



RENDERING- MAIN ST

# CARGO CONTAINER PARKING SPECIFIC PLAN

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**EXHIBIT NO. 3**

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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/warehouse 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/warehouse 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 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 mix 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, an organic refuse landfill. 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



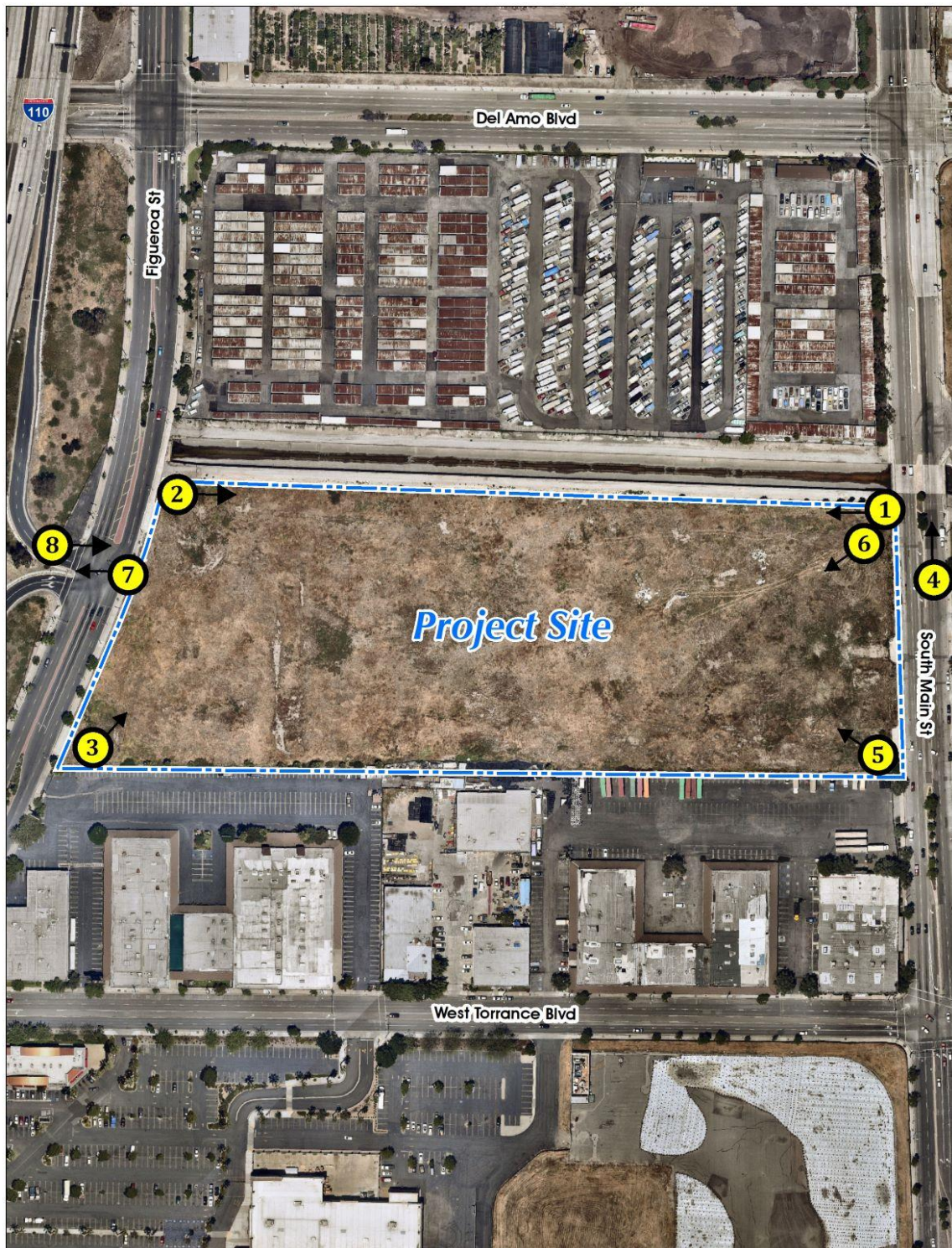


Figure 2: Site Photo Key Map





*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 and General Plan amendment.

