

Preferred Plan Land Use Classifications

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The Preferred Plan concept combines key elements from each of the Core, Centers, and Corridors alternatives. The Preferred Plan concentrates new development in the Core and in centers outside the Core, expanding on the energy and success of recent development along Carson Street. These centers will contain a mix of uses around major streets, including housing, employment, and neighborhood commercial uses. Connections between centers will be redeveloped as greenways to improve mobility throughout the city and create a more vibrant, connected core area with a diverse mix of uses. The Preferred Plan map provides additional detail and description.

Density/Intensity Standards

The General Plan establishes density/intensity standards for each use classification. Residential density is expressed as housing units per acre (more detailed description later, where residential densities are discussed). For all non-residential uses, several residential classifications, and mixed-use developments, maximum permitted ratio of gross floor area¹ to site area (FAR) is specified. Medium Density and High Density Residential classifications are regulated by density only.

FAR is a broad measure of building bulk that controls both visual prominence and traffic generation. It can be clearly translated to a limit on building bulk in the Carson Municipal Code (Municipal Code) and is independent of the type of use occupying the building. The table on the following page shows proposed density/intensity standards for each classification.

Where a parcel has multiple uses, development allowed would be calculated based on site area allocated to that specific use. For example, if a 10-acre parcel has residential uses on four acres and commercial uses on six acres, allowable residential development would be calculated based on four acres of residential land.

The Municipal Code could provide specific exceptions to the FAR limitations for uses with low employment densities (lower number of employees per square foot of space), such as research facilities that have few employees, or low peak-hour traffic generation, such as doctors' offices or public uses. In addition to density/intensity standards, the Municipal Code will stipulate the full range of allowable building types (such as single-family residential) as well.

Development may qualify for State mandated density/intensity bonus for affordable housing, or through provision of community benefits as outlined in the City's Municipal Code. Provision of additional density/intensity for community benefits is discretionary. Density/intensity bonuses will be calculated on base density/intensity standards, even if more than one type of bonus is

¹ *Gross Floor Area* is the total horizontal area in square feet of all floors within the exterior walls of a building, but not including the area of unroofed inner courts or shaft enclosures, and also not including any area devoted to structured or covered parking.

applicable, and combined bonuses (for affordable housing and community benefits) shall not

Standards for Density and Development Intensity

| <i>Land Use Designation</i> | <i>Base Density/Intensity</i> | | <i>Maximum Increase in Residential Density/FAR with Community Benefits²</i> | <i>Typical Maximum Building Heights (feet and stories)³</i> |
|--------------------------------|---|---|--|--|
| | <i>Base Residential Density¹</i> | <i>Floor Area Ratio (FAR; for all uses combined, including residential and non-residential)</i> | | |
| Residential | | | | |
| Low Density | up to 10 | up to 0.55 | - | 20 feet, 2 stories |
| Medium Density | 10 to 18 | None specified | 20% | 30 feet, 2-3 stories |
| High Density | 18 to 30.0 (18 to 40 for sites larger than two acres) | None specified | 40% | 40 feet, 4 stories (60 feet, 6 stories with community benefits) |
| Mixed Use | | | | |
| Downtown Mixed Use | up to 40 | Up to 1.5 (active commercial frontage required) ⁴ | 40% | 55 feet, 5 stories (75-85 feet, 7-8 stories with community benefits) |
| Corridor Mixed Use | up to 30 | up to 1.0 | 30% | 45 feet, 4 stories (65 feet, 6 stories with community benefits) |
| Business Residential Mixed Use | up to 50 | up to 1.0 | 40% | 55 feet, 5 stories (65 feet, 6 stories with community benefits) |
| Flex District | up to 40 | up to 1.0 | 40% | 55 to 80 feet, 2-5 stories. (100-180 feet, 6-12 stories with community benefits) |
| General Commercial District | No housing permitted | up to 0.5 | - | 40 feet, 1-3 stories |
| Industrial | | | | |
| Light Industrial | No housing permitted | up to 0.5 | 0.55 | 45 feet, 1-2 stories |
| Heavy Industrial | No housing permitted | up to 1.0 | - | Requires conditional use permit |

Note: State-mandated density bonuses for affordable housing are in addition to densities otherwise permitted. The bonuses would be applied to the base density/intensity for the land use classification.

Footnotes:

1. Density is measured in housing units per net acre of site area.
2. Method for determining community benefits bonus to be established in the Carson Municipal Code. Community benefits bonus would apply to base density/FAR.
3. Heights and stories information shown here are for illustrative purposes; actual allowable maximum heights are established in the Carson Municipal Code.
4. Building area devoted to active commercial uses at the ground level is exempt from FAR calculations.

exceed 100 percent of the base density or State bonus for affordable housing, whichever is greater.

