Tuesday, August 11, 2026
701 East Carson Street, Carson, CA 90745
Helen Kawagoe Council Chambers, 2nd Floor
6:30 p.m.

AGENDA
REGULAR MEETING OF THE
PLANNING COMMISSION

Members:	Dianne Thomas Chair	Louie Diaz Vice Chair	Frederick Docdocil
	Carlos Guerra	Del Huff	DeQuita Mfume
	Clarence Johnson	Leticia Wilson	
Alternates:	Jaime Monteclaro		
Staff:	Nathan Freeman Community and Economic Development Director	McKina Alexander Planning Manager	Benjamin R. Jones Asst. City Attorney
	Laura Gonzalez Planning Secretary		

This Agenda and corresponding staff reports can be found on the City of Carson website at www.carsonca.gov

"In accordance with the Americans with Disabilities Act of 1990, if you require a disability related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the City Clerk's office at 310-952-1720 at least 48 hours prior to the meeting." (Government Code Section 54954.2)

PUBLIC INFORMATION

The public may address the members of the Planning Commission on matters within the jurisdiction of the Planning Commission or on any items on the agenda of the Planning Commission during the designated public comment periods. There will be two oral communication sessions: one for Agendized Items (comment about items ON the agenda) and the other non-Agendized items (comment about items NOT on the agenda). The Oral Communications portion of the agenda is limited to a duration of one hour unless otherwise approved by the Planning Commission. Comment time is normally 3 minutes depending on the number of speakers.

IF YOU ARE NOT ABLE TO ATTEND THE MEETING IN-PERSON, PUBLIC COMMENTS CAN BE SUBMITTED BEFORE THE MEETING VIA:

- Email: planning@carsonca.gov (up to 3 hours prior to the start of the meeting).
- Written: Delivered to the Planning Division at City Hall (up to 3 hours prior to the start of the meeting).

Emailed and written comments received by the Planning Division may not be read aloud during the meeting but will be provided to the Board and incorporated into the record.

PUBLIC VIEWING OF THIS MEETING WILL BE AVAILABLE BY:

- Livestream: www.carsonca.gov
- YouTube: www.youtube.com/@CityofCarsonCalifornia
- Cable TV: Spectrum (Channel 35) and ATT (Channel 99)

PUBLIC COMMENTS CAN BE MADE LIVE DURING ORAL COMMUNICATIONS PORTION OF THE AGENDA.

- **In Person at Council Chambers: Submitting a Public Comment Card to City Clerk during Council Meeting.**
- **Virtual via Two-way audiovisual platform:**
  - **Join Online: Zoom: https://us06web.zoom.us/j/84636630313?**

    pwd=kmb6K91M9m0U1x2KJcn19fV1g55owL.1

    Passcode: 227766
  - **Join via Phone: +1 669 900 6833 US**

    Meeting ID: 84636630313#

RULES OF DECORUM:

1. *No person attending a Public Meeting shall engage in disorderly or boisterous conduct, including but not limited to applause, whistling, stamping of feet, booing, or making any loud, threatening, profane, abusive, personal, impertinent, or slanderous utterance-that disturbs, disrupts, or otherwise impedes the orderly conduct of the meeting.*
2. *All remarks by members of the public shall be addressed to the Mayor or the Chair and not to any other member of the public or to any single Council, Board or Commission Member unless in response to a question from that Member.*
3. *Signs, placards, banners, or other similar items shall not be permitted in the audience during a Public Meeting if the presence of such item disturbs, disrupts or otherwise impedes the orderly conduct of the meeting.*
4. *All persons attending a Public Meeting shall remain seated in the seats provided, unless addressing the body at the podium or entering or leaving the meeting.*
5. *All persons attending a Public Meeting shall obey any lawful order of the Presiding Officer to enforce the Rules of Decorum.*
   - *Treat everyone courteously*
   - *Listen to others respectfully*
   - *Exercise self-control*
   - *Give open-minded consideration to all viewpoints*
   - *Focus on the issues and avoid personalizing debate*
   - *Embrace respectful disagreement and dissent as democratic rights that are inherent components of an inclusive public process and rolls for forging sound decisions*

1. CALL TO ORDER: PLANNING COMMISSION

2. ROLL CALL

3. FLAG SALUTE

4. ORAL COMMUNICATIONS FOR MATTERS NOT LISTED ON THE AGENDA

The public may at this time address the members of the Planning Commission on any matters within the jurisdiction of the Planning Commission. No action may be taken on non-agendized items except as authorized by law. Speakers are requested to limit their comments to no more than three minutes each, speaking once.

5. ORAL COMMUNICATIONS FOR NON-PUBLIC HEARING ITEMS LISTED ON THE AGENDA (MEMBERS OF THE PUBLIC)

The public may at this time address the members of the Planning Commission on any matters within the jurisdiction of the Planning Commission. No action may be taken on non-agendized items except as authorized by law. Speakers are requested to limit their comments to no more than three minutes each, speaking once.

6. APPROVAL OF MINUTES

6.A. APPROVAL OF MINUTES - APRIL 14, 2026

RECOMMENDED ACTION

— APPROVE the minutes as listed.

7. NEW PUBLIC HEARING

7.A. REQUEST FOR APPROVAL OF DEVELOPMENT AND SITE PLAN (DOR) NO. 00015-26, TENTATIVE TRACT MAP (TTM) NO. 00001-26, AND CEQA GUIDELINES 15168 CONSISTENCY MEMORANDUM, AND MAKING A RECOMMENDATION TO THE CITY COUNCIL APPROVE SPECIFIC PLAN AMENDMENT (SP) NO. 00004-26, AND AMENDED AND REINSTATED DEVELOPMENT AGREEMENT (DA) NO. 00001-26 FOR THE DISTRICT AT SOUTH BAY PROJECT LOCATED AT 20400 MAIN STREET (Southwest of I-405 and Del Amo Boulevard)

RECOMMENDED ACTION

— 1. OPEN the Public Hearing, TAKE public testimony, and CLOSE the Public Hearing

— 2. RECEIVE and FILE the staff report and all related testimony.

— 3. ADOPT Resolution No. 26-2902, entitled, "A Resolution of the Planning Commission of the City of Carson (1) Approving Development and Site Plan Review (DOR) No. 00015-26, (B) Amended Vesting tentative Tract Map (TTM) No. 83481, and (C) Find CEQA Guidelines 15168 Consistency"

— 4. ADOPT Resolution No. 26-2903, entitled, "A Resolution of the Planning Commission of the City of Carson, California, recommending the City Council approve (1) Specific Plan Amendment (SP) No. 00004-2026, (2) Amended & Restated Development Agreement (DA) No. 00001-26, and approving a California Environmental Quality Act (CEQA) consistency determination and checklist pursuant to CEQA Guidelines 15168 for The District At South Bay Specific Plan Amendment (SP) No. 00004-26"

8. MANAGER'S REPORT

9. ORAL COMMUNICATIONS (COMMISSIONERS)

10. ADJOURNMENT

Date Posted: August 6, 2026

Report to Planning Commission

Tuesday, June 9, 2026, 6:30 PM

APPROVAL OF MINUTES 6A.

TO:	Planning Commission
FROM:	McKina Alexander, Planning Manager
PREPARED BY:	
SUBJECT:	APPROVAL OF MINUTES - APRIL 14, 2026

I. SUMMARY

The Planning Division is seeking approval of the following minutes:

- Tuesday, April 14, 2026

II. RECOMMENDATION

APPROVE the minutes as listed.

III. ATTACHMENTS

1. Minutes, April 14, 2026

Attachments

Minutes 04-14-26.pdf

CITY OF CARSON
MINUTES
PLANNING COMMISSION
APRIL 14, 2026

1. CALL TO ORDER: PLANNING COMMISSION

The meeting was called to order at 6:33 p.m. by Chair Dianne Thomas in the Helen Kawagoe Council Chambers, Carson City Hall, 701 E. Carson Street, California 90745.

2. ROLL CALL

Planning Secretary Laura Gonzalez noted the roll:

Planning Commissioners Present: Chair Dianne Thomas, Vice Chair Louie Diaz, Commissioner Del Huff, Commissioner DeQuita Mfume, Commissioner Clarence Johnson, Commissioner Leticia Wilson, Commissioner Frederick Docdocil, Commissioner Jaime Monteclaro

Planning Commissioners Absent: Commissioner Carlos Guerra

Also Present: Nathan Freeman, Community and Economic Development Director; McKina Alexander, Planning Manager; Jacob Collins, Assistant Planner; Kameliya Danaei, Administrative Intern III; Benjamin Jones, Assistant City Attorney

3. FLAG SALUTE

Commissioner Johnson led the Pledge of Allegiance.

4. ORAL COMMUNICATIONS FOR MATTERS NOT LISTED ON THE AGENDA

None.

5. ORAL COMMUNICATIONS FOR NON-PUBLIC HEARING ITEMS LISTED ON THE AGENDA (MEMBERS OF THE PUBLIC)

None.

6. APPROVAL OF MINUTES

6.A. APPROVAL OF MINUTES - MARCH 10, 2026

RECOMMENDED ACTION

— APPROVE the minutes as listed.

Motion to Approve submitted by Louie Diaz seconded by Del Huff resulting in 8-0-0-0-0

7. PRESENTATIONS

7.A. ECONOMIC DEVELOPMENT UPDATE

Motion to Continue to the next meeting submitted by Louie Diaz seconded by DeQuita Mfume resulting in 8-0-0-0-0

7.B. UPDATE ON THE CITY'S BROWNFIELD GRANT AWARDS

The presentation was provided by Kameliya Danaei, Administrative Intern III.

8. NEW PUBLIC HEARING

8.A. CONSIDER ADOPTION OF RESOLUTION NO. 26-2901 OF THE PLANNING COMMISSION OF THE CITY OF CARSON FINDING A CEQA EXEMPTION AND CONDITIONALLY APPROVING CONDITIONAL USE PERMIT NO. 00001-26 TO ALLOW THE USE AND STORAGE OF HAZARDOUS MATERIALS ASSOCIATED WITH A COSMETIC MANUFACTURING OPERATION LOCATED AT 2136 E. 223RD STREET (APN 7315-008-049)

RECOMMENDED ACTION

— OPEN the public hearing, TAKE public comment, and

— CLOSE the public hearing;

— ADOPT Resolution No. 26-2901, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON FINDING A CEQA EXEMPTION AND CONDITIONALLY APPROVING CONDITIONAL USE PERMIT NO. 00001-26 TO ALLOW THE USE AND STORAGE OF HAZARDOUS MATERIALS ASSOCIATED WITH A COSMETIC MANUFACTURING OPERATION LOCATED AT 2136 E. 223RD STREET (APN 7315-008-049)"

Assistant Planner Collins - To ensure compliance with the Panattoni IS-MND, staff recommends that a condition be incorporated in the approval stating that prior to the project operations the project applicant shall enter into an operational labor agreement with the City of Carson to implement a local hiring program consisting of reasonable efforts such as local job fairs.

Gerardo Tufano (Applicant) - We are a contract manufacturer of premium skin and hair care products for well-known brands. About 5% of our business involves hazardous materials. Those are handled under very strict protocols and regulatory oversight. We are not changing the nature of our business. We already operate in four different buildings between El Segundo and Torrance. Our company was founded more than thirty years ago. We are proud to say that we have zero safety accidents. We are growing and this will allow us to consolidate our operations into a modern state-of-the-art site to better serve our customers. We have carefully reviewed the conditions of approval, and we're fully aligned with all of them. We are committing to operating in full compliance with all the applicable regulations.

Assistant City Attorney Jones - I want to point out that the title of the resolution as read by Vice Chair Diaz contains some excess wording. The words finding a CEQA exemption are not included in the title of the resolution.

Motion to Approve submitted by Louie Diaz, seconded by Frederick Docdocil resulting in 8-0-0-0-0

9. MANAGER'S REPORT

Director Freeman - Last week, our mayor and I had a meeting with the owner of the Carson Plaza on Avalon. One of the questions I've been asked most in my short time here with the city is, when is Sprouts going to open? I'm happy to report that we are looking at the end of June. We were able to connect our multi-media team with the contractor who's building the space. In early May they are doing a behind the scenes tour that will be posted on social media. As you recall at the last meeting, you denied a CUP for a BESS project, the developer appealed your decision to the city council and that will most likely be heard by our city council at the first meeting in May.

Planning Manager Alexander - I want to acknowledge Associate Planner Aaron Whiting who worked very hard on the Sprouts project, including to making sure that the design is nice, that there's landscaping, and so forth. He collaborated with building and safety and engineering to make sure that street improvements are made as well. Jacob Collins, our Assistant Planner, is leaving us. He will be sorely missed. He has been a huge asset to the team, not only as a professional planner but as a person. He bloomed from being quiet to this person that doesn't have problems with sharing his opinion, always in a respectful manner. I appreciate his approach to projects, his commitment, and his sincere commitment to our city. He is a voice of reason. He is a voice of making sure that not only our residents but the folks that work, live, and play here are being considered with each project he's handled. One of the sayings that we have within our team is that we want you to stay with us, but we also want to help build your professional development so that you have the opportunity to spread your wings and continue that professional trajectory. This is his last meeting with us.

Assistant Planner Collins - I kind of did a year in Fullerton as a contract planner. Other than that, this is my first full-time position. I feel I've grown so much. I really enjoyed my time here. I accepted a position back in Ohio close to family.

Director Freeman - My job has been made easier by having folks like Jacob and McKina. Jacob is very modest. He has accepted a director’s position in his new community. Jacob, you're going to be sorely missed. We hope you will stay in touch with us.

Assistant City Attorney Jones - Congratulations to Jacob. I've seen his growth over the few years that he's been here. He worked on the staff report for tonight's item and it was done excellently. That alone showed he's evolved very fast with a fast-learning curve. I think he's going to do excellent when he goes back to Ohio because California has the most complicated laws and requirements. You're going to do very well having this experience in Carson.

10. ORAL COMMUNICATIONS (COMMISSIONERS)

Commissioner Monteclaro - I've been away for a while. I'm glad to be back.

Commissioner Johnson - Happy to be here and serve. I wish Jacob well in his new adventures.

Commissioner Mfume - Happy to serve. I wish you well in your new job. We will miss you.

Commissioner Wilson - The presentation that was given about the partnerships in the Brownfield project was very exciting. It's amazing to see that we have that partnership with our educational institutions of higher learning. Thank you Jacob for your service. Thank you staff for all your amazing work. Thank you commissioners for being amazing as we do the work on behalf of our entire community.

Commissioner Docdocil - I want to acknowledge all the hard work that staff does. Jacob's presentation was very thorough. It makes our job a lot easier when the heavy lifting has been done prior to the commission meeting. I appreciate the service of my fellow commissioners as well. I have a lot of neighbors in South Carson inquiring about the traffic light at the corner of Main and Lomita. The light on Figueroa has a left turn arrow but the one on Main doesn't. Is that something that we could look into or how does one go about doing that?

Director Freeman - Potentially, at the next commission meeting, we can ask our friends from the Engineering Division to join us and give you a quick update on that.

Commissioner Docdocil - I'm involved with the planning of a couple of community events that are coming up. With the presentation about the Brownfield Act being out in the community, I can get you all connected to get a table at these events. I would like to help get the word out.

Commissioner Huff - Wilmington still needs some attention. There are holes that have been there for a long time. Jacob, congratulations on your new job. We will miss you. You haven't been unnoticed. As McKina said, you've been an asset to us.

Vice Chair Diaz - I want to acknowledge Planning Secretary Laura Gonzalez for the copious notes that were taken. Cammy, excellent job, we appreciate the presentation on the city's brownfield grant awards. We look forward to the Economic Development update at our next meeting. I want to congratulate Jacob on his promotion and move to Ohio. The Dominguez Lincoln Village on the east side of town will be having a blood drive at 21156 South Santa Fe Avenue on Monday, June 29th from 12:00 pm to 5:00 pm.

Chair Thomas - Congratulations Jacob. I've had the honor of working with Jacob and McKina apart from the commission and he's always done a stellar job. Welcome Cammy, it's good to meet you and we look forward to hearing from you. This year's Juneteenth is going to be celebrated on Saturday, June 13th. It's an all-day affair that will take place at Anderson Park located at University and Wilmington. I am honored to serve with all of you here. We have wonderful staff and a wonderful commission. I want us to keep Commissioner Guerra in our prayers as he continues to have health challenges.

11. ADJOURNMENT

The meeting was adjourned by Chair Dianne Thomas at 7:24 p.m.

_____

Dianne Thomas, Chairperson

Attest:

_____

Laura Gonzalez, Secretary

Report to Planning Commission

Tuesday, August 11, 2026, 6:30 PM

NEW PUBLIC HEARING 7A.