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-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.

#### LEGEND

X	Automatically Permitted Use
C	Use Permitted Upon City Approval of a Conditional Use Permit

Storage:	
Cargo container  <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>	C
Warehousing of furniture, household goods, dry goods, clothing, textiles, durable goods, no perishable foods.	C
Wireless Communications Facilities	
Minor wireless communications facilities (must be a minimum of 100 feet from residentially zoned property)	X
Major wireless communications facilities (must be a minimum of 100 feet from residentially zoned property)	C

Permitted Activity: Regarding operational activity, the unloading and reloading of contents of one trailer to another trailer or from one cargo container to another cargo container is permitted in the Specific Plan area.

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

### B. USE DEFINITIONS

Cargo Container is defined as any container sufficiently durable for repeated use which, by virtue of its own particular design, permits the temporary storage and protection of bulk commodities,

goods and other cargo, and which may be transported in various modes without intermediate loading or unloading.

Cargo Container Storage is defined as the parking of a trailer, detached from the tractor unit, on which is loaded one (1) or more cargo containers.

Major Wireless Communications Facility is defined as a facility other than a minor communications facility, which includes ground-mounted or freestanding facilities and facilities that are not stealth. A facility located within a residential zone, regardless of stealth design, is considered a major communications facility.

Minor Communications Facility is defined a facility that includes distributed antenna systems (DAS), microcells and building-mounted facilities that are stealth, including facade-mounted (wall-mounted) and roof-mounted stealth facilities. A co-location onto an existing, approved major communications facility that is in full compliance with this Section, shall be processed as a minor communications facility. Enhanced 911/ECS required by the Federal Communications Commission (FCC) are considered minor communications facilities if they are stealth into the design of an existing building-mounted or freestanding facility.

Warehouse is defined as a building or portion of a building used primarily for the deposit, storage, distribution, or safekeeping of goods regardless of whether the goods are offered for sale.

### C. BUILDING HEIGHT

Maximum heights shall be as follows.


- a. Maximum building height shall be fifty (50) feet. Building height is defined as any vertical distance from the building's finished floor elevation to the highest point of the roof or to the top of the parapet.
- b. Maximum height of communication facilities on a freestanding support structure shall be fifty (50) feet.
- c. Maximum height of communication facilities mounted on a building shall not exceed the height of the structure, except for fully stealth roof-mounted facilities which may project up to a maximum of fifty (50) feet and no more than eight (8) feet above the roof from where it is attached.

### D. SETBACKS

Minimum setbacks shall be as follows.

- d. All setbacks abutting Main Street shall be a minimum of twenty-five (25) feet measured from the public right-of-way. The minimum setback area (25 feet) shall be landscaped.
- e. All setbacks abutting Figueroa Street shall be a minimum of twenty-five (25) feet measured from the public right-of-way. The minimum setback area (25 feet) shall be landscaped.



- f. Building setbacks not abutting a public street shall be a minimum of  (40) feet measured from the property line.
- g. Parking surface setbacks not abutting a public street shall be a minimum of eight (8) feet measured from the property line of which a minimum of five (5) feet shall be landscaped.
- h. The following encroachments are permitted in required yards.
  - 1. Sidewalks, pathways, and pedestrian or employee amenities such as benches subject to Site Plan and Design Review and Planning Commission approval.
  - 2. Walls and fences subject to Site Plan and Design Review and Planning Commission approval.
  - 3. Signs, subject to a Sign Program for the Specific Plan area approved by the Community Development Director.
  - 4. Light fixtures.
  - 5. Utility-owned facilities if also located in an approved utility easement.
- i. The following encroachments are expressly not permitted in required yards.
  - 1. Free-standing mechanical equipment associated with the operation of a permitted or conditionally permitted use such as HVAC equipment and generators.
  - 2. Outdoor display or storage of goods.

### **E. LIGHTING**

All lighting of buildings, landscaping, parking lots and similar facilities shall be directed away from all adjoining and nearby residential property. Such lighting shall be arranged and controlled so as not to create a nuisance or hazard to traffic or to the living environment.