Where for a residential or mixed-use classification both density and FAR are specified, development would need to comply with both. However, if a designation has only one of the two standards, then only that applies. For example, Low Density Residential has both an FAR and density standard, so new development will need to comply with both of these standards. Medium Density and High Density Residential only have a density standard, which means that there is not an FAR requirement that needs to be complied with.

The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified for each use. Development regulations (for example height, setback, density, and lot size requirements) consistent with General Plan policies and/or site conditions may reduce range of development potential.

Land Use Classification System

The classifications are meant to be broad enough to give the City flexibility in implementation, but clear enough to provide sufficient direction to carry out the General Plan. The Municipal Code will contain more detailed provisions and standards, and will be updated to ensure consistency with the General Plan land use classification system. More than one zoning district may be consistent with a single General Plan land use classification. In addition to the base districts one overlay land use designation—Commercial Automotive District—is established.

RESIDENTIAL

Three residential land use classifications are established to provide for development of a range of housing types. Residential density is expressed as housing units per acre of developable parcel area (that is, excluding land that is constrained for development by public rights-of-way such as public streets or creeks, or has environmental constraints. Development would be required to be within the density range (both maximum and minimum) where stipulated in the classification unless due to existing site constraints the development cannot be developed at minimum density. Development standards established in the Municipal Code may limit attainment of maximum densities.

Accessory and “junior” accessory units permitted by local and State regulations, and State-mandated density bonuses for provision of affordable or senior housing are in addition to densities and FAR otherwise permitted.

The density for all existing mobile home parks parcels shall be maintained at the current density of the mobile home park development.

Residential or other noise-sensitive uses are generally not permitted within 500 feet of I-405 or I-110 in designations where other uses are feasible, and any application for these uses in non-residential or mixed-use areas within the 500-foot buffer would require additional analysis and mitigation for indoor air quality and noise.

Land use classifications also specify the housing type allowed, which are as follows:

- **Single-Family Detached.** Single-family units that are detached from any other building and has open space on all four sides.
- **Single-Family Attached.** Single-family units that are attached to other units with adjoining walls extending from ground to roof that separate it from other adjoining structures and form a property line. Each unit has its own heating system.
- **Multifamily.** Units with two or more housing units in one structure sharing a common floor/ceiling.

Apartments and condominiums are forms of ownership, not housing type, and are not regulated by the General Plan. Duplexes, triplexes, fourplexes, etc. refer to the number of housing units in a structure, not housing type – these could be in single-family attached or multifamily housing types.

Low Density Residential (LDR)

Single-family residential development with density up to 10.0 units per acre. This classification is mainly intended for detached single-family dwellings, but attached single-family units may be permitted, provided each unit has ground-floor living area and private outdoor open space. The maximum FAR is 0.55. Building heights will be regulated by zoning but would typically be less than 20 feet or 2 stories tall.

Medium Density Residential (MDR)

Housing at densities 10.0 to 18.0 units per acre. Housing types would typically encompass single-family detached and attached (that is, townhouses). Multifamily housing type may be permitted where maximum permitted density is otherwise not attainable due to lot configuration or development constraints, such as the result of oddly-shaped lots or topographic constraints. Building heights would typically be less than 30 feet or 2-3 stories tall.

High Density Residential (HDR)

Residential development, with densities ranging from 18.0 to 30.0 units per acre for sites smaller than two acres in size, and up to 40.0 units per acre for sites larger than two acres. This designation would permit the full range of housing types, including multifamily but also single-family attached development subject to standards in the Municipal Code, and is intended for specific areas where higher density may be appropriate. Typically, taller building heights would be found in this designation, reaching 40 feet/4 stories, and potentially 60 feet/6 stories with bonuses for affordable housing and community benefits.

COMMERCIAL

General Commercial District (GCD)

This category includes general and neighborhood commercial uses, including shopping centers and commercial uses adjacent to highways or some major corridors, where residential development may not be desirable. A range of commercial uses, including retail stores, eating and drinking establishments, commercial recreation, gas and service stations, automobile sales and repair services, financial, business and personal services, motels, educational and social services is permitted. The Zoning Ordinance may further distinguish between neighborhood, regional, or

general commercial uses. The maximum FAR is 0.5. Buildings within this commercial category would generally have a maximum height of up to 40 feet or 1-3 stories.

Commercial Automotive District (CAD) Overlay

The Commercial Automotive District (CAD) overlay is intended to promote a distinctive area of automobile and light truck sales facilities with consistent and appealing landscaping, lighting, signage and compatible architectural elements. Individual uses and site requirements are as established in the Carson Municipal Code Section 9138.15. This overlay would apply over General Commercial designations.

