



RENDERING- MAIN ST

CARGO CONTAINER PARKING SPECIFIC PLAN

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I. INTRODUCTION & PROJECT DESCRIPTION

This Cargo Container Parking Specific Plan provides development standards and design guidelines for the development of a cargo container facility on a single, 14.3-acre parcel located in northwest Carson between Figueroa Street and Main Street, at the associated address of 20601 Main Street, Carson, California.

The fundamental purpose of this Specific Plan is to establish development standards and design guidelines for the cargo container facility, which is intended to bring economic development and job opportunities to Carson, and facilitate the mobilization of imported and exported goods to and from the nearby Ports of Los Angeles and Long Beach.



By following the standards provided in this Specific Plan, the cargo container facility will contain a building in the eastern portion of the property that supports a large surface parking facility with convenient access to and from the adjacent Interstate 110 (I-110) Freeway. Trucks will access the Specific Plan area using the I-110 on/off ramps located across Figueroa Street directly to the west. Due to the adjacency of I-110 Freeway ramps, it is expected that a limited number of trucks associated with the Specific Plan area will use designated truck routes within the City of Carson's street system.

II. EXISTING & SURROUNDING AREA

A. SURROUNDING AREA

The Specific Plan area is located in a transitional area of Carson – near a mobile home park and industrial uses to the east across Main Street, but otherwise surrounded by large industrial and small retail and institutional uses, and the I-110 Freeway to the west.

As shown in Figure 1, *Location Map*, Figueroa Street and the I-110 Freeway abut the site to the west. To the north of the Site is “Storage Etc... Carson,” a self-storage facility. To the east on the opposite side of Main Street are a mobile home park and light industrial uses. The south is a mixed of uses including but not limited to commercial processing and religious places of worship.

The current General Plan designation for the Specific Plan area is Mixed Use – Business Park and the zoning classification is Manufacturing Light with Organic Refuse Landfill (ML-ORL-D).

B. EXISTING SITE CONDITIONS AND BACKGROUND

At the time this Specific Plan was prepared, the 14.3-acre Specific Plan area was vacant. Refer to Figure 2, *Photo Key Map*, and Figures 3 through 10, *Site Photos*. The property was the former location of the Gardena Valley Landfill No. 1 & 2. The Gardena Valley Landfill No. 1 & 2 operated from 1956 until 1959 and accepted approximately 75% residential municipal waste and 25% construction or industrial wastes. Land use restrictions were applied to the site in 1989 that require Department of Health Services approval of any excavation or construction activity on the site.

In 2019, the Specific Plan proponent, KL Fenix Corporation, entered into a voluntary oversight agreement with the California Department of Toxic Substances Control (DTSC) to review existing environmental documents for the property and provide input on the remediation needed to comply with the land use restrictions put in place in 1989.

Given the existing conditions, use of the site as a cargo container parking facility is an appropriate land use choice for the property.