### **F. PERFORMANCE STANDARDS**

No use shall create a disturbance to the surrounding area in the form of vibration, noise, electromagnetic or other radiations, odor, dust, heat or glare. All uses shall comply with Federal, State and local laws and regulations pertaining to such environmental effects.

### **G. TRUCK ACCESS DRIVES**

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

### **H. LANDSCAPING AND IRRIGATION STANDARDS**

Landscaping standards shall be as follows.

- 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. A minimum of 23,575 square feet of landscaping shall be provided.
- c. All landscaped areas shall be well maintained at all times and permanently irrigated with an electronic timer preset for early morning hours.
- d. Landscaping in 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, tree chips, 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, swales, sculptures, and fountains.

### **I. HARDSCAPE SURFACE STANDARDS**

Hardscape surface standards shall be as follows.

- a. The site shall be graded to drain all surface water into the public street stormwater system or shall otherwise be drained in a manner approved by the Director of Public Works. Drainage shall not be permitted across the surface of sidewalks or vehicular driveways connecting with a public street.
- b. Areas utilized for the storage of cargo containers shall be surfaced with materials approved by the Community Development Department and Public Works Director which adequately prevent dust from becoming airborne and prevent the tracking of mud onto public rights-of-way.
- c. Areas used for the maneuvering, parking or stacking of trucks, whether single body or double body, shall be paved with either concrete or asphaltic concrete. The minimum thickness of the paving and base shall be determined by an on-site pavement study completed by a licensed soils engineer approved by the Public Works Director.
- d. The apron area for double body trucks having a minimum length of forty-five (45) feet shall be paved with concrete. The minimum thickness of the paving and base shall be determined by an on-site pavement study completed by a licensed soils engineer approved by the Public Works Director.
- e. All other areas not listed above and used for the movement, parking, loading, or storage of vehicles of any type shall be paved with either:

1. Concrete to a minimum thickness of three and one-half (3-1/2) inches over four (4) inches of crushed aggregate base; or
2. Asphaltic concrete to a minimum thickness of three and one-half (3-1/2) inches over four (4) inches of crushed aggregate base; or
3. Other surfacing material which, in the opinion of the Public Works Director, provides equivalent life, service and appearance.

**J. CONFIGURATION OF CARGO CONTAINERS**

Configuration standards shall be as follows.

- 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 so as to appear as an organized placement of containers.
- e. 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 or complementary with other existing or proposed improvements in the area, and the cargo containers are adequately concealed.

**K. PARKING**

Parking standards shall be as follows.

- a. One (1) passenger vehicle parking space shall be provided for every 1,500 s.f. of warehouse space and 1,300 s.f. of office space.
- b. A minimum of ten (10) passenger vehicle parking spaces shall be designated for electric vehicle (EV) charging stations shall be provided.
- c. Vehicle parking spaces abutting landscaped areas shall include a wheel stop feature to prevent vehicles from encroaching on landscaping.



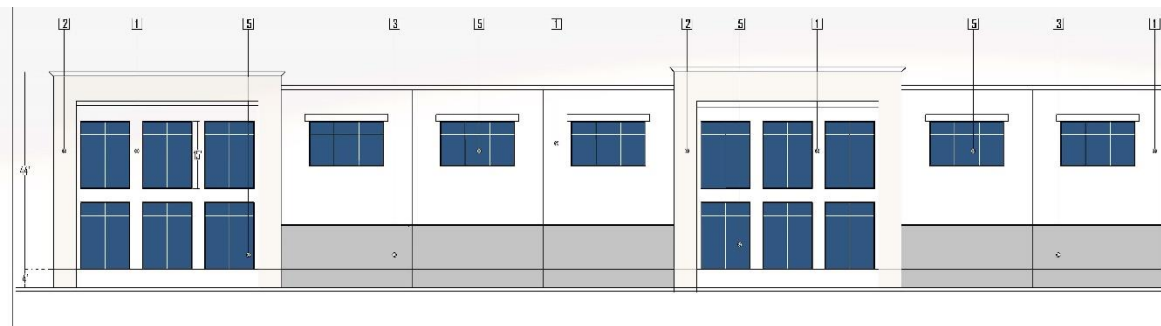
## VI. BUILDING FORM AND DESIGN GUIDELINES

### 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.

### 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

All signage shall be approved in accordance with a Sign Program to be approved by the Community Development Director. The Sign Program shall include location, size, material, and lettering/logo specifications for all proposed monument signs, pole signs, tenant identification signs, and directional signs.