This language in italics will be moved to the General Plan policies section when that is drafted, but is provided here for reference for now.

This district is intended to fulfill the following objectives:

- 1. Encourage the consolidation of automobile sales franchises within a designated Commercial Automotive District.*
- 2. Provide signage standards designed to meet the needs of automobile retailing, while remaining aesthetically pleasing to the public.*
- 3. Provide flexible design standards to encourage compatible site design, while encouraging a range of architectural aesthetic styles to create a sense of excitement and vitality.*
- 4. Provide consistent design standards to which all development within the CAD must adhere.*
- 5. Establish the cooperation and coordination of the participants in the development and operation of the CAD.*
- 6. Establish a long-range and ongoing source of economic strength to the community in terms of employment and tax revenue for community services.*
- 7. Encourage the rehabilitation of existing structures and overall site upgrades so that existing land uses become unified with new developments, enhancing the overall CAD image.*
- 8. Establish innovative and quality site planning and architectural design maintaining a prosperous and marketable specialized automobile commercial complex, unique and individual in itself.*

Certain development considerations associated with the planning and implementation of this development district are unique to the City of Carson and this district in particular. The implementation of a marketable complex for automobile sales and services requires a district which provides: (1) opportunities for high visibility and accessibility to the dealerships from the 405 Freeway and 223rd Street; (2) available parcels of land under the ownership of several individuals and the redevelopment agency; (3) incentives for development such as public improvements (i.e., streets, gutters, lighting, off-site signage, etc.), redevelopment agency opportunities, and community goals and standards; and (4) the previous establishment of existing uses and compatibility with proposed new automobile and other related retail commercial uses.

MIXED USE

This designation is intended to accommodate high-intensity active uses and mixed-use development. Retail and department stores; eating and drinking establishments; hotels; commercial recreation; financial, business, and personal services; residential; educational and

social services; and office uses are permitted. Any new construction, or expansion of existing light or heavy industrial uses adjacent to residential must include buffered setback areas to ensure compatibility. Three mixed-use designations are established:

Downtown Mixed Use (DMU)

This designation is intended to promote a vibrant “Main Street” like ambiance throughout the downtown Carson core, with mid-rise (typically 55 feet/5 stories, or 85 feet/7-8 stories with community benefits), mixed-use development. The ground floor frontage of a site along Carson Street, Avalon Boulevard, and Del Amo Boulevard is encouraged to be devoted to active commercial uses; active commercial uses are those that are accessible to the general public, generate walk-in pedestrian clientele and contribute to a high level of pedestrian activity. Such uses include retail shops, restaurants, bars, theaters and the performing arts, commercial recreation and entertainment, personal and convenience services, leasing offices, private recreational areas, fitness studios, party rooms, building and hotel lobbies, banks, travel agencies, childcare services, libraries, museums, and galleries. Other parts of the site—at the ground level and at upper stories—may be devoted to other permitted uses (commercial or residential). New development should strive to preserve the existing square footage of commercial areas within the new development.

The maximum base FAR is 1.5; and all active ground floor commercial use area is exempt from FAR calculation. The maximum base residential density is 40 units per acre. Base FAR and base residential density may be increased by up to 40 percent with inclusion of community benefits.

Corridor Mixed Use (CMU)

This designation is applied to corridors where a mix of commercial and residential uses is permitted, although purely commercial or purely residential uses are allowed. The maximum FAR is 1.0. Residential development up to 30 units per acre is permitted. Base FAR and base residential density may be increased by 30 percent with inclusion of community benefits. Typically, mid-rise building heights would be found in this designation with a max height of 45 feet or four stories depending on use, with height maximums increasing to 65 feet or six stories with inclusion of community benefits. No minimum commercial or active uses are required.

Business Residential Mixed Use (BRMU)

A range of light-industrial uses without off-site noise and air quality impacts, eating and drinking establishment, live-work lofts, breweries, roasteries, and other uses compatible with residential areas, promoting development of an urban, walkable environment. Stand-alone retail uses and retail ancillary to industrial or residential uses are permitted, as well as free standing residential projects. If residential or other sensitive uses are proposed as part of redevelopment, both short-term and long-term compatibility with adjacent uses and location in a mixed light-industrial and industrial environment should be considered. Similarly, new industrial uses would need to be compatible (from noise, odor, air quality perspective) in a mixed residential/industrial environment. Warehouse and distribution facilities are not permitted, and service and gas stations, and drive-through establishments are limited.