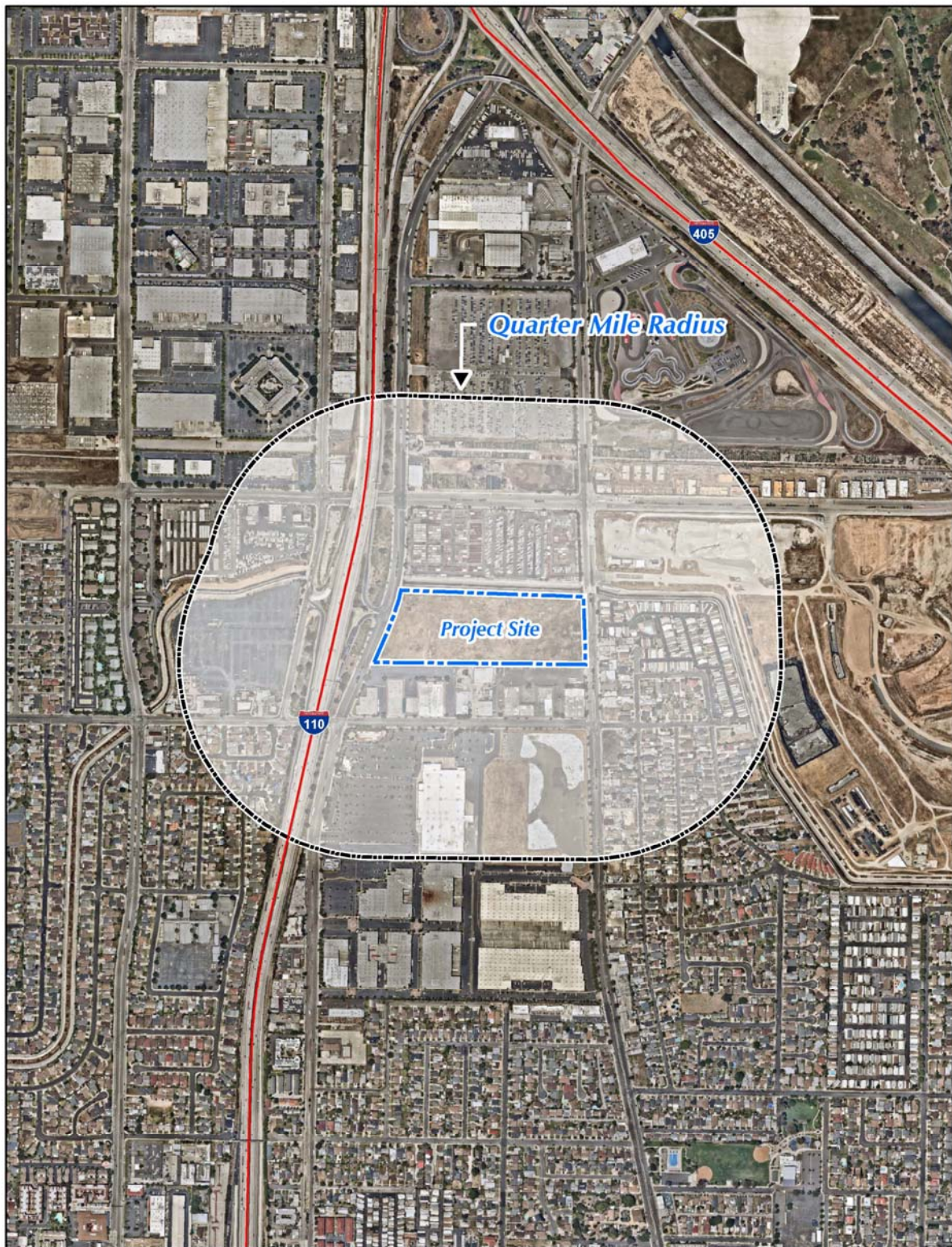


Figure 1: Location Map

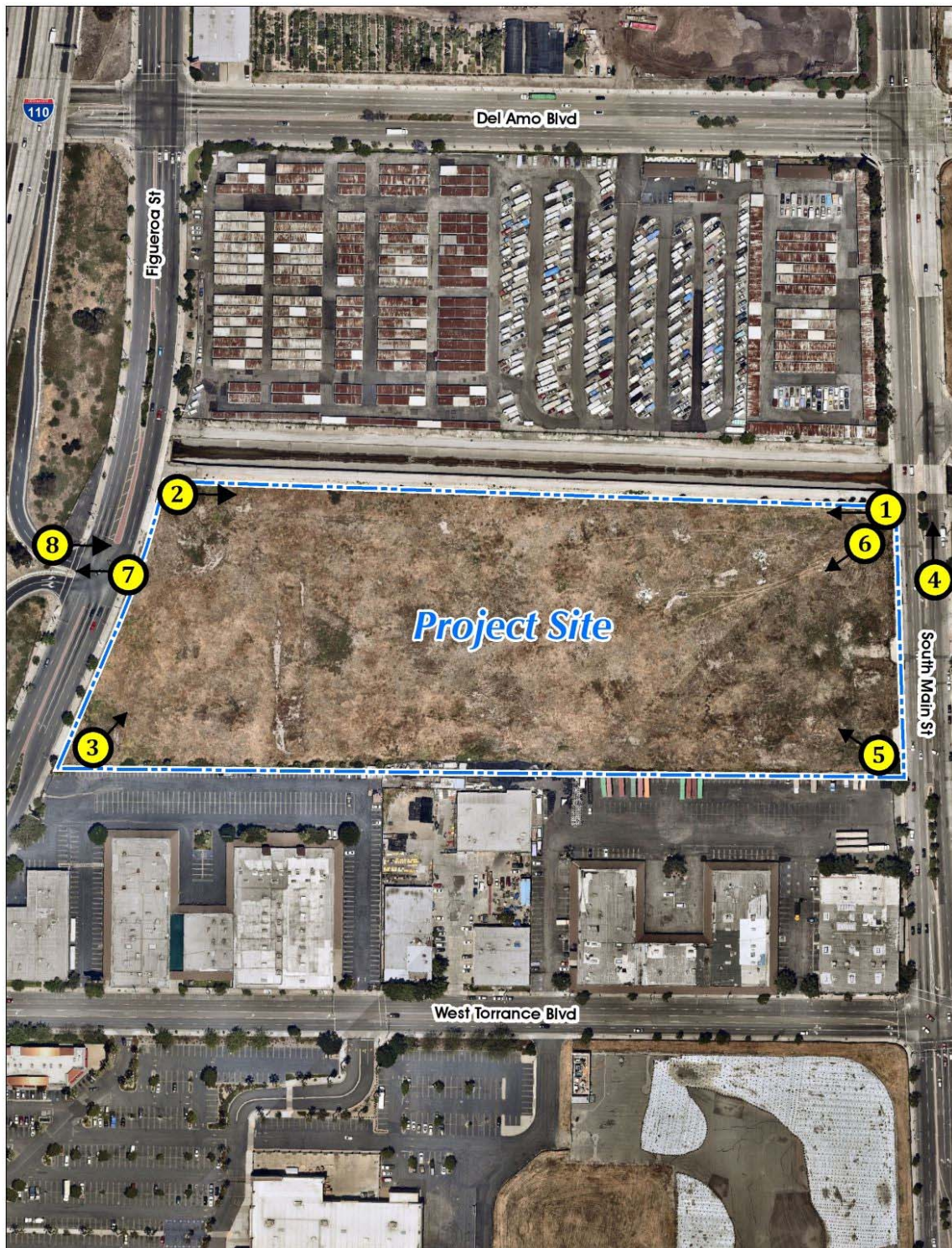


Figure 2: Site Photo Key Map



Figure 3 North side of the site as viewed from the east



Figure 4 North side of the site as viewed from the west

Key Map #3



Figure 5 Site as viewed from the southwest

Key Map #4



Figure 6 Main Street facing north



Figure 7 Site as viewed from the southeast



Figure 8 Site as viewed from the northeast



Figure 9 Site as viewed from the west at the I-110 Freeway



Figure 10 Figueroa Street and I-110 Freeway on/off-ramp to the immediate west of the Specific Plan area