TO:	Planning Commission
FROM:	McKina Alexander, Planning Manager
PREPARED BY:	Kaneca Pompey, Senior Planner
SUBJECT:	REQUEST FOR APPROVAL OF DEVELOPMENT AND SITE PLAN (DOR) NO. 00015-26, TENTATIVE TRACT MAP (TTM) NO. 00001-26, AND CEQA GUIDELINES 15168 CONSISTENCY MEMORANDUM, AND MAKING A RECOMMENDATION TO THE CITY COUNCIL APPROVE SPECIFIC PLAN AMENDMENT (SP) NO. 00004-26, AND AMENDED AND REINSTATED DEVELOPMENT AGREEMENT (DA) NO. 00001-26 FOR THE DISTRICT AT SOUTH BAY PROJECT LOCATED AT 20400 MAIN STREET (Southwest of I-405 and Del Amo Boulevard)

PROJECT/APPLICATION INFORMATION

Project Summary:	A request by the applicant to consider approval of DOR No. 00015-26, TTM No. 00001-26, and CEQA Guidelines 15168 Consistency Memorandum dated July 2026 and recommending the City Council adopt SPA No. 00004-26 amending The District at South Bay Specific Plan, and the amended and reinstated DA No. 00001-26 for the development of five industrial buildings on a 96-acre former landfill.
Project Location:	20400 Main St. (Southwest of I-405 and Del Amo Boulevard)
General Plan/Zoning:	Light Industrial/The District at South Bay Specific Plan
Project Applicant:	Carson Goose Owner, LLC
Project Owner:	Carson Reclamation Authority

I. OVERVIEW

A. Introduction and Background

The project 157-acre site is the former Cal Compact Landfill (the 157-Acre Site) that operated from the late 1950's until 1965, prior to the incorporation of the City in 1968. In 1959, the 157-Acre Site was separated into five cells (Cells 1, 2, 3, 4, and 5). The 157-Acre Site has soil, soil vapor and groundwater contamination that requires monitoring and mitigation. As a result of the contamination and soil conditions, various improvements are required to allow for vertical development. Since the closure of the landfill operations over 50 years ago, the 157-Acre Site has remained undeveloped, despite prior development proposals and transfers to developers each of whom were ultimately unable to develop the site due to the substantial costs of, and liability for, the environmental remediation and geotechnical enhancements required to develop it.

The proposed Project is related to Cells 3, 4 and 5, also referenced as Planning Area 3 (PA3). PA3 comprises a 96-acre portion of the 157-Acre Site. The applicant's requested entitlements are the following:

- Site Plan and Design Review, DOR No. 00015-26 for the development of five (5) light industrial buildings
- Vesting Tentative Tract Map, VTTM No. 00001-26, an amendment to the TTM to approve subdividing the site into five (5) parcels for the proposed development of five light industrial buildings
- SPA No. 00004-26, amendment to the District at South Bay Specific Plan recommending approval of the proposed changes to the City Council
- Amended and Reinstated DA No. 00001-26 with Carson Goose Owner, LLC granting specified development rights in exchange for provision of specified community benefits

(Staff notes that the attached draft Amended and Restated Development Agreement is still subject to further negotiations with the Developer and anticipate that a revised draft will be presented to the Planning Commission at its meeting).

The Planning Commission will be making recommendations to the City Council regarding the SPA and DA and the Planning Commission is the approving authority for the DOR, TTM, and CEQA Consistency Determination, contingent upon the City Council's decision to approve the SPA and DA.

A Remedial Action Plan (RAP) was prepared and approved by the Department of Toxic Substances Control (DTSC) which requires the installation, operation, and maintenance of (1) an impermeable landfill cap designed to keep the buried waste safely covered and isolated preventing future construction from disturbing it; (2) an active landfill gas collection and control system designed to remove landfill gases from under the landfill cap; and (3) a groundwater collection and treatment system designed to collect contaminated groundwater to keep it from spreading, treats it, and then safely discharges it.

In 2006, Carson Marketplace LLC, the former owner of the 157-Acre Site, proposed a 1,995,125-square-foot (SF) mixed-use commercial development project that included retail, 300-key hotel, entertainment uses, and 1,550 residential units. In 2006, the Carson Redevelopment Agency (RDA), as the lead agency certified a project-level Final Environmental Impact Report (FEIR) for the Carson Marketplace Project (2006 FEIR) in accordance with the California Environmental Quality Act (CEQA) and the City Council approved the Carson Marketplace Specific Plan for the 157-Acre Site and the 11-acre DD3 project area (referred to as the 2006 Project or 2006 Specific Plan).

In 2009, the City Council adopted an Addendum to the 2006 FEIR which included changes in the remediation activities for the project site in connection with the Department of Toxic Substances Control (DTSC) regulatory requirements. Hereinafter, the term "2006 FEIR" represents the 2006 FEIR and its Addendum, and the term "approved" in connection with the FEIR refers to certification of the 2006 FEIR and the adoption of the 2009 Addendum.

In 2011, the City, relying upon the 2006 FEIR, amended the Carson Marketplace Specific Plan including renaming the 2006 Specific Plan to "The Boulevards at South Bay Specific Plan." During its period of ownership, Carson Marketplace LLC implemented certain remedial actions to enable development of the approved mixed-use development project pursuant to the 2006 Specific Plan.

In 2018, a Subsequent Environmental Impact Report (SEIR) was prepared which supplemented the previously approved 2006 FEIR and addressed the impacts for a new project proposal on PA2 (Cell 2) of the project site: a retail outlet mall - the Los Angeles Premium Outlets (LAPO Project). The 2018 SEIR evaluated changes to only the commercially zoned land located south of Del Amo Boulevard. The 2018 SEIR analyzed the proposed 2018 project which modified or otherwise reduced the original project scope that was analyzed in the 2006 FEIR to an approximately 1,601,500 square feet of regional and general commercial including retail outlet and entertainment uses, up to 1,250 residential units, and up to a 350-key hotel. Overall, with the proposed modifications, the total square footage was roughly 100,000 square feet less than that studied in the 2006 FEIR. In April 2018, the City approved the 2018 SEIR which implemented the 2018 Project as modified, adopted and renamed "The District at South Bay Specific Plan."

On May 23, 2022, the Carson City Council voted to certify a Supplemental EIR (the "2022 SEIR"), together with a Mitigation Monitoring and reporting Program, and approve other discretionary entitlements for the development of the Property, including but not limited to, "the district at South Bay Specific Plan Amendment No. 3" dated May 23, 2022 (the " 2022 Specific Plan amendment"), General Plan amendment, Development between the City and Developer ("Development Agreement") and ancillary approvals to permit a development project on PA3 that included (i) up to six light industrial building (providing for e commerce/fulfillment center uses and distribution center/parcel hub uses) consisting of a maximum of 1,567,090 square feet, inclusive of 75,000 square feet of associated office space, (ii) an 11.12 acre community amenity and commercial restaurant and retail are referred to as the "Carson Country Mart". The Carson Country Mart consisted of commercial and community amenity uses, including the following: restaurants, food/beverage kiosks, retail, cafe, vehicular use/parking areas, a performance pavilion area, park amenities, active and passive open spaces, and pedestrian circulation/support areas.

The proposed 2026 Project constitutes a modification to the permitted land uses and development standards for PA3, which comprises a 96-acre portion of the 157-acre Site that is currently subject to the 2022 Specific Plan Amendment and it does not propose any changes to the residential or regional commercial uses previously approved under the 2022 Specific Plan for Planning Areas 1 and 2 (PA1 and PA2) located within the remaining 61 acres of the 157-Acre Site. In sum, the proposed 2026 Project preserves the light industrial uses (including ancillary office uses), previously allowed within PA3 under the 2022 Specific Plan Amendment but removes the Carson Country Mart and its commercial and community amenity uses from PA3 in order to provide additional vehicular use/parking areas to accommodate the existing light industrial uses within the Project Area.

Project Ownership

The Carson Reclamation Authority (CRA) currently owns the 157-Acre Site. In 2015, the CRA took ownership of the parcel as part of a multi-party transaction intended to facilitate the development of an NFL stadium on the site. The CRA intends to sell PA3 to Carson Goose Owner, LLC, a private developer. Carson Goose Owner, LLC, will be responsible for construction of the remedial systems and site development improvements underlying the surface lot of PA3 to achieve DTSC certification of the former landfill and prepare it for vertical construction. Carson Goose Owner LLC, will be responsible for the vertical development of the project site.

Remediation Activities

Landfill Gas and Groundwater Cleanup Systems

On October 25, 1995, the DTSC approved a remedial action plan (RAP) for the 157- Acre Site, which requires the installation, operation and maintenance of the Remedial Systems. The RAP has been amended with an Explanation of Significant Differences, allowing for a modification of some of the remedial systems, featuring the use of a membrane liner on most of the site rather than a clay cap.

As part of the approved Remedial Action Plan (RAP), the site includes two systems designed to protect public health and the environment: the Landfill Gas Collection and Control System (LGCCS) and the Groundwater Extraction and Treatment System (GETS).

The LGCCS collects gas naturally produced by the buried waste and safely destroys it using a flare. Moisture collected from the gas is routed to the groundwater treatment system for treatment. Much of the system including underground piping, monitoring equipment, extraction wells, and the central treatment facility is already installed and operating. Additional gas wells and piping will be installed over time so the system can serve the entire 157-acre Site. This work will be completed under the oversight of DTSC.

The GETS has been operating since May 2014. It uses a network of wells across the site to collect contaminated groundwater, prevent it from spreading, treat it, and safely discharge the cleaned water. The landfill cap also includes a durable synthetic liner that helps keep rainwater from entering the buried waste, reducing the amount of contaminated groundwater that can form.

The GETS, LGCCS, and the Landfill Operations Center (LOC), which houses the treatment equipment, are located in a dedicated one-acre operations area designated as Lot 14 adjacent to the Torrance Lateral. Lot 14 was not included in the 2022 Project because it will continue to be owned and operated by the Carson Reclamation Authority.

The groundwater treatment system and landfill gas treatment facility, including the flare stacks, are fully constructed and operating. Additional landfill gas wells and underground piping are still needed to complete the gas collection system across the entire site. The remaining work and future cleanup activities will be completed in accordance with the approved cleanup plan under DTSC oversight. The cleanup systems will continue to operate as needed to protect public health and the environment.

A portion of the remedial systems for PA3 were constructed prior to 2014, including part of the LGCCS in Cells 4 and 5 and membrane liner over “non-building areas” of those cells under a previous developer’s site plan. The remaining remedial systems for PA3 must be constructed prior to the project development.

B. Project Description

The requested approvals would update the previously approved plans for Planning Area 3 (PA3) within The District at South Bay Specific Plan. The proposed changes would combine planning subareas into one, remove commercial uses, and allow the site to be developed with modern light industrial buildings that better meet today's market needs. These updates would not increase the overall development beyond what has already been studied and would remain consistent with the project's previously certified environmental review.

The current DA governs the currently proposed project on Cells 3, 4, and 5 of the Specific Plan site, which includes the development of six (6) industrial buildings on PA3(a) and the Carson County Mart on PA3(b). The proposed DA amendment would remove the Carson Country Mart from the Project and would include a new site plan with five (5) rather than six (6) light industrial buildings within PA3, with the exception of Building E (formerly Building F). Building profiles, sizes (square footage), and locations are all consistent with the Specific Plan. The DA would also incorporate changes previously approved through the Minor Modification approved by the City on February 29, 2024. As with the Specific Plan amendments, the Amended and Restated DA would not increase the intensity of the permitted light industrial uses, but would simply re-orient Building E and preserve the approved location and layout of Buildings A-D. Approval of a new DOR is also be proposed concurrently with and consistent with the DA and Specific Plan amendments.

The proposed Specific Plan and Development Agreement amendments would be less intensive of the project as analyzed in The District at South Bay Specific Plan Amendment Final SEIR approved for the 2022 District Specific Plan Amendment Final SEIR and represent a reduction in previously analyzed commercial activity, consistent with prior environmental review.

Key components of the proposed project:

• Consolidation of Planning Areas PA3(a) and PA3(b) into a single Planning Area (PA3);

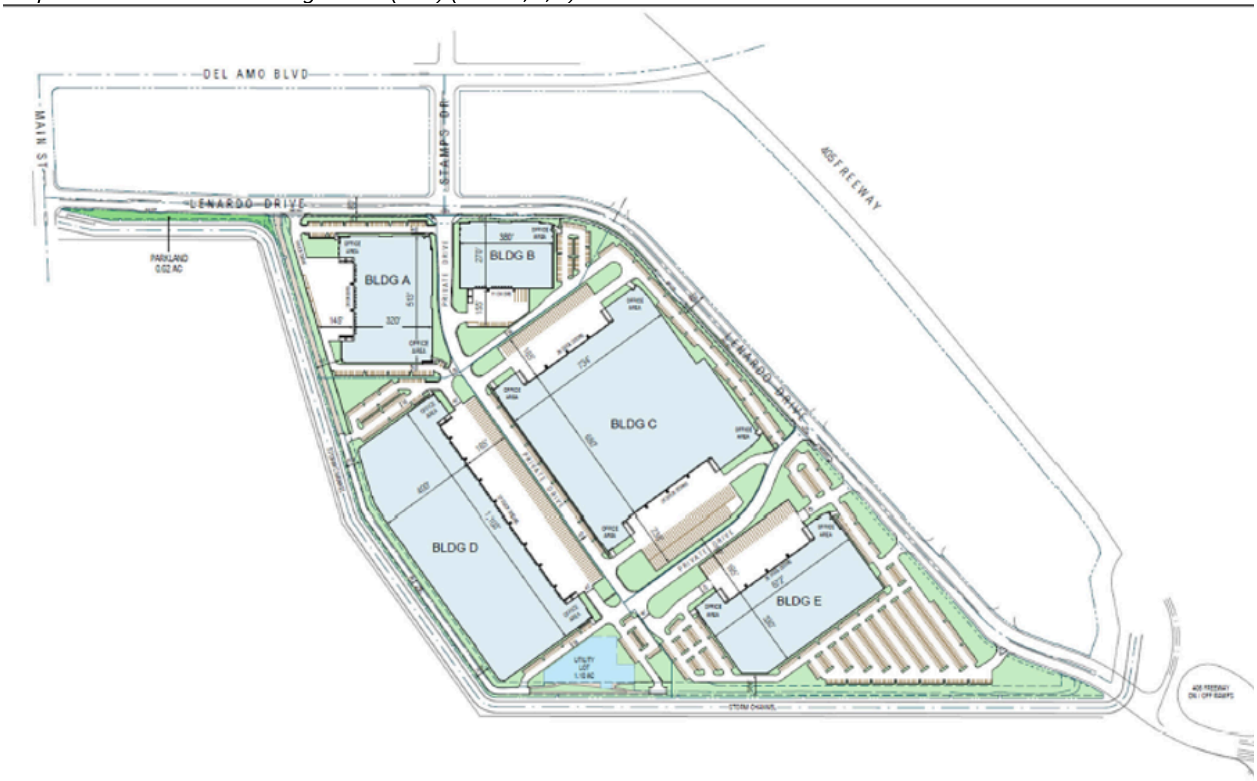
• Removal of the previously approved Carson Country Mart commercial uses;

• Reconfiguration of the site plan to allow five light industrial buildings in lieu of six, while maintaining the overall permitted square footage; and

• Alignment of the Specific Plan, Development Agreement, and Site Plan to reflect a cohesive and efficient industrial campus.

• The amendments would not make any changes to Planning Area 1 or Planning Area 2.

Proposed Site Plan for Planning Area 3 (PA3) (Cells 3, 4, 5)



C. Existing Site Conditions

The vacant 157-acre Site, a former landfill, is located at the southeast corner of Del Amo Boulevard and Main Street in the northwest area of the city. The Flood Control Channel (Torrance Lateral), an approximately 75-foot-wide concrete-lined drainage channel parallels the southern and western border of the project site. Regional access is provided by the I-405 Freeway located adjacent to the northeast portion and by the I-110 Freeway located approximately 0.5 miles west of the site.

East of I-405 Freeway, land uses include a nursery, the Dominguez Channel, commercial and regional retail, such as the South Bay Pavilion. Land uses located north of Del Amo Boulevard include the Evolve Apartments, SCE easement, the Porsche Experience Center, I-405 Fwy, a nursery, the Dominguez Channel, Goodyear Blimp Base Airport, and the Victoria Golf Course. West of the project site across Main Street are commercial and light industrial uses and the Torrance Lateral abuts the site along its western and southern boundaries. Residential uses consisting of one-story and two-story detached residences and mobile homes, are located south and west of the Torrance Lateral which provides a buffer between the residential neighborhoods and the project site.

The 157-acre Site underlying zone is The District at South Bay Specific Plan and the General Plan land use designation is Flex District. The Flex District designation is intended for a wide range of uses including (but not limited to) offices, research and development, light-industrial, hotels, local and regional retail commercial uses, commercial entertainment uses, and gas/charging stations in mid- and high-intensity settings, as well as residential uses in appropriate locations.

II. ANALYSIS

A. Zoning and General Plan Consistency

The proposed development project complies with the design standards and is consistent with The District at South Bay Specific Plan (the applicable base zoning designation of the site) which permits light industrial uses.