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*

## 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. The Cargo Container Parking Facility will provide a total of 23,575 square feet of landscaping. 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 PLANT PALETTE

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



<b>LATIN NAME</b>	<b>COMMON NAME</b>
<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 MANAGEMENT

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 serving 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.

### 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. SEVERABILITY**

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. CUP AND SITE PLAN AND DESIGN REVIEW REQUIRED – CARGO CONTAINER USE**

Use of all or part of the Specific Plan area for Cargo Container Storage requires the review of a Conditional Use Permit (CUP) and Site Plan and Design Review by the Community Development Department, recommendation of the Planning Commission, and approval of the City Council prior to the commencement of operations. The CUP and Site Plan, as approved by the City Council shall be adhered to at all times.

### **C. CUP SITE PLAN AND DESIGN REVIEW REQUIRED – WAREHOUSE USE**

Use of all or part of the Specific Plan area for Warehouse requires the review of a Conditional Use Permit (CUP) and Site Plan and Design Review by the Community Development Department, recommendation of the Planning Commission, and approval of the City Council prior to the commencement of operations. The CUP and Site Plan, as approved by the City Council shall be adhered to at all times.

### **D. DEVELOPMENT PLAN REVIEW REQUIRED – MINOR COMMUNICATION FACILITIES**

Minor communications facilities shall be subject to the approval of a Development Plan by the City of Carson Planning Division. The Planning Division shall render a decision in writing, with findings, and conditions, subsequent to receipt of a complete Development Plan application. The Planning Division's decision shall be final unless a written appeal is filed to the Planning Commission.

### **E. DEVELOPMENT PLAN REVIEW REQUIRED – MAJOR COMMUNICATION FACILITIES**

Major communications facilities shall be subject to the review of a Conditional Use Permit (CUP) and Development Plan by the City of Carson Planning Division and then approval by the Planning Commission. A co-location onto an existing, approved major communications facility shall be processed as a minor communications facility, the co-location is a substantial addition that would intensify the existing facility as determined by the Planning Officer. The decision of the Planning Commission shall be final unless a written appeal is filed to the City Council.

### **F. SUBSTANTIAL CONFORMANCE REVIEW FOR SITE PLANS AND DEVELOPMENT PLANS**



In the review of Site Plans and Development Plans, the Community Development Director, Planning Commission, and City Council have the discretion to make findings of Substantial Conformance to this Specific Plan, including for minor deviations from the guidance provided herein that does not adversely impact the overall intent of the Specific Plan's provisions. All Conditional Use Permits, Site Plans, and Development Plans must substantially conform to this Specific Plan.

### **G. CONDITIONAL USE PERMITS ON ORGANIC REFUSE LANDFILL**

Because the property is designated as an ORL (Organic Refuse Landfill), use of the Specific Plan area as a cargo container use or a warehouse use requires the approval of a Conditional Use Permit (CUP) by the City of Carson Planning Commission and City Council, as specified above. If more than one (1) CUP is required, only one (1) CUP shall be required, covering all conditional uses in one (1) CUP.

The only instances in which a CUP would not be required are:

- a. Uses which do not involve buildings or structures, including but not limited to outdoor storage, display and outdoor recreational facilities.
- b. Construction of structures which are unoccupiable, such as signs, flagpoles, walls, fences and towers, but not including oil wells and storage tanks.
- c. Paving of no more than twenty (20) percent of the site.
- d. Repair or minor alterations to existing structures which do not increase floor area.

Every CUP shall require the approval of the City's Building and Safety Division and the City Council of a plan for a protective system or systems designated to eliminate or mitigate the potential hazards and environmental risks associated with the proposed use. The plan shall be prepared by a licensed civil engineer designated by the applicant and approved by the City. Approval of such report by the Building and Safety Division shall be in the discretion of the Building Official, who shall evaluate any risks and hazards associated with the site and proposed use and who may grant approval only if he finds that the report and plans adequately provide for protection against such associated risks and hazards. The Building Official's approval shall be submitted to the City Council for final approval which will be in the discretion of the Council.