III. PURPOSE & INTENT OF SPECIFIC PLAN

A. ECONOMIC AND JOB OPPORTUNITIES

The proposed project will bring economic development and job opportunities to the City of Carson through the mobilization of imported and exported goods to and from the nearby Ports of Los Angeles and Long Beach. Implementation of the Specific Plan will fulfill General Plan Policy LU – 6.6 by “Attract(ing) land uses that generate revenue to the City of Carson, while maintaining a balance of other community needs such as housing, open space, and public facilities.” (See General Plan Land Use Element, p LU-6)

B. URBAN DESIGN FRAMEWORK

Provide design standards to promote the development of a dynamic, modern, aesthetically pleasing and sustainable Cargo Container Parking project at this key entry point to the City of Carson.

C. PEDESTRIAN NETWORK

Provide walkable pathways along the Main Street and Figueroa Street frontages to encourage the development of a pedestrian network on both frontages and the surrounding areas.

D. DESIGN STANDARDS

Encourage design excellence and establish a high-quality standard for future development to occur at this site, particularly along the Main Street frontage.

E. SITE CIRCULATION

Enhance Figueroa and Main Street’s pedestrian, bicycle, and transit-oriented characteristics while at the same time improving vehicular circulation.

F. LAND USE AND EFFICIENT INDUSTRIAL DEVELOPMENT

Implement Carson General Plan Policy LU-1, which calls for the “[p]roductive reuse of brownfield sites” and assist in implementing Policy LU-6 which calls for “[a] sustainable balance of residential and non-residential development and a balance of traffic circulation throughout the City.” (See General Plan Land Use Element, p. LU-1)

G. SUSTAINABLE COMMUNITIES

Provide an economically sustainable development that includes physical design elements that are consistent with the City of Carson Green Building Code “through use of materials and colors, building treatments, landscaping, open space, parking, environmentally sensitive, and sustainable building design.”

IV. RELATIONSHIP TO THE CITY'S GENERAL PLAN AND ZONING ORDINANCE

A. REQUIREMENTS OF A SPECIFIC PLAN

This Specific Plan is a regulatory document prepared pursuant to the provisions of California Government Code §§ 65450 through 65457, which grant local government agencies the authority to prepare Specific Plans for the systematic implementation of their General Plan for all or part of the area covered by the General Plan. While the City of Carson General Plan covers the entire City, the Specific Plan concentrates on the specific development of the approximately 14.3-acre Cargo Container Parking property.

California Government Code §§ 65450 through 65457 establish the authority to adopt a Specific Plan, identify the required contents of a Specific Plan, and mandate consistency with the General Plan. According to California Government Code § 65451:

- (a) A Specific Plan shall include text and a diagram which specify all the following in detail:
 - (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - (2) 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 in the plan.
 - (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
 - (4) A program of implementation measures including regulations, programs, public works projects, and financing measures, necessary to carry out items (1), (2), and (3).
- (b) The Specific Plan shall include a statement of the relationship of the Specific Plan to the General Plan.

This Specific Plan includes each of the required elements listed above and establishes the essential link between the policies of the City of Carson General Plan and the Cargo Container Parking Specific Plan. All future development plans and implementing construction activities within the Cargo Container Parking Specific Plan area are required to be consistent with the requirements set forth in this Specific Plan and with all other applicable City regulations.

B. GENERAL PLAN CONSISTENCY

To ensure consistency between this Specific Plan and the City's General Plan, the General Plan is amended concurrent with adoption of this Specific Plan to establish a "Heavy, Manufacturing" land use designation for the 14.3-acre Cargo Container Parking Specific Plan property to replace the site's existing "Mixed Use – Business Park" designation. Given that the project involves the construction and operation of a cargo container facility, among other uses, the project is consistent with the "Heavy, Manufacturing" land use designation upon approval of this Specific Plan.

This Specific Plan is consistent with the following General Plan Land Use Element goals, policies and objectives:

Goal LU-1 "Productive Reuse of Brownfield Sites."

Consistent: The Specific Plan provides development standards designed to mitigate conditions at this existing "brownfield" site that is currently not usable and is not functioning as an economically-productive parcel that can be incorporated into the City's business community. The Specific Plan's development standards promote the development of a modern "Cargo Container Parking" facility to take advantage of the site's unique location of proximity to the I-110 Freeway and other major transportation corridors.

Goal LU-2 "Rehabilitation and /or removal of abandoned buildings and facilities"

Consistent: The site is an abandoned, vacant parcel that is incompatible with the surrounding area and uses. Implementation of the Cargo Container Parking Specific Plan will transform this abandoned land into a productive economic use and job-generator, and provide for the development of a modern "Cargo Container Parking" facility that will be designed for compatibility with the surrounding area.