The proposed project includes light industrial land use and is consistent with the General Plan land use and policies:

Policy	Project Consistency

LUR-G-1: Maintain a balanced land use program that promotes a diversified economic base and capitalizes on Carson's location and assets - strong industrial economy, access to major freeways, rail corridors, airports, and the ports of Long Beach and Los Angeles, and the presence of California State University, Dominguez Hills	The Project adds regionally serving industrial use which will generate community benefits for the City (See Development Agreement)
CIR-G-5: Manage parking demand and supply through the provision of adequate and convenient facilities	The project proposes removing the commercial use and reducing the number of industrial buildings from six to five. This will reduce the parking demand and traffic to and from the site.
LUR-G-13: Ensure adequate buffers and transitions between industrial and residential land uses as sites are developed or redeveloped.	The project provides adequate setbacks (ranges from 70'-113') from nearby residential uses. The Torrance Lateral provides an additional buffer of 75' from the property line to the nearest off-site residential uses.
LUR-G-8: Promote development of a high-intensity Flex District in the "triangle" near at the I-405/I-110 interchange, capitalizing on the excellent regional access and potential availability of large sites to accommodate a diversity of commercial, residential, and light-industrial uses.	The project promotes development in the Flex District
CHE-G-6: Explore opportunities and seek funding to remediate and redevelop brown fields as sites to spur economic development, expand natural open spaces and parks, community gardens, and other similar health-promoting community revitalization activities, particularly in under-served neighborhoods	The 157-acre landfill is a brown fields site and this project will redevelop with residential and commercial uses.

B. Proposed Legislative Applications: SPA No. 00004-26 and Amended and Reinstated DA No. 00001-26

1. Specific Plan Amendment (SPA) No. 00004-26

Under the 2022 Specific Plan Amendment, PA3 was divided into two planning areas. PA3(a) was designated for light industrial uses with supporting office space, while PA3(b) was planned for the Carson Country Mart, a commercial development. See Figure 1

The proposed 2026 Specific Plan Amendment would remove the previously approved commercial development (Carson Country Mart) from the plan, reunify subareas PA3(a) and PA3(b) into a single planning area (PA3), and designate the entire 96-acre site for modern light industrial uses. See Figure 2

These changes are consistent with the project's previously completed environmental review.

Planning Area 3 (PA3) is approximately 96 acres and is bounded by the Torrance Lateral to the west and south and Lenardo Drive to the north and east. The site includes former landfill Cells 3, 4, and 5 of the former Cal Compact Landfill. While remedial improvements have already been installed on Cells 3 and 5, no additional remediation work has occurred on Cells 3, 4, or 5.

Figure 1. 2022 Specific Plan Amendment

W Francisco St
Del Amo Blvd
PA1
15 acres
405
Dominguez Channel
Avalon Blvd
Main St
PA2
46 acres
PA3(a)
~84 acres
Torrance Blvd
Jamison Ave
Margaret St
Shearer Ave
PA3(b)
~12 acres
Avalon Blvd
Exit
W 212th St
Bolsa Ave
Dolores St
Neptune Ave
Grace Ave

Figure 2. Proposed

2. Amended and Restated Development Agreement (DA) No. 00001-26

The current Development Agreement (DA) allows for the development of six (6) light industrial buildings in PA3(a) and the Carson Country Mart commercial project in PA3(b), located on former landfill Cells 3, 4, and 5 within the specific plan area. The proposed amendment would remove the Carson Country Mart and replace it with a revised site plan consisting of five (5) light industrial buildings instead of six (6). The buildings would remain generally within the previously approved development area, with the exception of Building E (formerly identified as Building F), which would be reoriented on the site.

The proposed Amended and Restated Development Agreement would also incorporate changes that were previously approved by the City through a Minor Modification on February 29, 2024. Consistent with the proposed Specific Plan Amendment, the Amended and Restated Development Agreement would not increase the intensity of the approved light industrial development. Instead, it updates the development plan to reflect the removal of the commercial project, the consolidation of PA3 into a single light industrial area, and the reorientation of Building E while keeping the remaining buildings in their previously approved locations.

(Staff notes that the attached draft Amended and Restated Development Agreement is still subject to further negotiations with the Developer and anticipate that a revised draft will be presented to the Planning Commission at its meeting).

C. Administrative/Quasi Judicial Entitlements: Site Plan and Design Review (DOR) No. 00015-26 and VTTM No. 00001-26

1. Development and Site Plan Review (DOR) No. 00015-26

The proposed development is within the proposed District at South Bay Specific Plan and is compatible in architecture and design with existing and anticipated development in the area. This includes site planning, land coverage, landscaping, building appearance and scale, open space, and other features that support a harmonious and attractive environment. The project consists of five (5) light industrial buildings featuring contemporary architecture, aluminum storefront, painted concrete exterior wall, and aluminum entry canopy. All buildings will be no higher than 46 feet.

Buffers/Setbacks

Buffers between the light industrial uses and adjacent residential uses (both on and off site) are provided: the light industrial buildings within PA3 maintain a variety of setbacks from the property line along the Torrance Lateral ranging from 70-113 feet. The Torrance Lateral provides an additional buffer of 75 feet from the property line to the nearest off-site residential uses. The loading areas would be screened by the orientation of the building and/or the installation of sound attenuation fencing, as well as landscaping.

Circulation

The proposed development plan provides convenient and safe circulation for both pedestrians and vehicles. Access to the project will be provided by two primary routes, Lenardo Drive and Stamps Drive, which continues as “Private Drive” south of Lenardo Drive providing local access to the light industrial uses.

Lenardo Drive connects from the Main Street entry and with the Avalon Boulevard/I 405 Freeway entry. Stamps Drive begins at Del Amo Boulevard and ends at Lenardo Drive, before entering the light industrial uses. Lenardo Drive will be a public street and will retain a similar alignment to the original haul road. The light industrial uses will take access off Lenardo Drive and internal access within PA3 will be via private drives.

Pedestrian sidewalk circulation will also be provided.

Parking

778 parking spaces are required and 1,368 parking spaces are proposed. The parking will be provided as follows:

- Ancillary Office: 1 space per 300 square feet (SF)
- Warehouse less than 40,000 SF: 1 space per 1,000 SF
- Warehouse exceeding 40,000SF: 1 space per 4,000 SF

Signage

Signage will be provided consistent with the District Specific Plan and will be governed by a Comprehensive Sign Program. The number, size, type, and location of all signs proposed for the 157-Acre Site will be governed by a comprehensive sign program for each proposed development within each Planning Area that will provide internal consistency in design style and direction for placement and size of signs, as well as a Master Sign Program for the overall 157-Acre Site. All such comprehensive sign programs will include a way-finding sign program and designs for all Project Name ID signage, which shall be consistent with and/or incorporated into a Master Sign Program adopted for the entire 157-Acre Site.

The Development and Site Plan Review is consistent with the 2026 Specific Plan Amendment, City General Plan, and Carson Municipal Code, as applicable and determined that the design met the applicable development standards criteria set forth in the aforementioned documents.

2. Vesting Tentative Tract Map (VTTM)

The proposed Vesting Tentative Tract Map (VTTM) was reviewed by the Carson Planning Division, City Engineer, and City-contract Transtech Engineering for compliance with the Carson Municipal Code and the State Subdivision Map Act. The map will comply with all Conditions of Approval and comments from the City.

IV. ENVIRONMENTAL REVIEW

The proposed project was evaluated pursuant to CEQA guidelines section 15168, Consistency Determination. The proposed project would remain within Planning Area 3 (PA3), the same geographic area evaluated in the 2022 SEIR, and would not expand development beyond the boundaries of the Specific Plan area previously analyzed. The proposed project would continue to implement land uses expressly evaluated in the 2022 SEIR by retaining light industrial, warehousing, logistics, fulfillment, distribution, and ancillary office uses within PA3. While the proposed project would eliminate the previously approved Carson Country Mart commercial, restaurant, recreation, entertainment, and open-space components, it would not introduce a new land use type, development activity, or infrastructure system that was not previously contemplated and analyzed as part of the 2022 SEIR development program.

The proposed project would also remain consistent with the overall development intensity evaluated in the 2022 SEIR. It would maintain the previously approved maximum development program for PA3 and would not increase the total approved industrial floor area, development capacity, or development intensity beyond that previously analyzed. In addition, the proposed project would continue to rely upon the same roadway network, utility systems, drainage facilities, flood control infrastructure, remediation systems, landfill gas collection and treatment systems, groundwater extraction and treatment systems, and other supporting infrastructure evaluated in the 2022 SEIR.

Based on the analysis contained in this Environmental Checklist, none of the conditions identified in CEQA Guidelines Section 15162 requiring preparation of a subsequent or supplemental EIR have occurred. Specifically:

- No substantial changes are proposed in the project that would require major revisions to the 2022 SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- No substantial changes have occurred with respect to the circumstances under which the proposed project would be undertaken that would require major revisions to the 2022 SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- No new information of substantial importance has been identified that shows:
    - The proposed project would result in one or more significant effects not discussed in the 2022 SEIR;
    - Significant effects previously examined would be substantially more severe than shown in the 2022 SEIR;
    - Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt such measures; or
    - Mitigation measures or alternatives considerably different from those analyzed in the 2022 SEIR would substantially reduce one or more significant effects, but the project proponents decline to adopt such measures.

The environmental effects of the proposed project would either remain within the range of impacts previously evaluated in the 2022 SEIR or would be reduced relative to those previously analyzed. Where the 2022 SEIR identified impacts that were reduced to less-than-significant levels through mitigation, the applicable mitigation measures remain available and adequate to address the same impact mechanisms associated with the proposed project. Where impacts were determined to be less than significant without mitigation, the proposed project would remain within the assumptions and impact framework evaluated in the 2022 SEIR. No new mitigation measures have been identified as necessary to avoid or substantially lessen environmental impacts associated with the proposed project beyond those previously adopted.

Moreover, the proposed project remains within the scope of development evaluated in the 2022 SEIR. It consists primarily of site-plan refinements, consolidation of planning areas, removal of the previously approved commercial component, and reconfiguration of industrial buildings without increasing the approved industrial development intensity. Additionally, the proposed project remains subject to all applicable mitigation measures, project design features, and conditions of approval adopted as part of the 2022 SEIR. Therefore, the conclusions of the 2022 SEIR remain valid and the proposed project satisfies the requirements of CEQA Guidelines Section 15168. No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162.

V. PUBLIC HEARING NOTICE

Notice of this public hearing was given in accordance with Chapter 9173.22 of the CMC. The Planning Division mailed notification to property owners and occupants within a 750-foot radius of the site and published notice in a newspaper of general circulation and posted notices on-site by July 15, 2026. The agenda was posted at City Hall no less than 72 hours prior to the Planning Commission meeting.

VI. CONCLUSION AND RECOMMENDATION

The proposed use is consistent with the General Plan and complies with the Carson Municipal Code subject to conditions of approval.

Staff recommends that the Planning Commission:

1) **ADOPT** Resolution No. 26-2902, entitled " A Resolution of the Planning Commission of the City of Carson (1) Approving Development and Site Plan Review (DOR) No. 00015-26, (B), Amended Vesting tentative Tract Map (TTM) No. 83481, and (C) Find CEQA 15168 Compliance for the District at South Bay Specific Plan Amendment

2) **RECOMMEND** to the City Council (1) Approval of Specific Plan Amendment (SP) No. 00004-26, and (2) Amended and Reinstated Development Agreement (DA) No. 0001-26for the District at Southbay

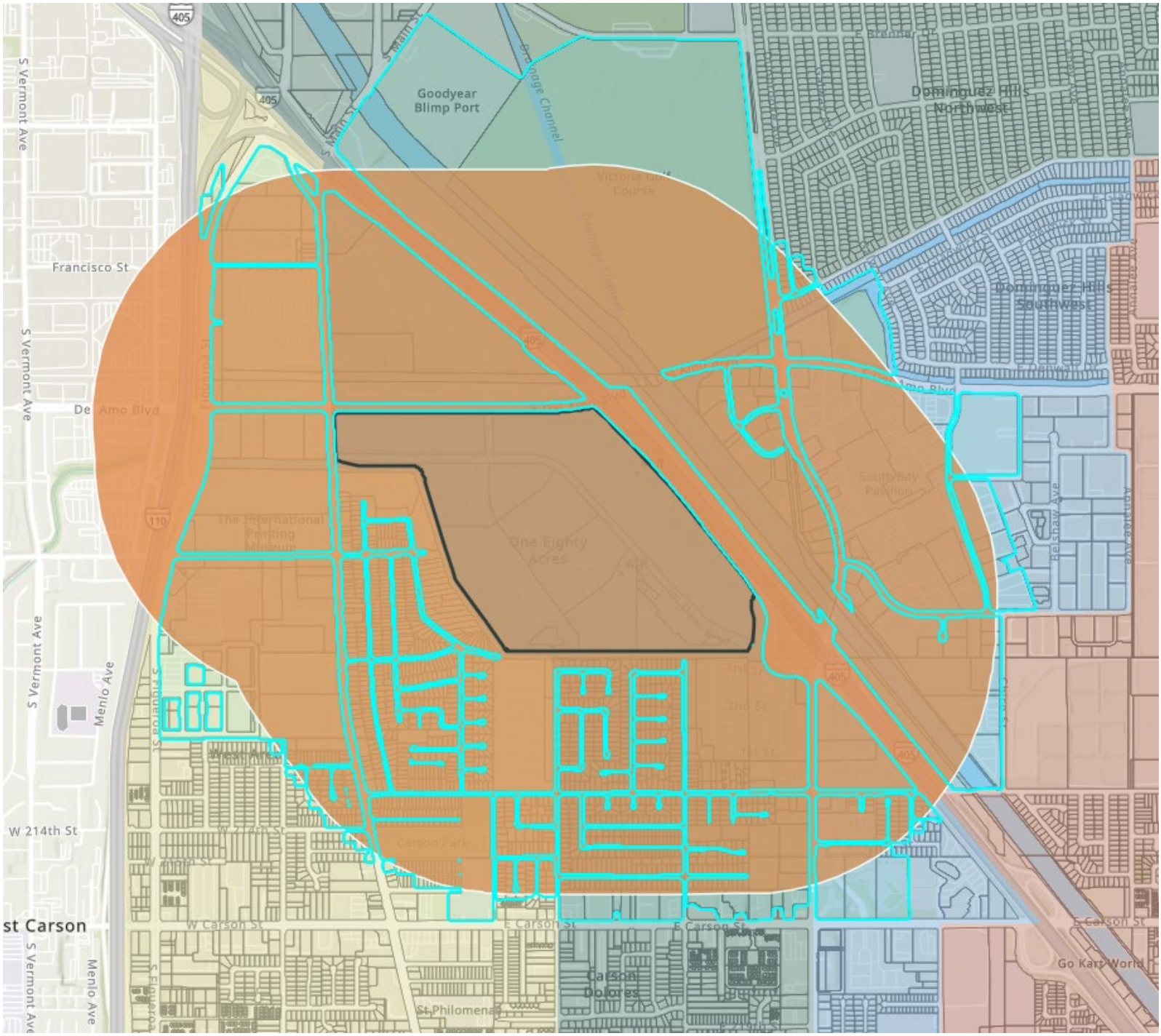
ATTACHMENTS

1. Radius Map
2. Project Development Plans
3. District at South Bay CEQA Section 15168 Consistency Memo dated July 2026
4. Draft Specific Plan Amendment No. 00004-26 (Redline)
5. Draft Specific Plan Amendment No. 00004-26 (Clean, No Redline)
6. Draft Amended & Reinstated Development Agreement No. 00001-26
7. Draft Resolution No. 26-2902 for DOR, TTM, and CEQA 15168 Compliance