Proposed CUPs shall be reviewed by the Planning Commission and approved by the City Council.

1. Initiation. Consideration shall be initiated upon the filing of a CUP application by the owner of the subject property or his authorized representative.
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. Hearing and Time Limit. The Planning Commission shall hold a public hearing within six (6) months of the date of acceptance of the application.

4. Planning 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, as provided by California Government Code Section 65905, and in such other manner as prescribed by the laws of the State of California and as the Planning 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 City Council.
5. Commission Findings and Recommendation to City Council. After the hearing, the Commission shall make a recommendation to the City Council.
6. City Council Hearing and Notice. Upon receipt of the recommendation of the Planning Commission, the Council shall hold a public hearing. Notice of said hearing shall be given in the time and manner provided for the giving of notice of the hearing by the Commission as specified in above.
7. City Council Action. The City Council shall consider the CUP at a public hearing. The Council may approve, modify or disapprove the recommendation of the Planning Commission. The Council shall approve the Conditional Use Permit if it is able to make affirmative findings based on the following criteria:
  - a. The proposed use and development will be consistent with the General Plan.
  - b. The site is adequate in size, shape, topography, location, utilities, and other factors to accommodate the proposed use and development.
  - c. There will be adequate street access and traffic capacity.
  - d. There will be adequate water supply for fire protection.
  - e. The proposed use and development will be compatible with the intended character of the area.
  - f. Such other criteria as are specified for the particular use by the Planning Commission.
8. If the Council finds that any adverse effects will occur as a result of the proposed use and development, such effects must be found to be justified by the benefits to the public interest which will occur as a result of such use and development. If the Council does not make affirmative findings with respect to the above criteria and is unable to impose conditions to mitigate any adverse finding, the Council shall disapprove the Conditional Use Permit. In making its determination, the Commission shall adopt written findings with respect to the above criteria.
9. Conditions. In granting a Conditional Use Permit, conditions related to the proposed use and development may be imposed as deemed necessary to carry out this Specific Plan and to protect the public health, safety and general welfare.

10. Subsequent Modification of Conditions. After a Conditional Use Permit has been granted, modification of the conditions of the permit, including additions or deletions, may be considered upon filing of an application by the owner of the subject property. A public hearing on a proposed modification of conditions need not be held unless requested by the applicant, Director, Commission or Council. If the Director, Commission or Council concludes that the proposed modification of conditions extends beyond the intent of the original approval of the Conditional Use Permit and the conditions previously adopted, a public hearing shall be held. The decision and any appeal in connection with a modification of conditions shall be in the same manner as for a Conditional Use Permit.
11. Expiration of Permit. The Conditional Use Permit shall become automatically null and void if the permit has not been used within the time specified in the permit or, if no time is specified, within one hundred eighty (180) days of its effective date.
  - a. Time Limit as a Condition of Permit. Circumstances which terminate the permit pursuant to any termination provision included as a condition of the permit.
  - b. Discontinued Use. The use has been suspended or has ceased to exist for a period of one (1) year.
  - c. If none of the above circumstances transpires, the Conditional Use Permit shall remain in effect indefinitely.
12. Extension. Upon application by the permit holder filed with the Director on or before the date of expiration of the permit, a permit which would otherwise expire may be extended by the Commission, or by the Council upon appeal, if the Commission or Council finds that the termination of the permit would constitute an undue hardship upon the permit holder and that the continuation of the permit would not be materially detrimental to the health, safety and general welfare of the public. Extensions shall not be granted for more than a total of one (1) year unless a public hearing is held and approval granted in the same manner and based upon the same criteria as for the issuance of a new permit.

#### **H. AMENDMENTS TO OR REPEAL OF THIS SPECIFIC PLAN**

Proposed amendments to this Specific Plan, or a repeal of this Specific Plan, shall be reviewed by the Planning Commission and approved by the City Council.

