residential.

(Implements LU-8.1 through 8.3)

RA/D: Planning  
FS: General Fund  
TF: Within one year



## ISSUE: PROPERTY ENHANCEMENT

*Property maintenance is important in Carson. In both residential neighborhoods and non-residential areas, focus should be placed on property maintenance and improvement.*

**Goal:** LU-9: Eliminate all evidence of property deterioration throughout Carson.

- Policies:**
- LU-9.1 Aggressively enforce the City's codes.
  - LU-9.2 Develop incentive programs for the improved appearance of residential, commercial and industrial areas.
  - LU-9.3 Continue to promote and expand programs such as the Carson Beautiful Program which recognize excellence in property upkeep in residential areas.
  - LU-9.4 Continue to promote programs which offer loans and grants for home repairs.
  - LU-9.5 Develop design standards to address permanent and effective screening of areas in transition and heavy industrial uses such as outdoor storage yards, pallet yards, salvage yards, auto dismantling yards, and similar uses.





of general plan. Table TI-10, *Future AM Peak Hour Level of Service With General Plan Growth*, and Table TI-11, *Future PM Peak Hour Level of Service With General Plan Growth*, presents the Future Conditions levels of service with general plan buildout. The bold locations indicate forecast deficiencies in the future. Exhibit TI-10, *Deficient Segments (AM Peak Hour)*, and Exhibit TI-11, *Deficient Segments (PM Peak Hour)*, graphically depict the locations of the deficient roadway segments.

The following 17 roadway segments would operate at LOS E or F:

- 223<sup>rd</sup> Street from Wilmington Avenue to Alameda Street (PM)
- Avalon Boulevard from Dominguez Street to Del Amo Boulevard (PM)
- Carson Street from Figueroa Street to Main Street (PM)
- Carson Street from Main Street to Avalon Boulevard (PM)
- Carson Street from Avalon Boulevard to I-405 (PM)
- Central Avenue from University Drive to Victoria Street (AM/PM)
- Del Amo Boulevard from Avalon Boulevard to Central Avenue (PM)
- Main Street from Carson Street to 213<sup>th</sup> Street (AM/PM)
- Main Street from 213<sup>th</sup> Street to Torrance Boulevard (AM/PM)
- Main Street from Torrance Boulevard to Del Amo Boulevard (AM/PM)
- Sepulveda Boulevard from Figueroa Street to Main Street (PM)
- Torrance Boulevard from Figueroa Street to Main Street (AM/PM)
- Wilmington Avenue from 223<sup>rd</sup> Street to I-405 (AM/PM)
- Wilmington Avenue from I-405 to Carson Street (AM/PM)
- Wilmington Avenue from Carson Street to 213<sup>th</sup> Street (AM/PM)
- Wilmington Avenue from 213<sup>th</sup> Street to Del Amo Boulevard (AM/PM)
- Wilmington Avenue from University Drive to Victoria Street (AM/PM)

## 5.0 TRANSPORTATION SYSTEM IMPROVEMENTS

This report presents the summary of future operating conditions given the anticipated development in the City and in the area surrounding the City. It has been determined that several transportation system deficiencies would remain with the current Master Plan of Highways assumed to be built. This section discusses potential additional roadway system improvements to consider in order to maintain adequate service levels in the future.

### 5.1 PLAN OF STREETS AND HIGHWAYS

The proposed Plan of Streets and Highways, shown as Exhibit TI-12, *Plan of Streets and Highways*, has few changes from the 1981 Plan. It is proposed that:

- Carson Street between the western City boundary and Avalon Boulevard be made a Modified Secondary Highway;
- ~~A new roadway of Major Highway capacity be required through the 157-acre site at Avalon and I-405;~~



- ~~An improved interchange at Avalon and I-405 be required prior to use of the 157-acre site; and~~
- Carson Street between Alameda Street and Santa Fe Street be made a Secondary Highway.

These changes are all needed by the type of land use which is planned for the abutting areas.

Carson Street is planned for Mixed Use and to be a new “Main Street” for the City. As such it needs to be more pedestrian and business friendly with various traffic control measures including no expanding the number of travel lanes it currently has. Carson Street will retain its 100 foot right of way but will retain its parking lanes.

The ability to develop the 157 acre site, as well as other sites in the area of Del Amo, Main, and Avalon, is predicated on the two traffic improvement measures proposed.

Carson Street at the east end of the City does not have an eastern extension out of the City, land uses are neighborhood in nature, and there is little chance of obtaining the full 100 feet of right of way required for a Major Highway without decimating the parcels on the north side of the roadway. The street would have an 83 foot right of way.

The cross sections for roadways required by the Plan of Streets and Highways are shown in Exhibit TI-13, Street Cross Sections.

The City of Carson requires fuel improvements in public right-of-way pursuant to the Zoning Ordinance and the City Engineer’s Standard Drawings. Sidewalks are not required in some industrial areas as shown in Exhibit TI-14, Non-Sidewalk Areas.

## **5.2 OTHER IMPROVEMENTS BEYOND THE MASTER PLAN OF HIGHWAYS**

The analysis presented in this report demonstrates that several roadway segments are forecast to experience congestion and level of service E or F conditions even with the completion of the Master Plan of Highways. Therefore, in addition to the designated street system in the Master Plan, further transportation system enhancements are warranted to maintain adequate service levels. Those improvements to the transportation system are described below.

### **INTELLIGENT TRANSPORTATION SYSTEMS (ITS)**

Nearly every jurisdiction in southern California has experienced roadway congestion problems that cannot be solved simply by adding roadway capacity. This is for several reasons, including the lack of right-of-way to accomplish various widening projects, as well as the environmental impacts associated with major roadway enhancements. As an alternative and supplemental improvements, many local agencies are implementing Intelligent Transportation Systems projects using advanced computer and communication technologies. The ITS projects that are being implemented provide improved traveler information, manage the flow of traffic, and utilize existing transportation systems more efficiently.