8. Draft Resolution No. 26-2903 recommending City Council approval of SPA and DA

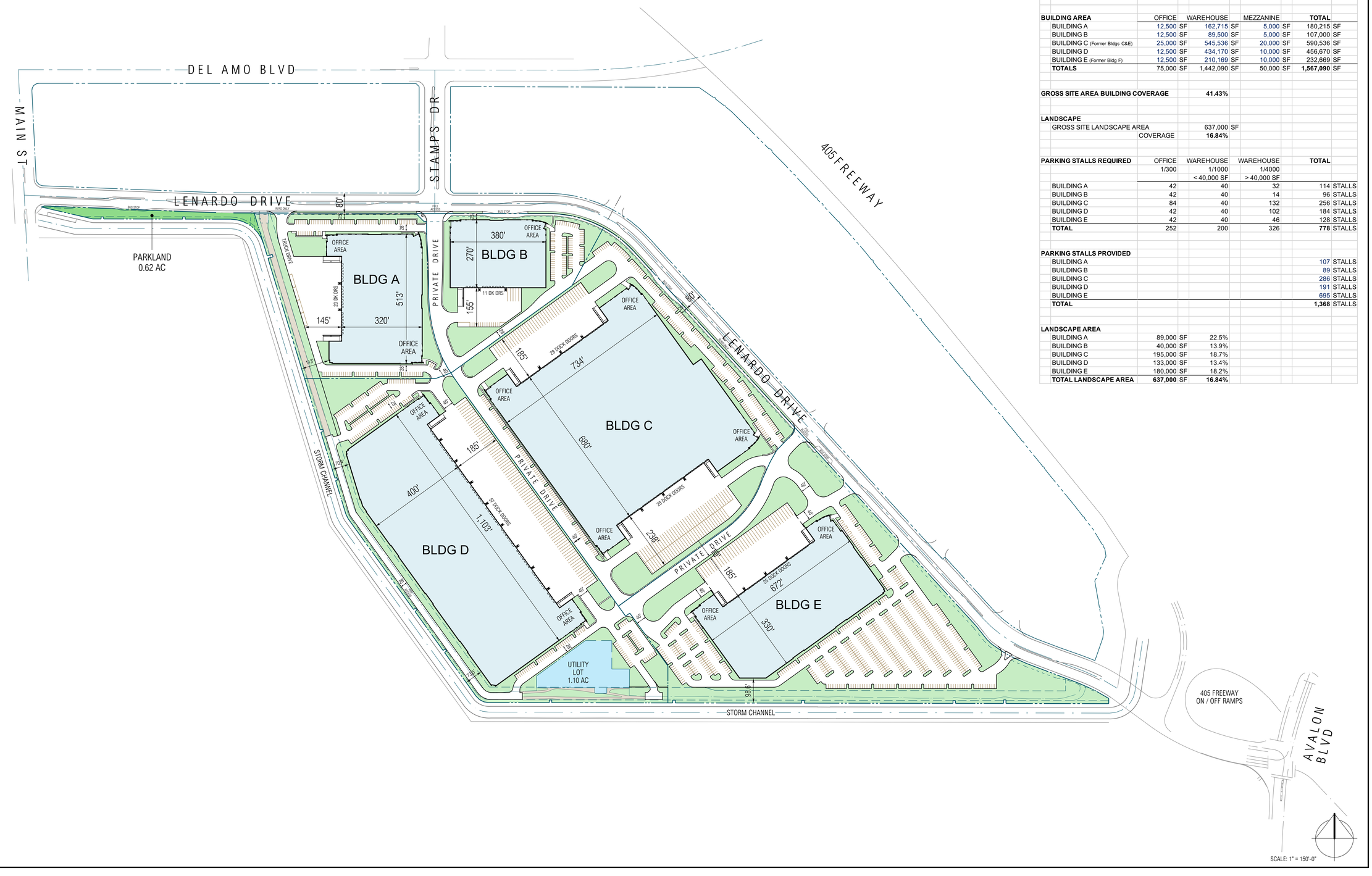
Attachments

1. Radius Map
2. Project Development Plans
3. District at South Bay CEQA Section 15168 Consistency Memo dated July 2026
4. Draft Specific Plan Amendment (SPA) No. 00004-26 (Redline).pdf
5. Draft Specific Plan Amendment (SPA) No. 00004-26 (clean, no redline).pdf
6. Draft Amended & Reinstated Development Agreement No. 00001-26.pdf
7. Draft Resolution No. 26-2902 for DOR, TTM, and CEQA 15168 Compliance.pdf
8. Draft Resolution No. 26-2903 recommending City Council approval of SPA and DA



Radius Map: 2500 FT
20400 Main Street
APN 7336-010-903

City of Carson



PROJECT DATA

SITE AREA								
BUILDING A	394,904	SF	9.07	AC				
BUILDING B	287,401	SF	6.60	AC				
BUILDING C	1,041,916	SF	23.92	AC				
BUILDING D	993,099	SF	22.80	AC				
BUILDING E	989,848	SF	22.72	AC				
LOT 13 (Enhanced Parkway)	27,231	SF	0.63	AC				
LOT 14 (Utility Lot)	47,715	SF	1.10	AC				
NET BUILDING SITE AREA	**3,782,114**	SF	**86.83**	AC				

BUILDING AREA	OFFICE		WAREHOUSE		MEZZANINE		**TOTAL**	
BUILDING A	12,500	SF	162,715	SF	5,000	SF	180,215	SF
BUILDING B	12,500	SF	89,500	SF	5,000	SF	107,000	SF
BUILDING C (Former Bldgs C&E)	25,000	SF	545,536	SF	20,000	SF	590,536	SF
BUILDING D	12,500	SF	434,170	SF	10,000	SF	456,670	SF
BUILDING E (Former Bldg F)	12,500	SF	210,169	SF	10,000	SF	232,669	SF
TOTALS	75,000	SF	1,442,090	SF	50,000	SF	**1,567,090**	SF

GROSS SITE AREA BUILDING COVERAGE	**41.43%**	

LANDSCAPE		
GROSS SITE LANDSCAPE AREA	637,000	SF
COVERAGE	**16.84%**	

PARKING STALLS REQUIRED	OFFICE	WAREHOUSE	WAREHOUSE	**TOTAL**	
	1/300	1/1000	1/4000		
		< 40,000 SF	> 40,000 SF		
BUILDING A	42	40	32	114	STALLS
BUILDING B	42	40	14	96	STALLS
BUILDING C	84	40	132	256	STALLS
BUILDING D	42	40	102	184	STALLS
BUILDING E	42	40	46	128	STALLS
TOTAL	252	200	326	**778**	STALLS

PARKING STALLS PROVIDED			
BUILDING A		107	STALLS
BUILDING B		89	STALLS
BUILDING C		286	STALLS
BUILDING D		191	STALLS
BUILDING E		695	STALLS
TOTAL		**1,368**	STALLS

LANDSCAPE AREA		
BUILDING A	89,000 SF	22.5%
BUILDING B	40,000 SF	13.9%
BUILDING C	195,000 SF	18.7%
BUILDING D	133,000 SF	13.4%
BUILDING E	180,000 SF	18.2%
TOTAL LANDSCAPE AREA	**637,000** SF	**16.84%**

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OWNER:
CARSON GOOSE OWNER, LLC

The District Specific Plan Area - Cells 3, 4, 5

CARSON, CA

SITE PLAN

MARK	DATE	DESCRIPTION
	6/22/2026	SITE PLAN
	12/13/2021	SITE PLAN
	08/23/2021	SITE PLAN
	05/13/2021	SITE PLAN

RGA PROJECT NO:	20200.00
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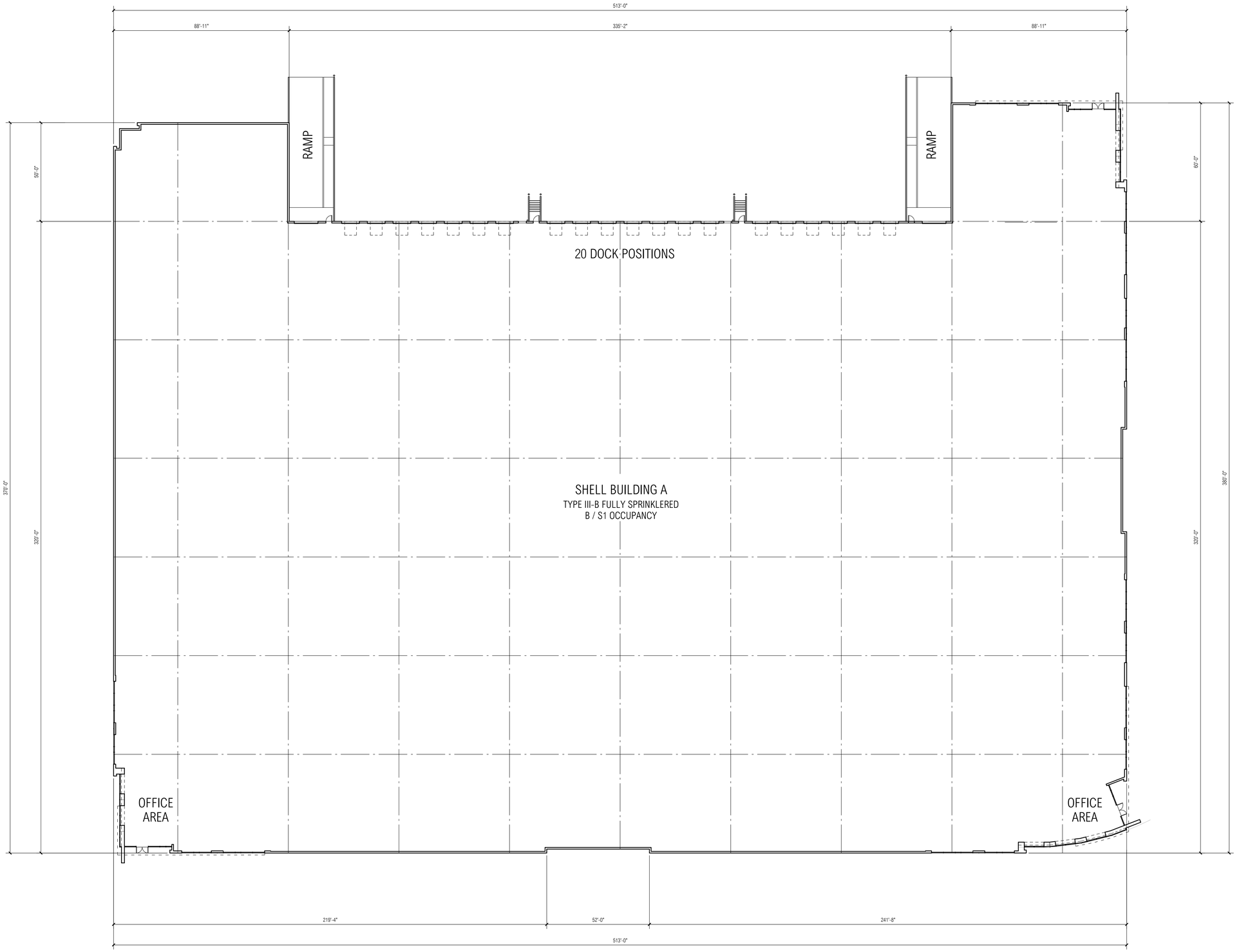
A1-1P



FLOOR PLAN

SCALE: 1" = 20'-0"

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CONSULTANT

PROFESSIONAL SEALS

PROJECT NAME

THE DISTRICT SPECIFIC PLAN CELLS 3, 4, 5

CITY OF CARSON, CA

CARSON GOOSE OWNER, LLC
659 N. ROBERTSON BLVD.
WEST HOLLYWOOD, CA 90069
PHONE: 323-481-9178
CONTACT: DARREN EMBRY
EMAIL: carsongooseowner@gmail.com

MARK	DATE	DESCRIPTION
SD	6/22/26	SCHEMATIC DESIGN UPDATE

RGA PROJECT NO:	20200.00
OWNER PROJECT NO:	00000.00
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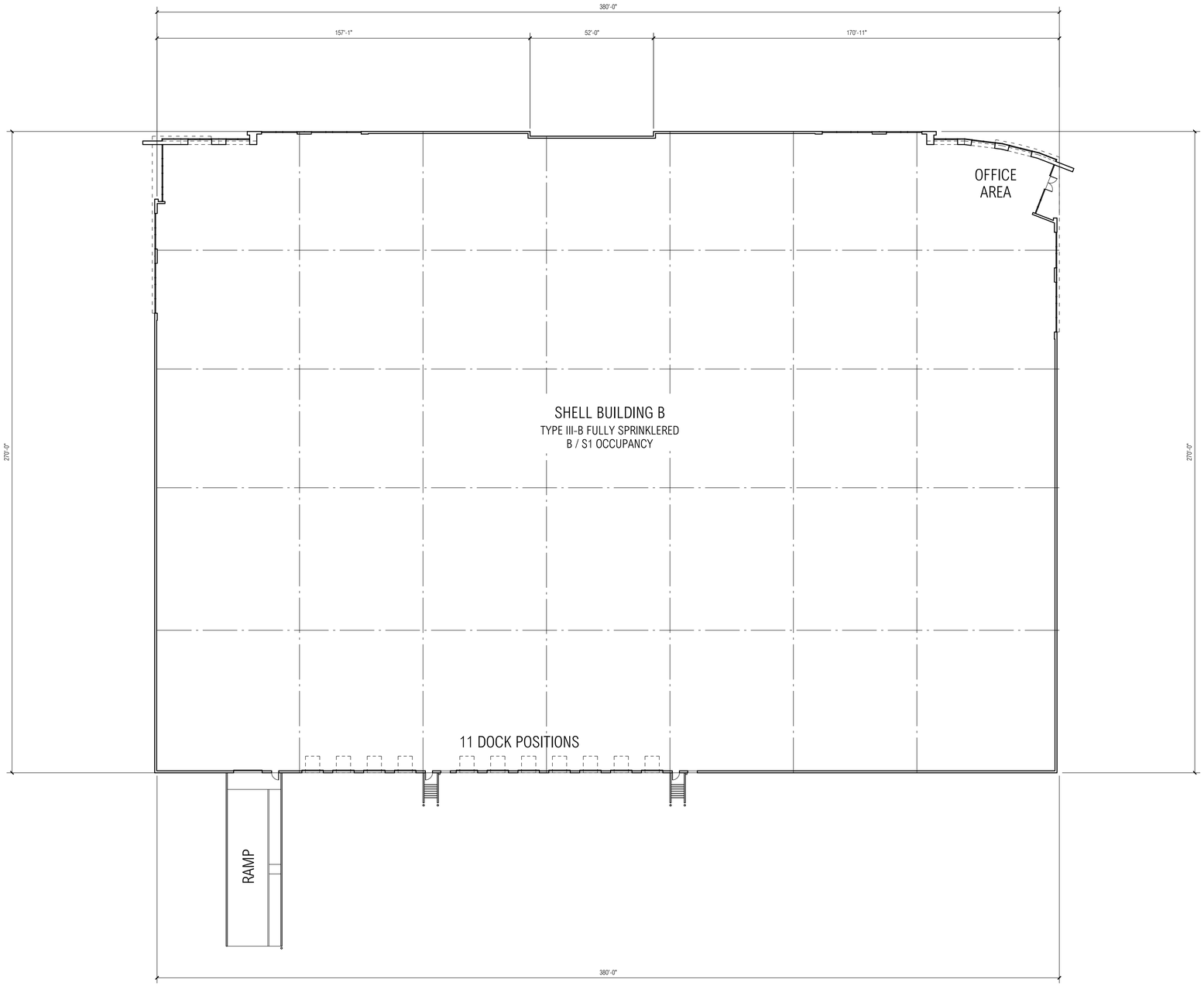
FLOOR PLAN
BUILDING A

SHEET: A2-1AP



FLOOR PLAN

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PROJECT NAME

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WEST HOLLYWOOD, CA 90069
PHONE: 323-481-9178
CONTACT: DARREN EMBRY
EMAIL: carsongooseowner@gmail.com

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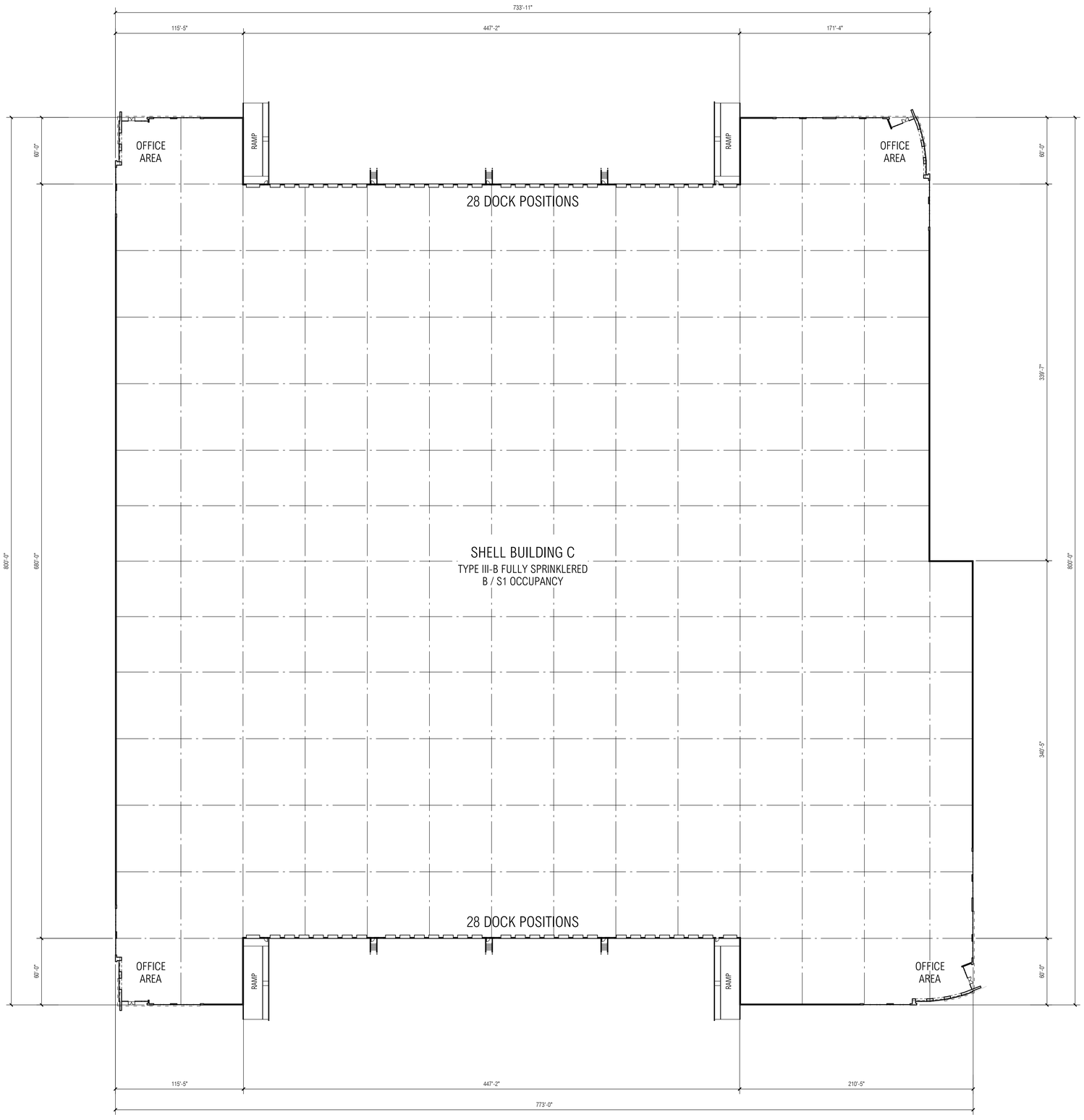
FLOOR PLAN
BUILDING B