Goal LU-5 "Maximize the City's market potential in order to enhance and retain shopping and entertainment opportunities to serve the population, increase revenues to the City, and provide new employment opportunities."

Consistent: The Cargo Container Parking Specific Plan will fulfill General Plan Goal LU-5 with the creation of new employment opportunities and an increase of tax revenues to the City. The Cargo Container Parking use is expected to bring approximately 150 new employment positions into the City of Carson. Revenues will flow to the City in the form of business license tax, increased property tax, utility use tax and sales tax resulting from job creating and employee spending in the local area on goods and services.

Goal LU-6 "A sustainable balance of residential and non-residential development and a balance of traffic circulation throughout the City."

Consistent: The location of the Specific Plan area, with proximity to major transportation corridors and a non-residential land use designation, provides for a unique development opportunity to bring the vacant site into a productive use, consistent with General Plan Goal LU-6. The Cargo Container Parking Specific Plan design standards allow for a non-residential "Cargo Container Parking" facility, with direct access to I-110 Freeway and to other major

transportation corridors. Traffic circulation throughout the City will be minimally impacted because a large majority of truck trips will simply cross Figueroa Street for access onto the I-110 Freeway, using the existing on- and off-ramps.

C. ZONING ORDINANCE CONSISTENCY

The City of Carson Zoning Code and Map are amended by ordinance concurrent with adoption of this Specific Plan to ensure consistency. Where City's zoning regulations and/or development standards are inconsistent with this Specific Plan, the Specific Plan standards and regulations shall supersede. However, any issue not specifically addressed in the Specific Plan shall be subject to the General Planning and Zoning Code regulations of the City of Carson.

V. SPECIFIC PLAN DEVELOPMENT STANDARDS

A. PERMITTED USES

Uses permitted in the Specific Plan area are indicated in the following table. Any use not specifically listed herein shall be subject to the General Planning and Zoning Code regulations for approval.

Regarding operational activity, the unloading and reloading of contents of one trailer to another trailer is permitted in the Specific Plan area.

The maintenance of truck tractors and equipment is prohibited in the Specific Plan area.

LEGEND

CMC	Carson Municipal Code
X	Automatically Permitted Use
C	Use Permitted Upon City Approval of a Conditional Use Permit
	NOTE: <u>All</u> uses located less than one hundred (100) feet from any residential zone are subject to the provisions of CMC Section 9148.8, to determine if the use requires a Conditional Use Permit.

Storage:	
<p>Cargo container (prohibited within 1,000 feet, as measured from lot line to lot line, of residentially zoned property or institutional uses).</p> <p><i>Nothing contained herein shall be deemed to authorize or permit the storage of cargo containers containing hazardous materials, substances or wastes which are capable of posing an unreasonable risk to health, safety or property, including, but not limited to, any radioactive material, poison, flammable gas, nonflammable gas, flammable liquid, oxidizer, flammable solid, corrosive material (liquid or solid), irritating materials, combustible liquids, explosives, blasting agents, etiologic agents, organic peroxides, hazardous wastes, and regulated materials of classes A, B, C, D and E, the definitions of which may from time to time be designated by the United States Department of Transportation under Title 49 (commencing with Section 1801) of the United States Code and Title 49 (commencing with Section 107) of the Code of Federal Regulations, and adopted by the Commissioner of the California Highway Patrol pursuant to Section 2402.7 of the Vehicle Code.</i></p>	C
Cold storage plant.	X
Warehousing of furniture, household goods, dry goods, clothing, textiles, durable goods, no perishable foods.	X
Wireless Telecommunications Facilities (see CMC 9138.16):	
Minor wireless telecommunications facilities, subject to the requirement of CMC 9138.16.	X
Major wireless telecommunications facilities, subject to the requirement of CMC 9138.16.	C

B. BUILDING HEIGHT

No height limit, provided additional yard spaces are provided as required in CMC 9146.21 through 9146.29.

C. SETBACKS

- a. All setbacks abutting Main Street shall be a minimum of twenty-five (25) feet in depth.
- b. All setbacks abutting Figueroa Street shall be a minimum of twenty-five (25) feet in depth.
- c. Building setbacks not abutting a public right-of-way shall be a minimum of fifteen (15) feet in depth.
- d. Setbacks for parking surface not abutting a public right-of-way shall be a minimum of five (5) feet in depth.
- e. No encroachments are permitted in any setback except that any existing legal, nonconforming encroachment may be permitted to remain, subject to the provisions of CMC 9172.23.

D. LIGHTING

- a. All new lighting shall comply with CMC Section 9147, Exterior Lighting, which requires light sources to be shielded and oriented towards the interior of the property and away from adjacent properties to avoid light trespass.

E. TRUCK ACCESS DRIVES

- a. Driveways connecting with Main Street shall not be used by trucks. Driveways connecting with Main Street shall be designed for passenger vehicle use only.