This designation is applied to sites at the western edge of the city proximate to I-405, east of Avalon Boulevard adjacent to I-405, and the former Shell site. Where larger parcels—such as the Shell site—are redeveloped, the General Plan anticipates development with strong urban design, including creation of smaller blocks (typically with no dimension larger than 300 to 600 feet dependent on use, with smaller blocks in residential areas) to create walkable, urban environments; buildings and landscapes that relate to the surroundings, with high-level of public-realm amenities, such as tree-lined streets; sidewalks, pedestrian paths, and crossings; and plazas and other gathering spaces for workers and visitors. Site planning for new construction should ensure that streets are lined with occupied buildings or landscapes, with parking and service facilities tucked behind or away from public streets.

Buildings are generally limited to 55 feet in height (5 stories), increasing with community benefits to 65 (6 stories), and up to 85 feet (7 or 8 stories) in portions of Shell site at least 500 feet away from adjacent residential uses. The maximum allowed FAR for all uses is 1.0 with a maximum residential density of 50 units per acre; these may be increased by up to 40 percent with provision of community benefits and would likely require mid- to low high-rise buildings with structured parking.

FLEX DISTRICT (FLX)

The Flex District designation permits a wide range of uses including offices, research and development and other light industrial facilities with office-like appearance, hotels, local and regional retail commercial uses, commercial entertainment uses, and gas/charging stations in mid- and high-intensity settings, capitalizing on the visibility and regional access provided by I-405. Warehouse and distribution facilities are permitted conditionally in the area adjacent to I-110, provided they are screened from outside, and air quality and noise impacts are mitigated accordingly. Warehousing and distribution uses are not permitted at other locations with this designation (including Main Street south of Sepulveda and the two sites as along Wilmington Avenue with this designation). Residential uses are permitted conditionally as part of a cohesive plan that considers the long-term development potential of adjacent properties and present a strategy for transition industrial to residential.

The overall maximum FAR is 1.0, inclusive of residential uses. Base FAR may be increased by up to 50 percent with inclusion of community benefits. A maximum base residential density of 40 units per acre is permitted which may be increased by up to 40 percent with provision of community benefits. Building heights may vary by use and defined in the Municipal Code, and would generally be limited to 55 feet for warehousing uses; office and hotel uses would generally have a base maximum height of 80 feet, increasing to 100 to 180 feet with community benefits.

INDUSTRIAL

Light Industrial (INL)

The Light Industrial designation is intended to provide for a wide variety of industrial uses and to limit those involving hazardous or nuisance effects as to be defined in the Municipal Code. Typical uses are manufacturing, research and development, wholesaling, and warehousing. Very limited amount of supportive retail and services uses are permitted, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the

immediate industrial area. Any expansion of existing industrial uses adjacent to residential must include buffered setback areas to ensure compatibility. When Light Industrial zones are located adjacent to existing sensitive land uses, such as schools or residential, additional mitigation measures shall be used to reduce impacts to sensitive land uses as it relates to noise, hazardous material, air quality, and traffic.

Performance and development standards are intended to allow a wide range of uses as long as those uses will not adversely impact adjacent uses. Certain uses, such as truck yards, container yards, lay down yards, container parking, storage yards, or truck terminals would not be permitted. Self-storage would require a conditional use permit. Any exterior storage and limited operations associated with use/building/business must be fully screened from any public view, including from adjacent residential and commercial uses. The maximum allowable FAR is 0.5. Buildings within this commercial category would generally be 45 feet or 1 to 2 stories tall (with mezzanine). Outdoor storage is prohibited.

Heavy Industrial (INH)

The Heavy Industrial designation is intended to provide for the full range of industrial uses that are acceptable within the community, but whose operations are more intensive and may have nuisance or hazardous characteristics, which for reasons of health, safety, environmental effects, or general welfare, are best segregated from other uses. Extractive, primary processing, rail operations, and food processing industries are typical of this designation. Uses handling acutely or highly hazardous materials would be permitted only with proper safeguards and a conditional use permit. Outdoor storage operations may be permitted ancillary to primary use of site. Performance standards still must be met, but the development standards are the minimum necessary to assure safe, functional, and environmentally sound activities. Any expansion of existing heavy industrial uses adjacent to existing sensitive land uses, such as schools or residential, future uses in the same building should transition to uses that have less impacts to sensitive land uses as it relates to noise, hazardous material, air quality, and traffic. Certain uses, such as truck yards, container yards, lay down yards, container parking, storage yards, or truck terminals would not be permitted.

The designation may contain a very limited amount of supportive retail and service uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area. The maximum allowable FAR is 1.0. Building heights would depend on use and require a conditional use permit.