1. Initiation. Consideration shall be initiated upon the filing of an application by the owner of the subject property or his authorized representative. The application shall specify the specific amendments requested. If a repeal is requested, the application shall be considered a request for a Zone Change and shall specify the zoning designation requested should the Specific Plan be repealed.
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. **Planning 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, as provided by California Government Code Section 65905, and in such other manner as prescribed by the laws of the State of California and as the Planning 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 City Council.
4. **Findings, Recommendation and Transmittal to Council.** The Planning Commission shall consider the matter at a public hearing. After the hearing, the Commission shall, by resolution, render its decision in the form of a written recommendation to the Council. Such recommendation shall include the reasons for the recommendation, shall specify the relationship of the proposed ordinance to the General Plan and shall be transmitted to the City Council. (California Government Code Section 65855.)
5. **City Council Consideration.** If the Commission has recommended against a Specific Plan Amendment or repeal with Change of Zone, the Council may but shall not be required to take any further action thereon unless an interested party shall request a hearing by filing a written request with the City Clerk within fifteen (15) days after the Commission action or within five (5) days of the transmittal of the Commission recommendation to the Council, whichever is greater.
6. **City Council Hearing and Notice.** Except in a case where no action is taken as provided in the above subsection, upon receipt of the recommendation of the Planning Commission, the Council shall hold a public hearing. Notice of said hearing shall be given in the time and manner provided for the giving of notice of the hearing by the Commission as specified in above.
7. **City Council Action.** The City Council shall consider the matter at a public hearing. The Council may approve, modify or disapprove the recommendation of the Planning Commission; provided, that any modification of the proposed ordinance or amendment by the Council, not previously considered by the Commission during its hearing, shall first be referred to the Commission for report and recommendation, but the Commission shall not be required to hold a public hearing thereon. Failure of the Commission to report within forty (40) days after the reference, or such longer period as may be designated by the Council, shall be deemed to be approval of the proposed modification.

I. 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.

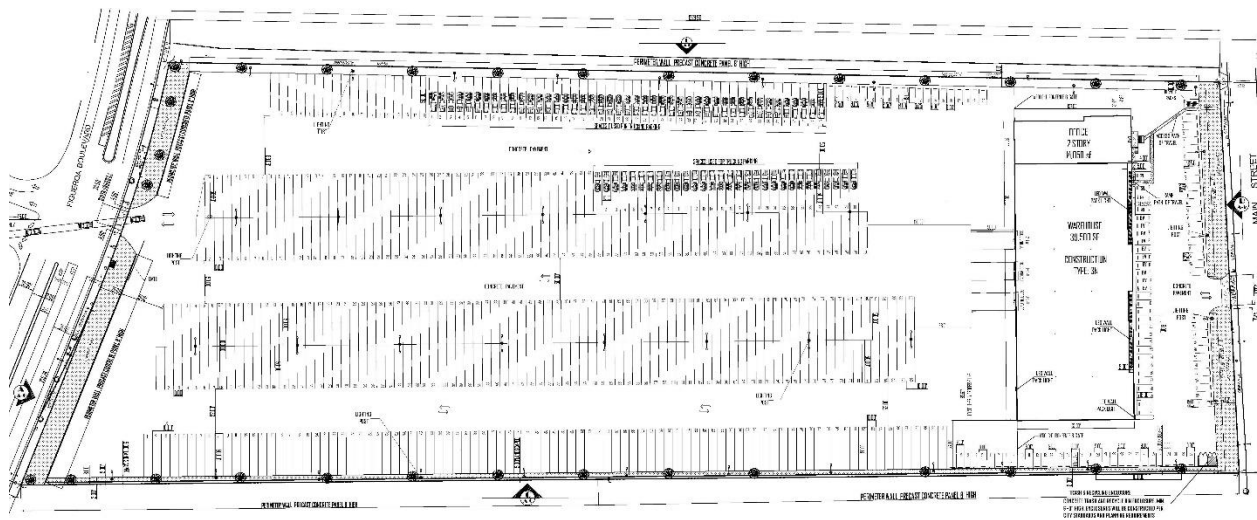


Figure 13 Site Plan