F. LANDSCAPING AND IRRIGATION

- a. Landscaping and irrigation plans shall be prepared and signed by a licensed landscape architect and approved by the Community Development Director prior to occupancy.
- b. All landscaped areas shall be well maintained at all times and permanently irrigated with an electronic timer preset for early morning hours.
- c. All required yards adjacent to, or visible from, a public right-of-way shall be landscaped utilizing any combination of the following:
 - 1. Drought resistant plants common to this region, including lawn grasses, flowers, ground covers, vines, shrubs in five (5) to fifteen (15) gallon sizes, and specimen trees;
 - 2. Decorative materials such as rock, bark, gravel, boulders, wood, brick, block, tile, stucco, ornamental iron, and chain link; or

3. Artistic features, such as berms, earth mounds, planter beds, fencing, monuments, artwork, sculptures, and fountains.

G. CONFIGURATION OF CARGO CONTAINERS

- a. Cargo containers shall not be placed directly on the ground.
- b. Cargo containers shall not be stacked.
- c. Cargo containers shall not be stored within five (5) feet of any required screening wall nor within twenty (20) feet of any structure or building.
- d. All cargo containers shall be arranged in parallel rows.
- e. The cargo container configuration site plan shall be submitted to the Community Development Department for review and approval prior to the commencement of operations. The site plan, as approved by the Director, shall be adhered to at all times.
- f. Vehicular parking, loading, and maneuvering areas shall be constructed and maintained in accordance with the provisions of CMC 9162.0.
- g. Areas utilized for the storage of cargo containers shall be surfaced with materials approved by the Community Development Department which adequately prevent dust from becoming airborne and prevent the tracking of mud onto public rights-of-way. The site shall be graded to drain onto the street or shall otherwise be drained in a manner approved by the Director of Public Works.
- h. All cargo container storage shall be screened from public rights-of-way. The screening shall be designed and scaled so that its mass and height is compatible with other existing or proposed improvements in the area, and the cargo containers are adequately concealed.

VI. BUILDING FORM AND DESIGN GUIDELINES

A. BUILDING PLACEMENT

The preferred location for building placement is at the eastern portion of the property. Building(s) placed in this location will serve as a visual screen from Main Street, blocking views of surface parking areas and operational activities located further to the west such as truck maneuvering and loading/unloading activities. Building(s) placed in the eastern portion of the site along the Main Street frontage also will serve as an acoustical screen for activities occurring to the west of the building.

B. ARCHITECTURAL DESIGN

The overall concept for exterior building design, such as use of material, articulation to building façades, and projections is to create interest in street-facing elevations, in particular the elevations facing Main Street. Building form and façade elevations facing Main Street shall be designed to create a screen for developments in the surrounding area.



Figure 11 Example of a portion of the building form and façade from Main Street.

The building architecture concept is to provide large areas of glass along the Main Street frontage, on portions of the building façade visible from the public right-of-way in order to provide the appearance of an office building.

The Carson Street Corridor Design Guidelines and Sustainable Standards, identified in Section 9138.17J. of the CMC, are hereby incorporated by reference. However, building awning shapes within the Specific Plan area shall relate to the shape of the window and door openings, and need not comply with the Carson Street Corridor Design Guidelines.

C. WALLS AND FENCING

Except for locations where a building façade or passenger vehicle parking is visible from off-site, a solid wall or screen fence is the desired treatment at property lines, at a height of approximately 8 feet, or as determined by City during the site plan review process and approved by the Director,

D. WATER, SEWER & STORM DRAIN

Development in the Specific Plan area will connect to the existing municipal sewer system and shall not require a septic or alternative wastewater disposal system. The connection point to the municipal sewer system is at Main Street at the eastern property boundary. From that point,

wastewater could be conveyed by the municipal system to the Joint Water Pollution Control Plant (JWPCP), which is owned and operated by Sanitation Districts of Los Angeles County.

Development in the Specific Plan area requiring domestic water service will connect to the existing municipal water system. The water purveyor is the Rancho Dominguez District of California Water Service. The connection point to the municipal water system is at Main Street at the eastern property boundary.

Storm drain infrastructure with water quality measures are required to be installed on the site to ensure that the rate of discharge does not exceed existing conditions and that water leaving the site meets water quality standards of the Regional Water Quality Control Board. Water discharged from the property would flow into the municipal storm water drainage system.

VII. SIGNAGE GUIDELINES

A monument sign that displays the words “Welcome” and “City of Carson” is planned to be placed on the site’s frontage with Figueroa Street, as shown in the concept below.



Figure 12 Welcome Signage

Regarding tenant identification signage, unless specifically addressed below, signage within the Specific Plan area shall be governed by Section 9138.18F of the CMC.

- a. Capital letters shall not exceed a height of thirty-two (32) inches. Lower case letters shall not exceed a height of thirty-two (32) inches. When using a logo, logo size should not exceed fifty-four (54) inches. Two (2) rows of letters shall not exceed sixty-four (64) inches.
- b. The sign area of a monument sign shall not exceed one and one-half (1.5) square foot per each foot of street frontage. Sign placement shall not exceed a maximum of one (1) per every one hundred fifty (150) linear feet of street frontages. Signs shall be located at least seven and one-half (7-1/2) feet from interior lot lines. Monument signs shall be a maximum of sixteen (16) feet high with a maximum forty-eight (48) inch base and should not be a hazard to pedestrian or vehicular traffic. Sign content shall be limited to shopping center and tenant names (with no more than two (2) rows of letters).