SHEET: A2-1BP



FLOOR PLAN

SCALE: 1" = 40'-0"

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PROJECT NAME

THE DISTRICT SPECIFIC PLAN CELLS 3, 4, 5

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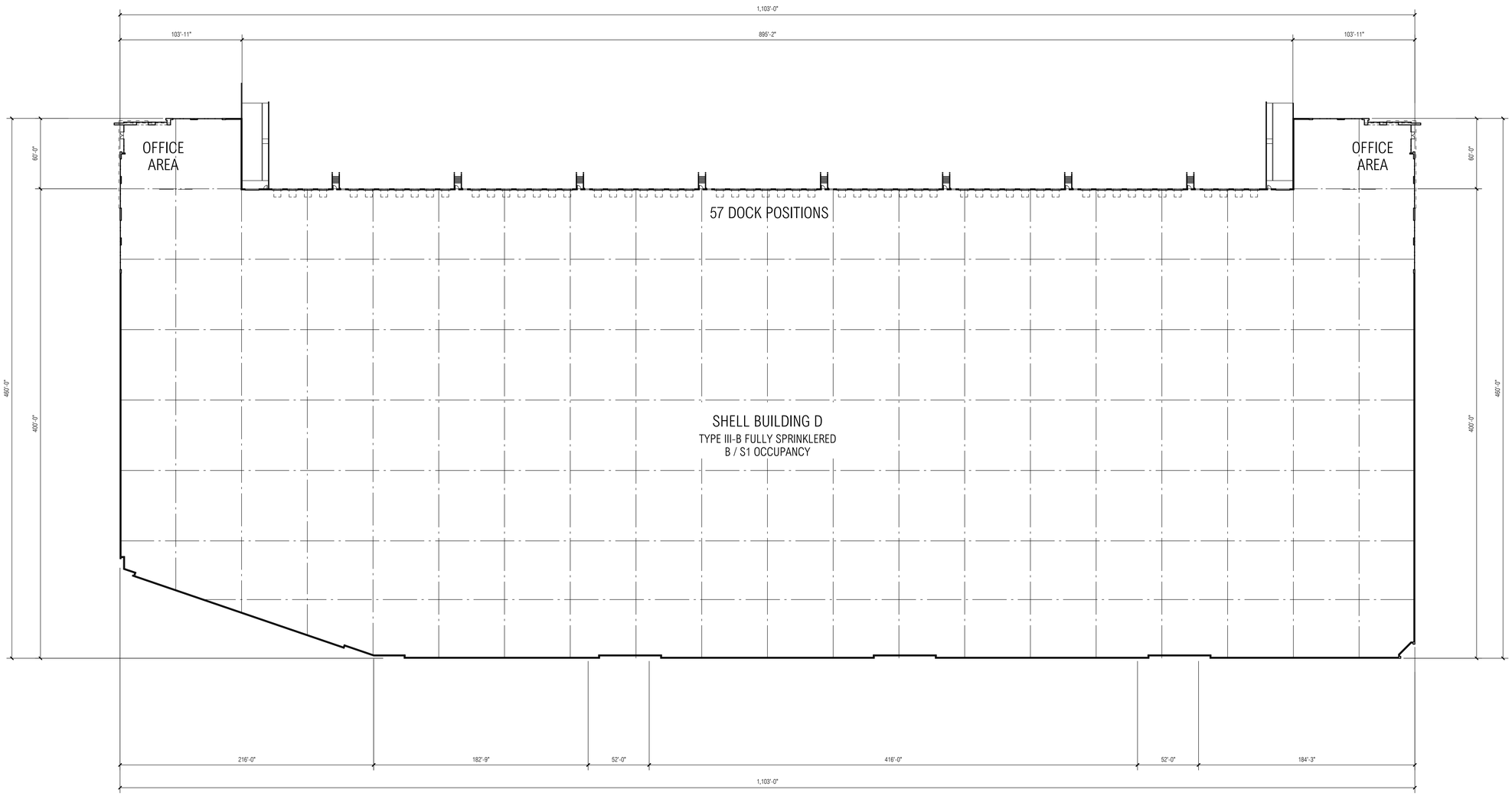
FLOOR PLAN
BUILDING C

SHEET: A2-1CP



FLOOR PLAN

SCALE: 1" = 40'-0"

PROJECT NORTH

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PROFESSIONAL SEALS

PROJECT NAME

THE DISTRICT SPECIFIC PLAN CELLS 3, 4, 5

CITY OF CARSON, CA

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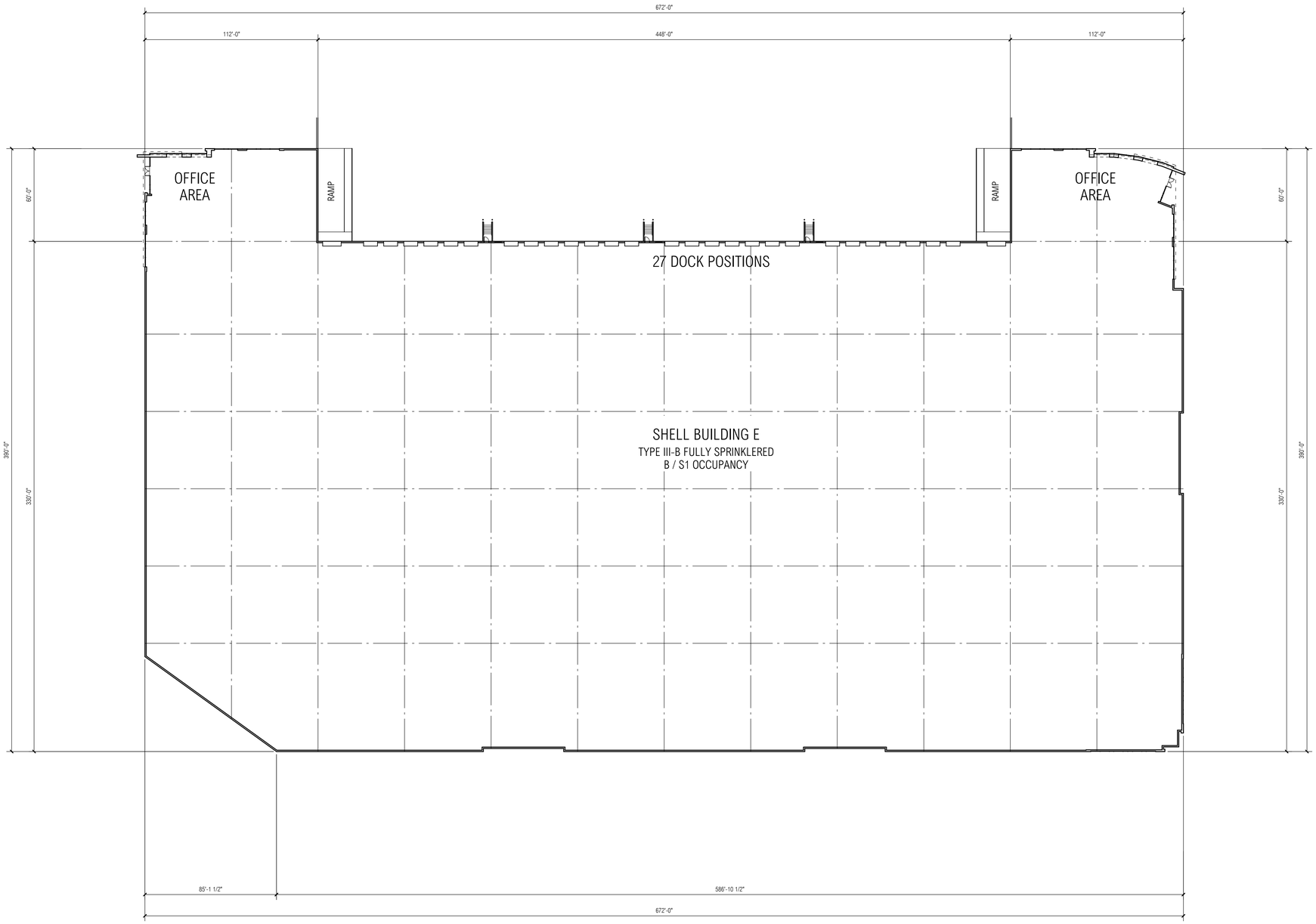
FLOOR PLAN
BUILDING D

SHEET: A2-1DP



FLOOR PLAN

SCALE: 1" = 30'-0"

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CONSULTANT

PROFESSIONAL SEALS

PROJECT NAME

THE DISTRICT SPECIFIC PLAN CELLS 3, 4, 5

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SHEET TITLE

FLOOR PLAN
BUILDING E

PROJECT NORTH

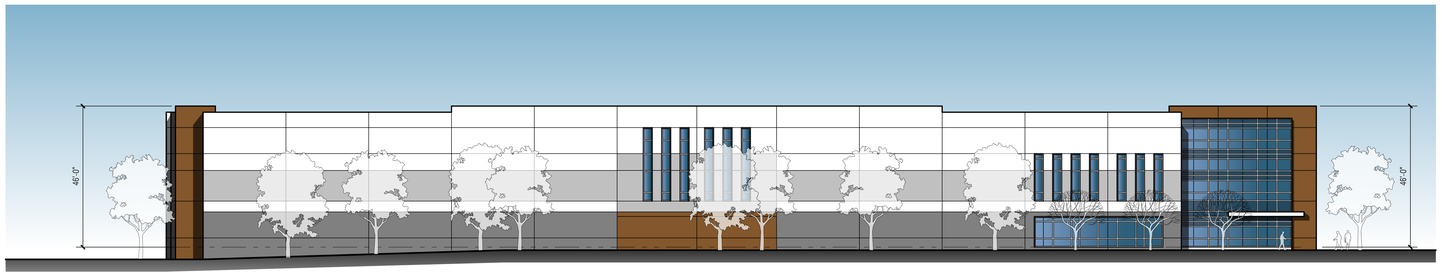
SHEET: A2-1EP

FINISH SCHEDULE

1. FIELD COLOR - PPG 1002-1 - SILVER FEATHER
2. ACCENT COLOR - PPG 1002-3 - COOL SLATE
3. BASE COLOR - PPG 1002-5 - ANTIQUE SILVER
4. ACCES ACCENT COLOR -
5. GLAZING - SEE KEYNOTE 5 - PPG SOLARCOOL PACIFICA REFLECTIVE #2.

KEYNOTES (000)

1. PRIMARY BUILDING ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. BLUE GLASS IN CLEAR ANODIZED ALUMINUM STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION.
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT ALL TRUCK YARD ENTRANCES.
10. PAINTED CONCRETE SCREEN WALL WITH ACCENT REVEALS AND PAINTED TO MATCH BUILDING ARCHITECTURE.
11. ALUMINUM METAL PANEL ENTRY CANOPY.



SOUTH ELEVATION

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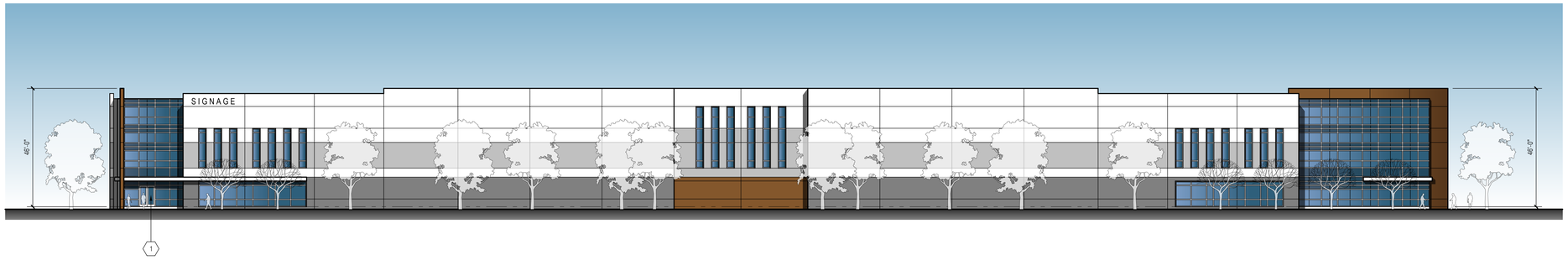

EAST ELEVATION

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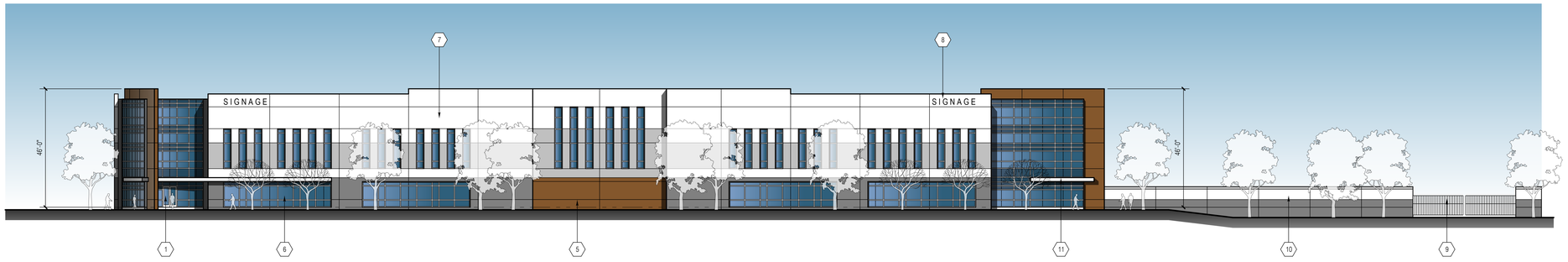
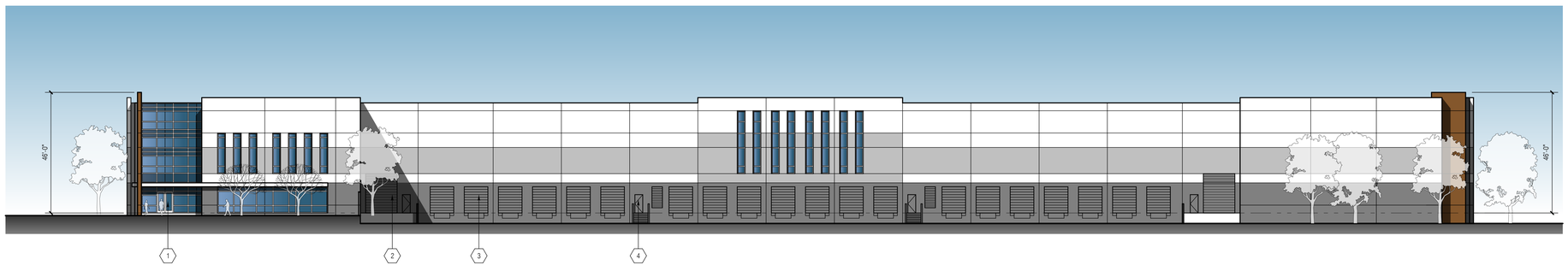


NORTH ELEVATION - STREET A FRONTAGE

SCALE: 1" = 20'-0"



WEST ELEVATION

SCALE: 1" = 20'-0"

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FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