VIII. LANDSCAPE GUIDELINES

The landscape concept for the Specific Plan area's development is to provide landscaping around the site perimeter, with generous landscaping at a minimum depth of 25 feet along the Main Street and Figueroa Street frontages, and a minimum depth of five (5) feet of landscaping along the north and south property lines that do not abut a public street. Landscaping is to include shrubs, and trees that extend over the height of the perimeter walls. Groundcover planting will be continuous under all trees and shrubs. All trees will be located a minimum of 5 feet from walls.

Landscape materials are to be drought resistant, and incorporate plants common to the southern California region. A sample plant palette is provided below.



SAMPLE PLANTE PALLETTE

LATIN NAME	COMMON NAME
<i>Schinus Molle</i>	California Pepper
<i>Lagerstoemia Indica Hybrid 'Muskogee'</i>	Crape Myrtle Muskogee
<i>Lophostemon Confertus</i>	Brisbane Box
<i>Laurus Nobilis</i>	Bay Laurel Column
<i>Ceanothus 'Concha'</i>	Concha Ceanothus
<i>Bauhinia Variegata</i>	White Orchid
<i>Cercidium 'Desert Museum'</i>	Palo Verde
<i>Ginkgo Biloba</i>	Ginkgo Tree
<i>Arbutus Marina</i>	Marina Strawberry Tree
<i>Agave Americana</i>	Century Plant

LATIN NAME	COMMON NAME
<i>Bouteloua Gracilis</i>	Blue Gamma Grass
<i>Blue Glow Agave</i>	Agave Blue Grass
<i>Agave Weber II</i>	Webers Agave
<i>Aloe Striata</i>	Choral Aloe
<i>Achinocactus Grusonii</i>	Barrel Cactus
<i>Miscanthus Sinensis</i>	Miscanthus 'Morning Light'
<i>Miscanthus Gracillimus</i>	Maiden Grass
<i>Senecio Mandraliscae</i>	Blue Chalk Sticks
<i>Sedum Reflex 'Blue Spruce' –</i>	Blue Spruce Stonecrop
- -	Forest Floor Mulch
- -	Marathon II SOD

IX. TRAFFIC, CIRCULATION AND PARKING DEMAND MANAGENEMT

Prior to the issuance of a building permit, the owner/applicant shall agree to provide and maintain in a state of good repair the following applicable transportation demand management and trip reduction measures.

A. REQUIREMENTS

1. The owner or operator shall provide on-site signage to indicate “No Trucks” are permitted to use the driveway(s) connecting with Main Street.
2. The owner or operator shall provide on-site signage in areas where trucks will park, load, or unload, stating the anti-idling restrictions required by the California Air Resources Board (CARB),
3. A surveillance video camera shall be installed on the site to monitor the Figueroa and Main Street driveway(s).
4. The owner shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees are likely to see it. The transportation information displayed should include, but is not limited to, the following:
 - a. Current routes and schedules for public transit serving the site;
 - b. Telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations;
 - c. Ridesharing promotion material supplied by commuter-oriented organizations;
 - d. Regional/local bicycle route and facility information;
 - e. A listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.
5. Parking shall be screened from public view, with the exception of passenger vehicle parking associated with a building (for example, employee and visitor parking spaces, bicycle parking, vanpool and carpool parking, EV charging stations, etc.).
6. A safe and convenient area shall be designated where carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area;
7. A designated parking area for employee carpools and vanpools should be positioned as close as practical to the main pedestrian entrance(s) of the building(s). The spaces are required to be signed and striped sufficient to meet the employee demand for such spaces. The identification of such spaces (signed and striped) shall be maintained during the building’s occupancy sufficient to meet employee demand for such spaces. Absent such demand,



parking spaces within the designated carpool/ vanpool parking area may be used by other vehicles.

8. No signed and striped parking spaces for carpool/vanpool parking shall displace any handicapped parking.
9. A statement that designated carpool/vanpool spaces are available on-site and a description of the method for obtaining permission to use such spaces shall be included on the required transportation information board.
10. Bicycle parking shall be provided for at least five (5) percent of the total number of passenger vehicle parking stalls in conformance with the Carson Municipal Code Section 9138.17.
11. Sidewalks or other designated pathways shall be provided from the building(s) to the bicycle parking area(s).
12. Sidewalks or other designated pathways shall be provided from the building(s) to the sidewalk located in the Main Street public right-of-way.
13. If determined necessary by the City during site plan review, bus stop improvements shall be provided. The City will consult with the local bus service providers in determining appropriate improvements. When locating bus stops and/or planning building entrances, entrances shall be designed to provide safe and efficient access to nearby transit stations/stops.
14. If determined necessary by the City during site plan review, coordination with the California Department of Transportation may be required regarding the design of the Specific Plan's access driveway(s) on Figueroa Street in relationship to the I-110 Freeway/Figueroa Street on/off ramps.

X. SUSTAINABILITY FEATURES

The Cargo Container Parking Specific Plan project shall be based on principles of smart growth and environmental sustainability. The new building shall be designed and constructed to incorporate environmentally sustainable design features equivalent to the minimum mandatory requirements of the most current edition of the California Green Building Code. The Cargo Container Parking Project shall incorporate an environmentally sustainable design using green building technologies utilizing more resource-efficient modes of construction adhering to the principles of energy efficiency, water conservation, environmentally preferable building materials, and overall waste reduction.

Sustainability features are expected to include the following:

A. WATER CONSERVATION

The landscaping plan and plant material selection serves the dual purpose of adding visual appeal while being sensitive to the environment and Southern California climate by using drought resistant materials. Refer to Section VIII, Landscape Guidelines.

Development in the Specific Plan area may include:

- Compliance with MWEL0 requirements.
- Non-residential restroom faucets with a maximum flow rate of 0.5 gallon per minute and non-residential kitchen faucets (except restaurant kitchens) with a maximum flow rate of 1.5 gallons per minute.
- Non-residential restroom faucets of a self-closing design (i.e., that shall automatically turn off when not in use).
- Weather-based irrigation controller with rain shutoff, matched precipitation (flow) rates for sprinkler heads, and rotating sprinkler nozzles or comparable technology such as drip/micro spray/subsurface irrigation and moisture sensors where appropriate.
- Minimum irrigation system distribution uniformity of 75 percent.
- Use of proper hydro-zoning, turf minimization, zoned irrigation and use of native/drought-tolerant plant materials.
- Use of landscape contouring to minimize precipitation runoff.
- Use of LID flow-through planters within common site areas that are not located above subterranean parking.

B. ENERGY CONSERVATION AND EFFICIENCY

Development in the Specific Plan area will meet Title 24, Part 6, California Energy Code baseline standard requirements for energy efficiency, based on the most current Energy Efficiency Standards requirements. Examples of design methods and technologies include, but not be limited to, high performance glazing on windows, appropriately-oriented shading devices, high

efficiency boilers (if single metered), instantaneous water heaters (if individual meters), and enhanced insulation to minimize solar and thermal gain.

Development in the Specific Plan area may include:

- Energy Star labeled products and appliances installed where appropriate.
- Application of energy-saving technologies and components to reduce the project's electrical usage-profile. Examples of these components include compact fluorescent light bulbs (CFL), energy saving lighting schemes such as occupancy-sensing controls (where applicable), use of light emitting diode (LED) lighting or other energy-efficient lighting technologies where appropriate, and energy-efficient heating and cooling equipment.
- During operations, exterior lighting elements controlled by light sensors and/or timeclocks to avoid over lighting as appropriate.
- Commissioning of building energy systems to verify that the project's building energy systems are installed, calibrated, and performing to the owner or operator's requirements.

C. TRANSPORTATION EFFICIENCY

Refer to Section IX, Traffic, Circulation and Parking Demand Management, for details on conservation features associated with transportation.

Development in the Specific Plan area may include:

- Preparation and implementation of a Transportation Demand Management (TDM) Plan to promote the use of alternative transportation, such as mass-transit, ridesharing, bicycling, and walking to reduce employee and visitor trips and/or vehicle miles traveled.
- Provision of on-site bicycle storage for visitors and employees.
- Accessibility to public transportation lines.
- Allocation of preferred parking for alternative-fuel vehicles, low-emitting, and fuel-efficient and ride-sharing vehicles.
- As required by the Building Code, provision of electric vehicle charging stations.
- Signs posted on the site reminding drivers that engine idling over 5 minutes is prohibited by the California Air Resources Board.

XI. IMPLEMENTATION

A. SEVERIBILITY

This Specific Plan document enables the City of Carson to facilitate the approval of development plans for the Cargo Container Parking Specific Plan area. If any regulation, condition, program, or portion of this Specific Plan is held invalid or unenforceable, such portions shall be deemed separate, distinct, and independent provisions, and the invalidity of such portions or provisions shall not affect the validity and enforceability of the remaining provisions contained herein.

B. SITE PLAN REVIEW REQUIRED

Any future proposed development that is not in substantial conformance with the standards and guidelines contained herein shall be subject to additional Site Plan and Design Review.

C. SUBSTANTIAL CONFORMANCE

The City of Carson Community Development Director has the discretion to make findings of Substantial Conformance to this Specific Plan, for minor deviations from the guidance provided herein that does not adversely impact the overall intent of the Specific Plan's provisions. Formal Exceptions to this Specific Plan will be considered in the manner specified below.

D. EXCEPTIONS TO THIS SPECIFIC PLAN

The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth below. In approving an exception to this Specific Plan pursuant to this Section, the City of Carson Planning Commission granting an approval, and any City body exercising appellate review of an approval, may simultaneously approve any conditional use under their jurisdiction.

1. Initiation. Consideration shall be initiated upon the filing of an application by the owner of the subject property or his authorized representative, in accordance with CMC 9173.1.
2. Notification of Applicant. The City shall notify the applicant in writing within thirty (30) days of the filing of the application that either the application is complete and has been accepted for processing, or that the application is incomplete and that additional information, specified in the letter, must be provided.
3. Commission Hearing Notice. Notice of hearing shall be given by posting and by notice through the United States mail to the applicant, to the owners of the property within seven hundred and fifty (750) feet, and to any person who has filed a written request therefor, all as provided in CMC 9173.22 (California Government Code Section 65905), and in such other manner as prescribed by the laws of the State of California and as the Commission may deem necessary or desirable. The City Clerk may give such additional notice, and in such manner as may be deemed necessary or desirable by the City Clerk or the Council.
4. Commission Findings and Decision.