PROJECT NAME

THE DISTRICT SPECIFIC PLAN CELLS 3, 4, 5

CITY OF CARSON, CA

CARSON GOOSE OWNER, LLC
659 N. ROBERTSON BLVD.
WEST HOLLYWOOD, CA 90069
PHONE: 323-481-9178
CONTACT: DARREN EMBRY
EMAIL: carsongooseowner@gmail.com

MARK	DATE	DESCRIPTION
SD	6/22/26	SCHEMATIC DESIGN UPDATE

RGA PROJECT NO:	20200.00
OWNER PROJECT NO:	00000.00
CAD FILE NAME:	20200-A3-1AP
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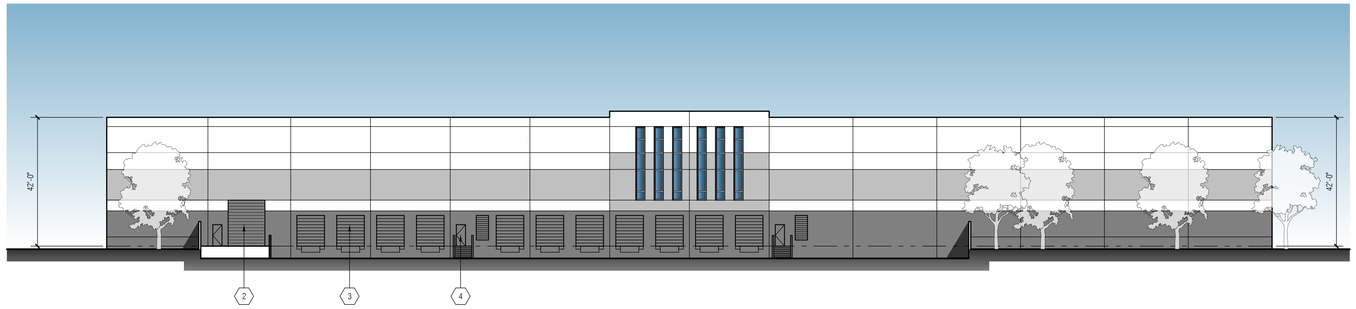
SHEET TITLE

ELEVATIONS
BUILDING A

SHEET: A3-1AP

KEYNOTES (000)

1. PRIMARY BUILDING ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
4. 3' X 7' PAINTED METAL MAN DOOR.
5. 2" WIDE X 3/4" DEEP HORIZONTAL / VERTICAL REVEAL.
6. BLUE GLASS IN CLEAR ANODIZED ALUMINUM STOREFRONT FRAME SYSTEM.
7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION.
9. 8' HIGH BLACK TUBULAR STEEL ROLLING GATE - TYP. AT ALL TRUCK YARD ENTRANCES.
10. PAINTED CONCRETE SCREEN WALL WITH ACCENT REVEALS AND PAINTED TO MATCH BUILDING ARCHITECTURE.
11. ALUMINUM METAL PANEL ENTRY CANOPY.

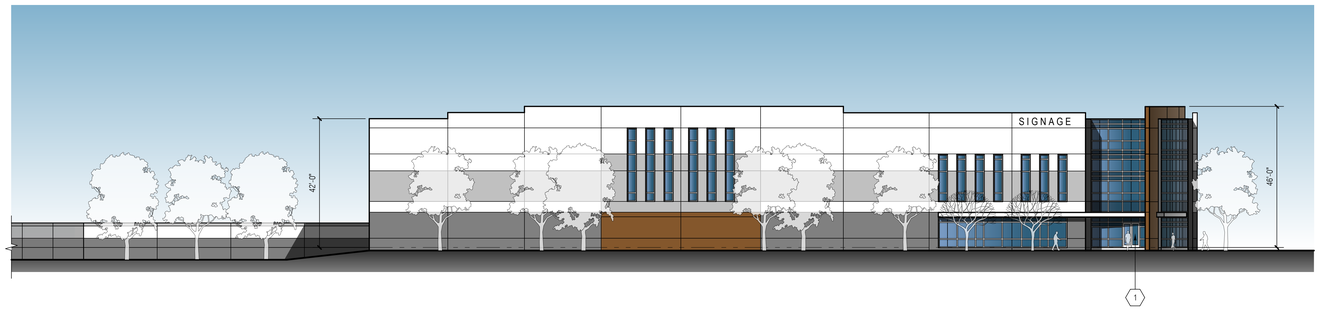


SOUTH ELEVATION

SCALE: 1" = 20'-0"

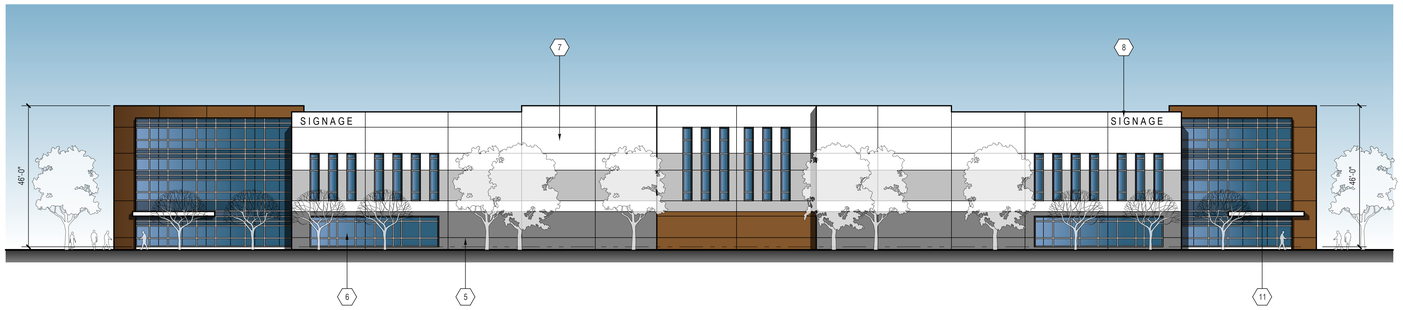
FINISH SCHEDULE

1. FIELD COLOR - PPG 1002-1 - SILVER FEATHER
2. ACCENT COLOR - PPG 1002-3 - COOL SLATE
3. BASE COLOR - PPG 1002-5 - ANTIQUE SILVER
4. ACCES ACCENT COLOR -
5. GLAZING - SEE KEYNOTE 5 - PPG SOLARCOOL PACIFICA REFLECTIVE #2.



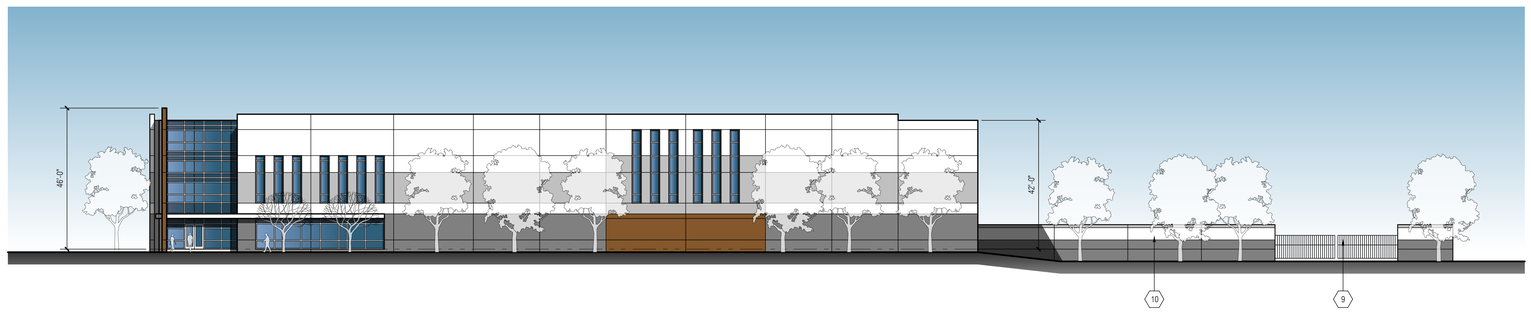
EAST ELEVATION

SCALE: 1" = 20'-0"



NORTH ELEVATION - STREET A FRONTAGE

SCALE: 1" = 20'-0"



WEST ELEVATION

SCALE: 1" = 20'-0"

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210 Progress, Suite 220
Innovation Park
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

CONSULTANT

PROFESSIONAL SEALS

PROJECT NAME

THE DISTRICT SPECIFIC PLAN CELLS 3, 4, 5

CITY OF CARSON, CA

CARSON GOOSE OWNER, LLC
659 N. ROBERTSON BLVD.
WEST HOLLYWOOD, CA 90069
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CONTACT: DARREN EMBRY
EMAIL: carsongooseowner@gmail.com

MARK	DATE	DESCRIPTION
SD	6/22/26	SCHEMATIC DESIGN UPDATE

RGA PROJECT NO:	20200.00
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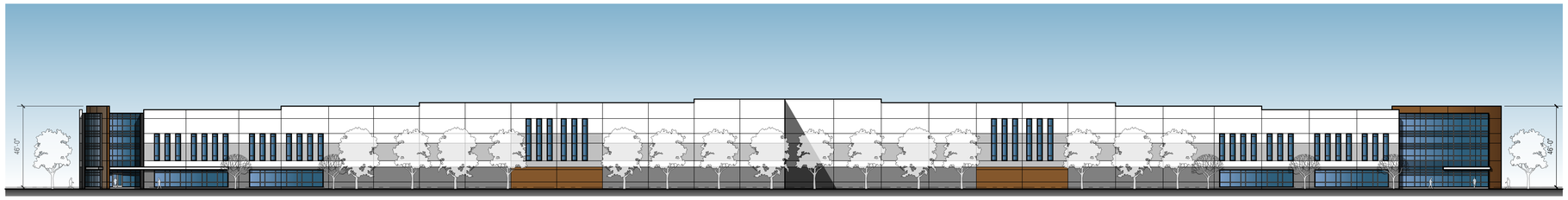
SHEET TITLE

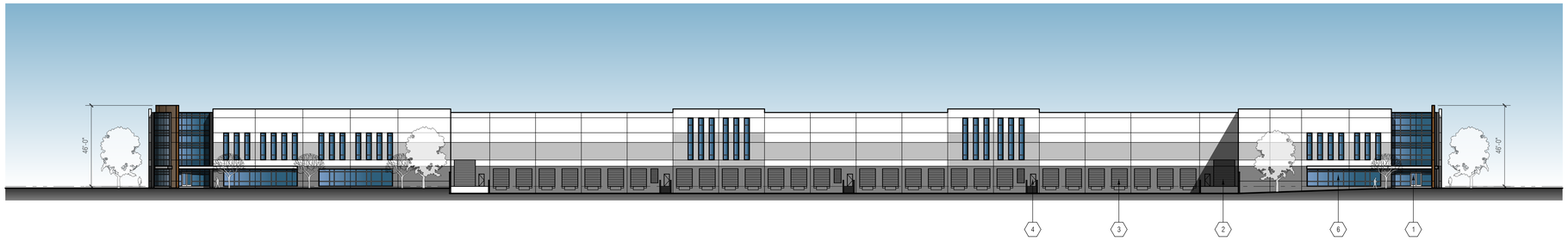
ELEVATIONS
BUILDING B

SHEET: A3-1BP



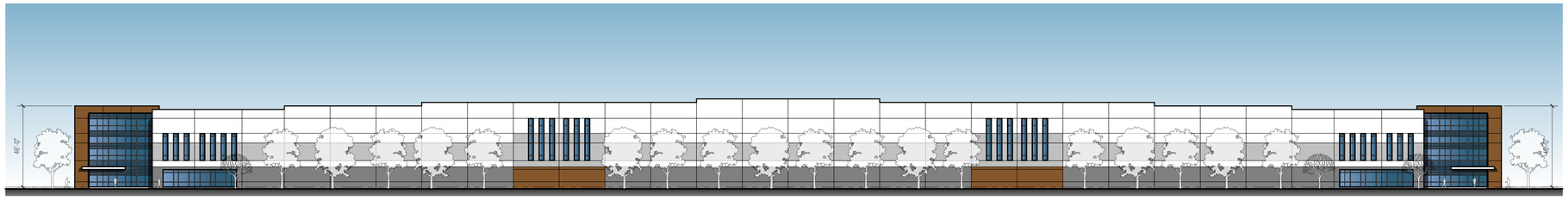
EAST ELEVATION

SCALE: 1" = 30'-0"



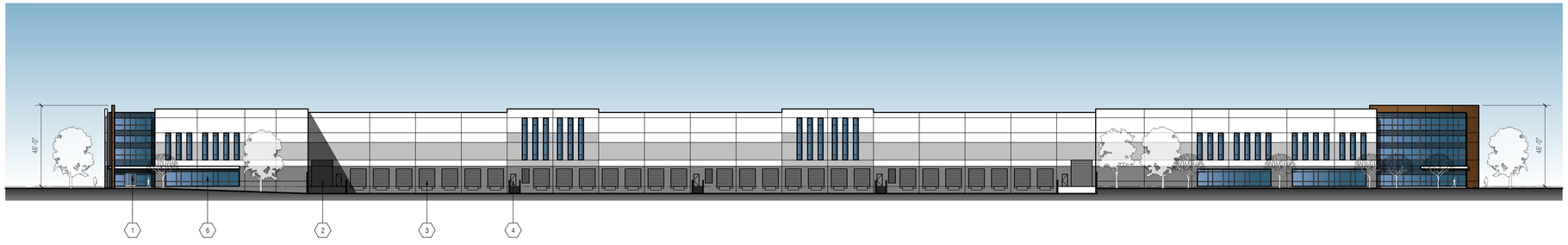
NORTH ELEVATION

SCALE: 1" = 30'-0"



WEST ELEVATION

SCALE: 1" = 30'-0"



SOUTH ELEVATION

SCALE: 1" = 30'-0"

KEYNOTES (000)

1. PRIMARY BUILDING ENTRANCE.
2. PAINTED 12' WIDE X 15' HIGH VERTICAL LIFT TRUCK DOOR.
3. PAINTED 9' WIDE X 10' HIGH VERTICAL LIFT TRUCK DOOR.
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7. PAINTED CONCRETE TILT-UP EXTERIOR WALL CONSTRUCTION.
8. PROPOSED FUTURE TENANT SIGNAGE LOCATION.
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FINISH SCHEDULE

1. FIELD COLOR - PPG 1002-1 - SILVER FEATHER
2. ACCENT COLOR - PPG 1002-3 - COOL SLATE
3. BASE COLOR - PPG 1002-5 - ANTIQUE SILVER
4. ACCES ACCENT COLOR -
5. GLAZING - SEE KEYNOTE 5 - PPG SOLARCOOL PACIFICA REFLECTIVE #2.