- a. After the hearing, the Commission shall, by resolution, render its decision to approve or disapprove an Exception. In making its decision, the Commission shall adopt written findings with respect to this requirement as follows:
 - i. that while site characteristics or existing improvements make strict adherence to the zoning regulations impractical or infeasible, the project nonetheless conforms with the intent of those regulations;
 - ii. that in light of the project as a whole, including any mitigation measures imposed, the project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety; and
 - iii. that the project is in substantial conformance with the purpose, intent and provisions of the General Plan, any applicable community plan and any applicable specific plan.
 - b. An Exception shall not be granted for a parcel of property which authorizes a use or activity which is not otherwise expressly authorized by the zone regulation governing the parcel of property. (California Government Code Section 65906.)
 - c. Notice of the Commission decision shall be given as provided in CMC 9173.32.
5. Conditions. Any Variance granted shall be subject to such conditions as will assure that the adjustment thereby authorized shall not constitute a grant of special privileges inconsistent with the limitations upon other properties in the vicinity and zone in which such property is situated (California Government Code Section 65906), and shall be subject to such conditions as will assure that any potential adverse effects will be mitigated where feasible.
6. Effective Date and Appeal.
- a. The decision of the Commission shall become effective and final fifteen (15) days after the date of its action unless an appeal is filed in accordance with CMC 9173.4.
 - b. An appeal shall be considered by the Council as provided in CMC 9173.4.

E. FINANCING AND MAINTENANCE

The financing of site development and the provision of infrastructure improvements to service the development are expected to be provided by the property owner or successor in interest.

All improvements installed on the property are expected to be the maintenance responsibility of the property owner or successor in interest. Improvements installed in the Main Street or Figueroa Street public rights-of-way are expected to be maintained by the City of Carson.

APPENDIX – ACCOMPANYING SITE PLAN AND ARCHITECTURE ELEVATIONS

Concurrent with the City’s consideration of this Specific Plan, the proponent proposed the approval of a site plan for a cargo container parking facility. Consistent with the Cargo Container Parking Specific Plan, the site plan calls for the development of a 42-foot high building in the eastern portion of the property having approximately 53,550 square feet (S.F.) of building space including $\pm 39,500$ S.F. of warehouse space and $\pm 14,050$ S.F. of two-story office space, with 6 loading docks on the west-facing side of the building.

Approximately 115 passenger vehicle parking spaces would be positioned near the building, as would bicycle parking. All of the cargo container parking and truck parking spaces are positioned to the west of the building, between the building and Figueroa Street. The building would block views of and attenuate noise in the cargo container parking area. The cargo container parking area is designed to include approximately 400 cargo container parking spaces and 75 tractor trailer parking spaces, with a solid perimeter wall and landscaped screening along the north and south property lines between the Specific Plan area and off-site properties to the north and south.

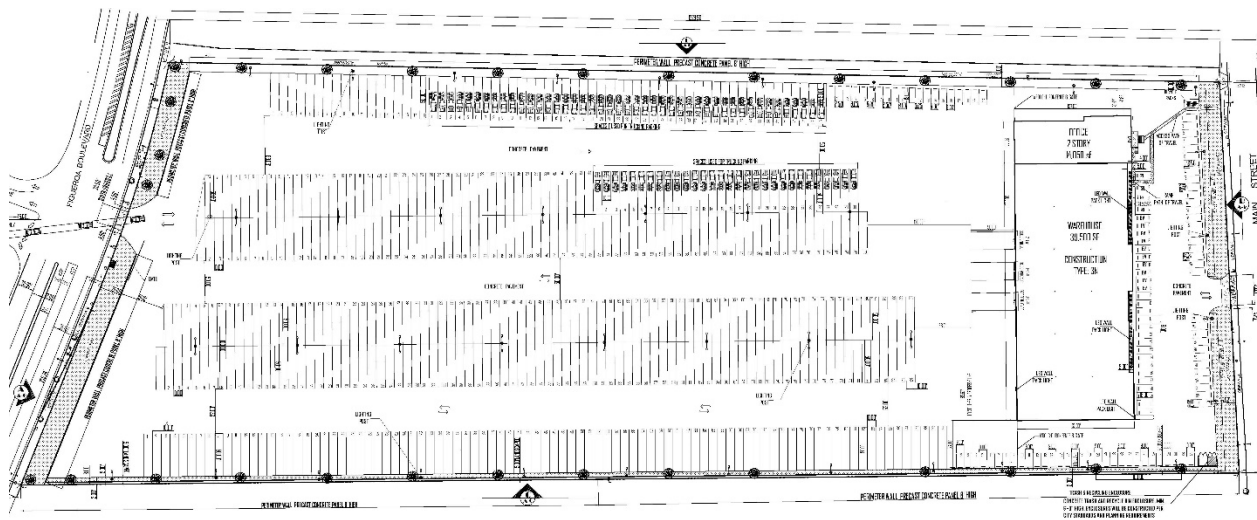


Figure 13 Site Plan