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CONSULTANT

PROFESSIONAL SEALS

PROJECT NAME

THE DISTRICT SPECIFIC PLAN CELLS 3, 4, 5

CITY OF CARSON, CA

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659 N. ROBERTSON BLVD.
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SD	6/22/26	SCHEMATIC DESIGN UPDATE

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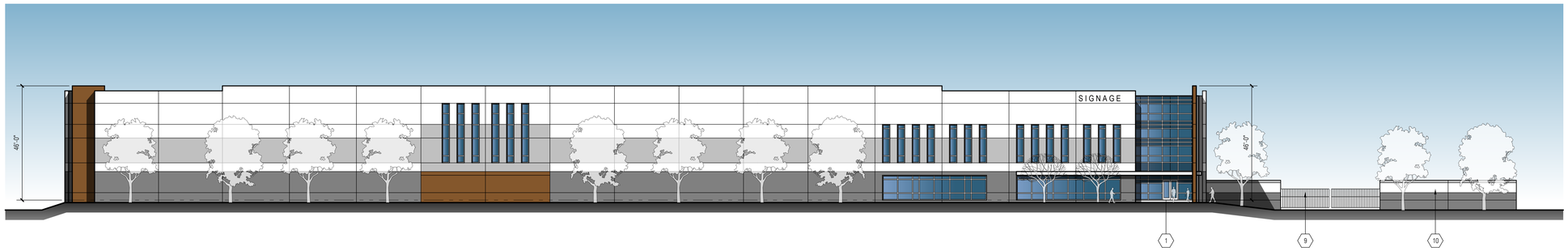
SHEET TITLE

ELEVATIONS
BUILDING C

SHEET: A3-1CP

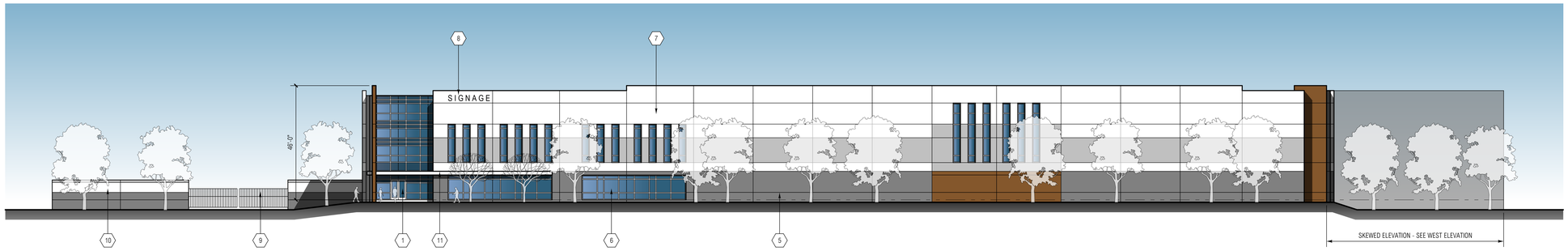


SOUTH ELEVATION

SCALE: 1" = 20'-0"

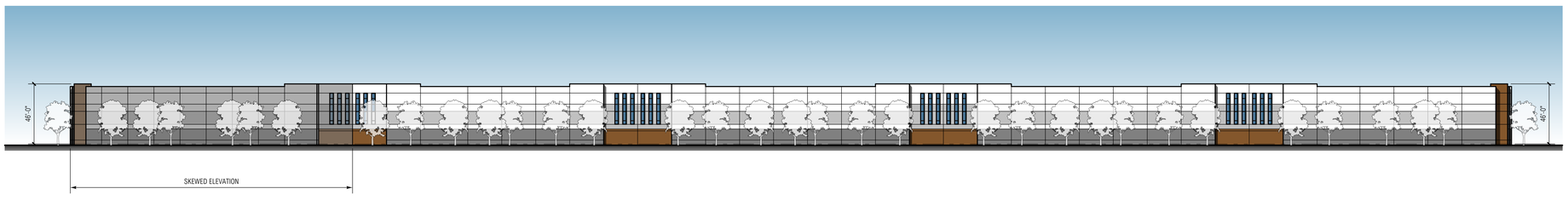
EAST ELEVATION

SCALE: 1" = 40'-0"



NORTH ELEVATION

SCALE: 1" = 20'-0"



WEST ELEVATION

SCALE: 1" = 40'-0"

KEYNOTES (000)

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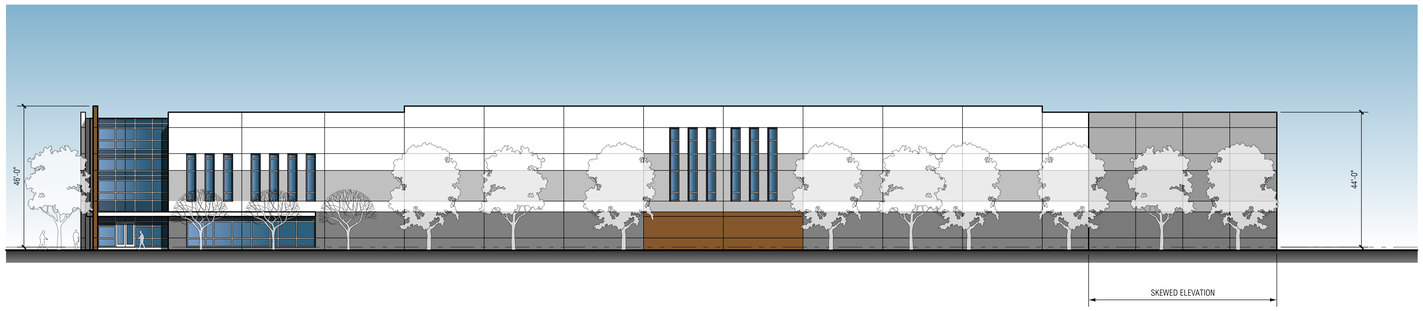
SHEET TITLE

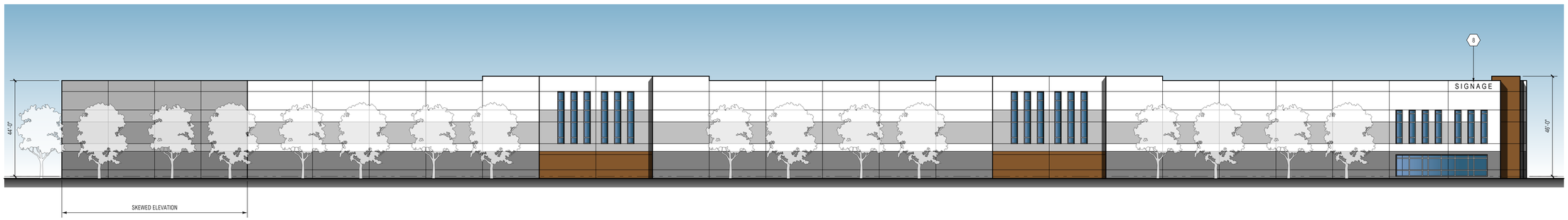
ELEVATIONS
BUILDING D

SHEET: A3-1DP



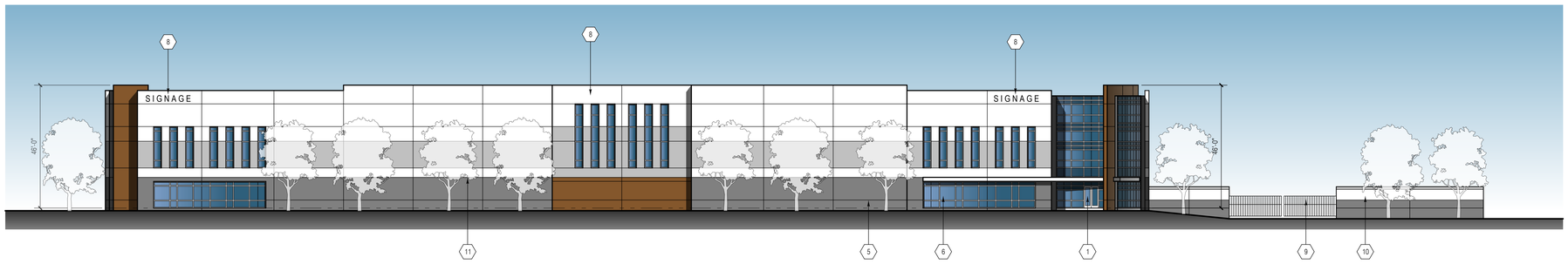
WEST ELEVATION

SCALE: 1" = 20'-0"



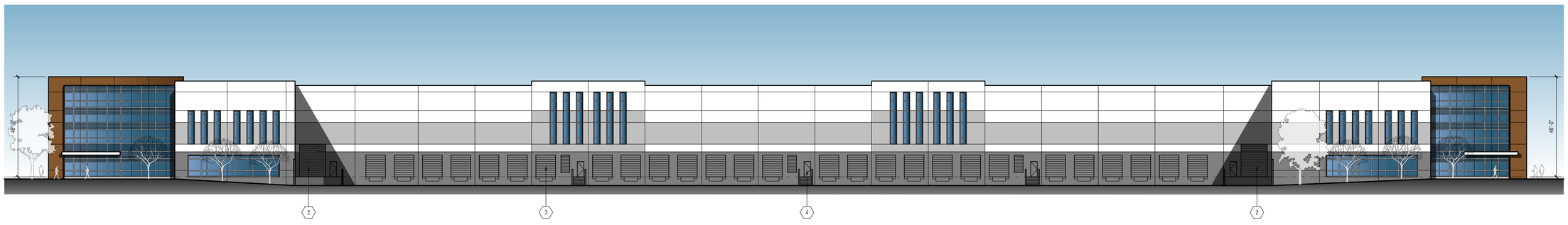
SOUTH ELEVATION

SCALE: 1" = 30'-0"



EAST ELEVATION - LENARDO FRONTAGE

SCALE: 1" = 20'-0"



NORTH ELEVATION

SCALE: 1" = 30'-0"

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CONSULTANT

PROFESSIONAL SEALS

THE DISTRICT SPECIFIC PLAN CELLS 3, 4, 5

CITY OF CARSON, CA

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RGA PROJECT NO:	20200.00
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CAD FILE NAME:	20200-A3-1EP
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SHEET TITLE

ELEVATIONS
BUILDING E

SHEET: A3-1EP

PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Acca sellowiana Pineapple Gauva	36" Box	9	M	Standard
	Chitalpa tashkentensis Chitalpa	24" Box	147	L	Standard
	Cercis occidentalis Western Redbud	36" Box	12	M	Standard
	Pinus eldarica Afghan Pine	24" Box	144	L	Standard
	Platanus racemosa California Sycamore	24" Box	61	L	Standard
	Cercidium 'Desert Museum' Blue Palo Verde	48" Box	37	L	Multi
	Quercus agrifolia Coast Live Oak	24" Box	53	M	Multi
	Geijera parviflora Australian Willow	24" Box	170	L	Standard
	Tristania conferta Brisbane Box	15 Gal	195	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	SPACING
	Cassia phyllodenia Silverleaf Cassia	5 Gal	1681	L	4' OC 2.5' from hardscape
	Myrtus communis Common Myrtle	5 Gal	1234	M	5' OC 3' from hardscape
	Leonotis leonurus Lion's Tail	5 Gal	665	L	3' OC 2' from hardscape
	Acca sellowiana Pineapple Gauva	5 Gal	1083	M	3' OC 2' from hardscape
	Lomandra longifolia Lomandra	5 Gal	672	M	4' OC 2.5' from hardscape
	Elaeagnus pungens Silverberry	5 Gal	671	L	4' OC 2.5' from hardscape
	Rosmarinus o. 'Tuscan Blue' Rosemary	5 Gal	104	L	3' OC 2' from hardscape
	Salvia c. 'Allen Chickering' Allen Chickering Sage	5 Gal	1322	L	4' OC 2.5' from hardscape
	Lavendula spp. Lavender	5 Gal	1285	L	3' OC 2' from hardscape
	Westringia fruticosa Coast Rosemary	5 Gal	1027	L	5' OC 3' from hardscape

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Aloe striata Coral Aloe	1 Gal	655	L	
	Hesperaloe parviflora Red Yucca	5 Gal	515	L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy' Dwarf Acacia	1 Gal	8' O.C.	L	
	Baccharis p. 'Pigeon Point' Dwarf Coyote Bush	1 Gal	6' O.C.	L	
	Myoporum parvifolium Myoporum	1 Gal	36" O.C.	L	
	Iva hayesiana Poverty Weed	1 Gal	30" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Prostrate Rosemary	1 Gal	48" O.C.	L	
	Trachelospermum jasminiodes Star Jasmine	1 Gal	24" O.C.	M	

N

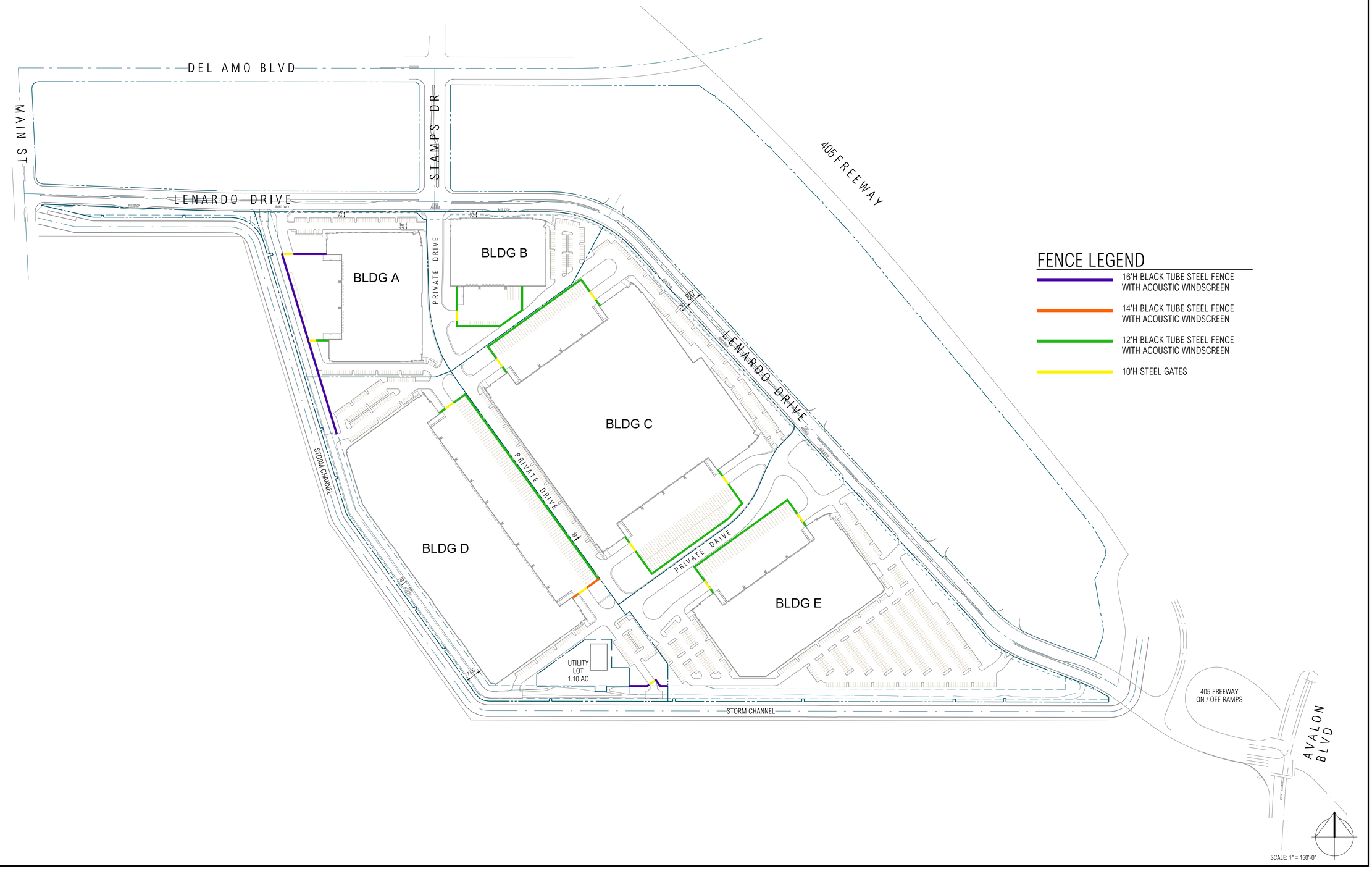
0 60' 120' 240'

Carson Mart Buildings A-E

23-037
06.15.26

Carson, California

HUNTER LANDSCAPE
DESIGN • BUILD • MAINTAIN
711 FEE ANA STREET PLACENTIA, CA 92870
714.986.2400 FAX 714.986.2408



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T 949-341-0920
FX 949-341-0922

OWNER:
CARSON GOOSE, LLC

The District Specific Plan Area - Cells 3, 4, 5

CARSON, CA

FENCE PLAN

MARK	DATE	DESCRIPTION
	6/22/26	FENCE PLAN

RGA PROJECT NO:	20200.00
CAD FILE NAME:	20200-00-A1-2P
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SHEET TITLE	

A1-2P

EARTHWORK

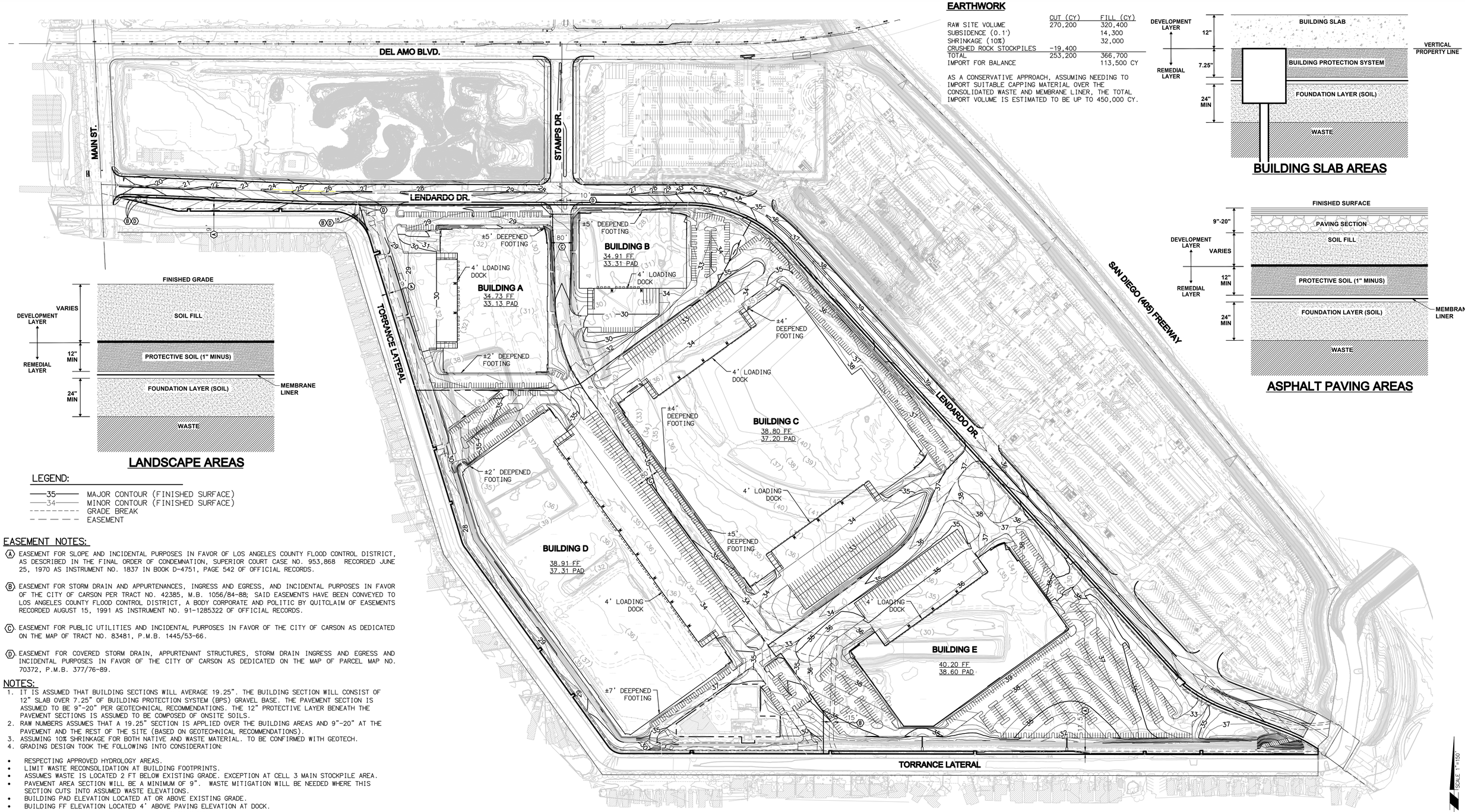
	CUT (CY)	FILL (CY)
RAW SITE VOLUME	270,200	320,400
SUBSIDENCE (0.1')		14,300
SHRINKAGE (10%)		32,000
CRUSHED ROCK STOCKPILES	-19,400	
TOTAL	253,200	366,700
IMPORT FOR BALANCE		113,500 CY

AS A CONSERVATIVE APPROACH, ASSUMING NEEDING TO IMPORT SUITABLE CAPPING MATERIAL OVER THE CONSOLIDATED WASTE AND MEMBRANE LINER, THE TOTAL IMPORT VOLUME IS ESTIMATED TO BE UP TO 450,000 CY.

BUILDING SLAB AREAS

ASPHALT PAVING AREAS

LANDSCAPE AREAS



LEGEND:

——35——	MAJOR CONTOUR (FINISHED SURFACE)
——34——	MINOR CONTOUR (FINISHED SURFACE)
- - - - - - - -	GRADE BREAK
— — — — —	EASEMENT

EASEMENT NOTES:

(A) EASEMENT FOR SLOPE AND INCIDENTAL PURPOSES IN FAVOR OF LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, AS DESCRIBED IN THE FINAL ORDER OF CONDEMNATION, SUPERIOR COURT CASE NO. 953,868 RECORDED JUNE 25, 1970 AS INSTRUMENT NO. 1837 IN BOOK D-4751, PAGE 542 OF OFFICIAL RECORDS.

(B) EASEMENT FOR STORM DRAIN AND APPURTENANCES, INGRESS AND EGRESS, AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF CARSON PER TRACT NO. 42385, M.B. 1056/84-88; SAID EASEMENTS HAVE BEEN CONVEYED TO LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, A BODY CORPORATE AND POLITIC BY QUITCLAIM OF EASEMENTS RECORDED AUGUST 15, 1991 AS INSTRUMENT NO. 91-1285322 OF OFFICIAL RECORDS.

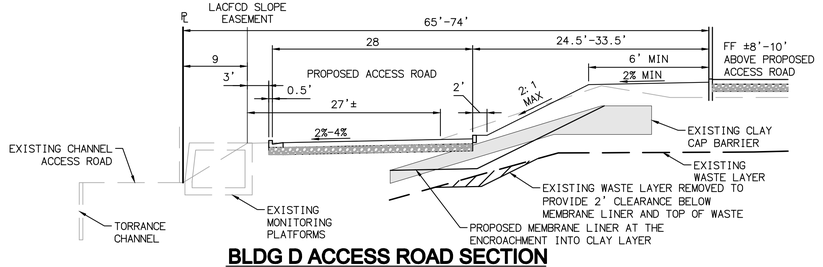
(C) EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF CARSON AS DEDICATED ON THE MAP OF TRACT NO. 83481, P.M.B. 1445/53-66.

(D) EASEMENT FOR COVERED STORM DRAIN, APPURTENANT STRUCTURES, STORM DRAIN INGRESS AND EGRESS AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF CARSON AS DEDICATED ON THE MAP OF PARCEL MAP NO. 70372, P.M.B. 377/76-89.

NOTES:

1. IT IS ASSUMED THAT BUILDING SECTIONS WILL AVERAGE 19.25". THE BUILDING SECTION WILL CONSIST OF 12" SLAB OVER 7.25" OF BUILDING PROTECTION SYSTEM (BPS) GRAVEL BASE. THE PAVEMENT SECTION IS ASSUMED TO BE 9"-20" PER GEOTECHNICAL RECOMMENDATIONS. THE 12" PROTECTIVE LAYER BENEATH THE PAVEMENT SECTIONS IS ASSUMED TO BE COMPOSED OF ONSITE SOILS.
2. RAW NUMBERS ASSUMES THAT A 19.25" SECTION IS APPLIED OVER THE BUILDING AREAS AND 9"-20" AT THE PAVEMENT AND THE REST OF THE SITE (BASED ON GEOTECHNICAL RECOMMENDATIONS).
3. ASSUMING 10% SHRINKAGE FOR BOTH NATIVE AND WASTE MATERIAL. TO BE CONFIRMED WITH GEOTECH.
4. GRADING DESIGN TOOK THE FOLLOWING INTO CONSIDERATION:

- RESPECTING APPROVED HYDROLOGY AREAS.
- LIMIT WASTE RECONSOLIDATION AT BUILDING FOOTPRINTS.
- ASSUMES WASTE IS LOCATED 2 FT BELOW EXISTING GRADE. EXCEPTION AT CELL 3 MAIN STOCKPILE AREA.
- PAVEMENT AREA SECTION WILL BE A MINIMUM OF 9". WASTE MITIGATION WILL BE NEEDED WHERE THIS SECTION CUTS INTO ASSUMED WASTE ELEVATIONS.
- BUILDING PAD ELEVATION LOCATED AT OR ABOVE EXISTING GRADE.
- BUILDING FF ELEVATION LOCATED 4' ABOVE PAVING ELEVATION AT DOCK.



BLDG D ACCESS ROAD SECTION

DATE: 6/19/2026

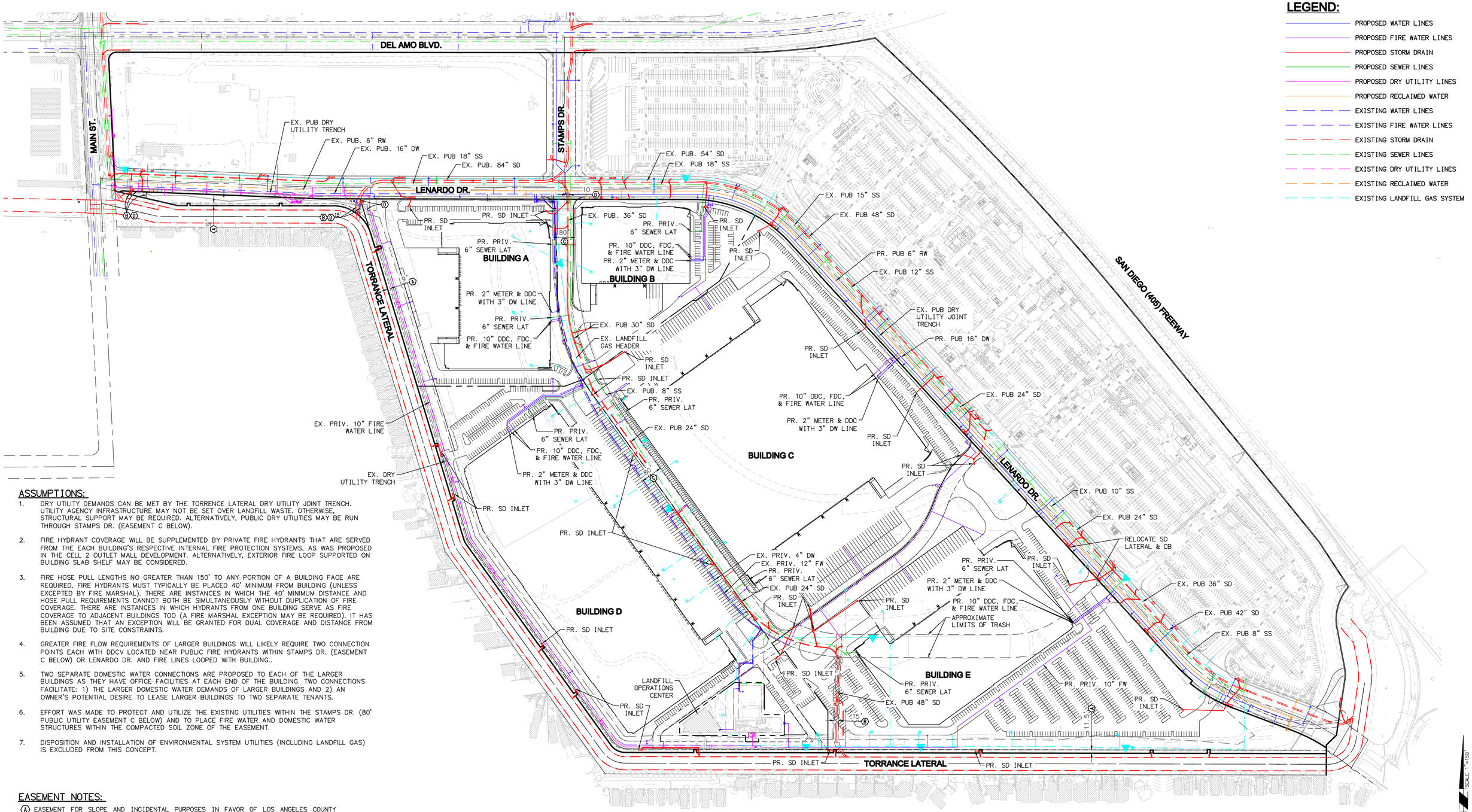
Michael Baker INTERNATIONAL
3536 CONCOURS ST., SUITE 100
ONTARIO, CA 91764
PHONE: (909) 974-4900
MBAKERINTL.COM

CITY OF CARSON

DISTRICT AT SOUTH BAY
CELLS 3, 4, AND 5 DEVELOPMENT

CONCEPT GRADING PLAN

FILE PATH: H:\pdata\101037533\CADD\Land\Exhibits\Faring\Preliminary Grading Exhibit.dwg — DATE: Jun 21, 2026, 8:51pm



LEGEND:

- PROPOSED WATER LINES
- PROPOSED FIRE WATER LINES
- PROPOSED STORM DRAIN
- PROPOSED SEWER LINES
- PROPOSED DRY UTILITY LINES
- PROPOSED RECLAIMED WATER
- EXISTING WATER LINES
- EXISTING FIRE WATER LINES
- EXISTING STORM DRAIN
- EXISTING SEWER LINES
- EXISTING DRY UTILITY LINES
- EXISTING RECLAIMED WATER
- EXISTING LANDFILL GAS SYSTEM

ASSUMPTIONS:

1. DRY UTILITY DEMANDS CAN BE MET BY THE TORRENCE LATERAL DRY UTILITY JOINT TRENCH. UTILITY AGENCY INFRASTRUCTURE MAY NOT BE SET OVER LANDFILL WASTE. OTHERWISE, STRUCTURAL SUPPORT MAY BE REQUIRED. ALTERNATIVELY, PUBLIC DRY UTILITIES MAY BE RUN THROUGH STAMPS DR. (EASEMENT C BELOW).
2. FIRE HYDRANT COVERAGE WILL BE SUPPLEMENTED BY PRIVATE FIRE HYDRANTS THAT ARE SERVED FROM THE EACH BUILDING'S RESPECTIVE INTERNAL FIRE PROTECTION SYSTEMS, AS WAS PROPOSED IN THE CELL 2 OUTLET MALL DEVELOPMENT. ALTERNATIVELY, EXTERIOR FIRE LOOP SUPPORTED ON BUILDING SLAB SHELF MAY BE CONSIDERED.
3. FIRE HOSE PULL LENGTHS NO GREATER THAN 150' TO ANY PORTION OF A BUILDING FACE ARE REQUIRED. FIRE HYDRANTS MUST TYPICALLY BE PLACED 40' MINIMUM FROM BUILDING (UNLESS EXCEPTED BY FIRE MARSHAL). THERE ARE INSTANCES IN WHICH THE 40' MINIMUM DISTANCE AND HOSE PULL REQUIREMENTS CANNOT BOTH BE SIMULTANEOUSLY WITHOUT DUPLICATION OF FIRE COVERAGE. THERE ARE INSTANCES IN WHICH HYDRANTS FROM ONE BUILDING SERVE AS FIRE COVERAGE TO ADJACENT BUILDINGS TOO (A FIRE MARSHAL EXCEPTION MAY BE REQUIRED). IT HAS BEEN ASSUMED THAT AN EXCEPTION WILL BE GRANTED FOR DUAL COVERAGE AND DISTANCE FROM BUILDING DUE TO SITE CONSTRAINTS.
4. GREATER FIRE FLOW REQUIREMENTS OF LARGER BUILDINGS WILL LIKELY REQUIRE TWO CONNECTION POINTS EACH WITH DDCV LOCATED NEAR PUBLIC FIRE HYDRANTS WITHIN STAMPS DR. (EASEMENT C BELOW) OR LENARDO DR. AND FIRE LINES LOOPED WITH BUILDING..
5. TWO SEPARATE DOMESTIC WATER CONNECTIONS ARE PROPOSED TO EACH OF THE LARGER BUILDINGS AS THEY HAVE OFFICE FACILITIES AT EACH END OF THE BUILDING. TWO CONNECTIONS FACILITATE: 1) THE LARGER DOMESTIC WATER DEMANDS OF LARGER BUILDINGS AND 2) AN OWNER'S POTENTIAL DESIRE TO LEASE LARGER BUILDINGS TO TWO SEPARATE TENANTS.
6. EFFORT WAS MADE TO PROTECT AND UTILIZE THE EXISTING UTILITIES WITHIN THE STAMPS DR. (80' PUBLIC UTILITY EASEMENT C BELOW) AND TO PLACE FIRE WATER AND DOMESTIC WATER STRUCTURES WITHIN THE COMPACTED SOIL ZONE OF THE EASEMENT.
7. DISPOSITION AND INSTALLATION OF ENVIRONMENTAL SYSTEM UTILITIES (INCLUDING LANDFILL GAS) IS EXCLUDED FROM THIS CONCEPT.

EASEMENT NOTES:

(A) EASEMENT FOR SLOPE AND INCIDENTAL PURPOSES IN FAVOR OF LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, AS DESCRIBED IN THE FINAL ORDER OF CONDEMNATION, SUPERIOR COURT CASE NO. 953,868 RECORDED JUNE 25, 1970 AS INSTRUMENT NO. 1837 IN BOOK D-4751, PAGE 542 OF OFFICIAL RECORDS.

(B) EASEMENT FOR STORM DRAIN AND APPURTENANCES, INGRESS AND EGRESS, AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF CARSON PER TRACT NO. 42385, M.B. 1056/84-88; SAID EASEMENTS HAVE BEEN CONVEYED TO LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, A BODY CORPORATE AND POLITIC BY QUITCLAIM OF EASEMENTS RECORDED AUGUST 15, 1991 AS INSTRUMENT NO. 91-1285322 OF OFFICIAL RECORDS.

(C) EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF CARSON AS DEDICATED THE MAP OF TRACT NO. 83481, P.M.B. 1445/53-66.

(D) EASEMENT FOR COVERED STORM DRAIN, APPURTENANT STRUCTURES, STORM DRAIN INGRESS AND EGRESS AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF CARSON AS DEDICATED ON THE MAP OF PARCEL MAP NO. 70372, P.M.B. 377/76-89.

SCALE 1"=150'

150 75 0 150 300 450

SCALE: 1"=150'

DATE: 6/19/2026

Michael Baker INTERNATIONAL
5 HUTTON CENTRE DRIVE, SUITE 500
SANTA ANA, CA 92707
PHONE: (949) 855-3600
MBAKERINTL.COM

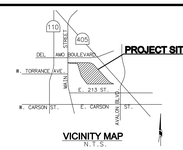
CITY OF CARSON

DISTRICT AT SOUTH BAY CELLS 3, 4, AND 5 DEVELOPMENT

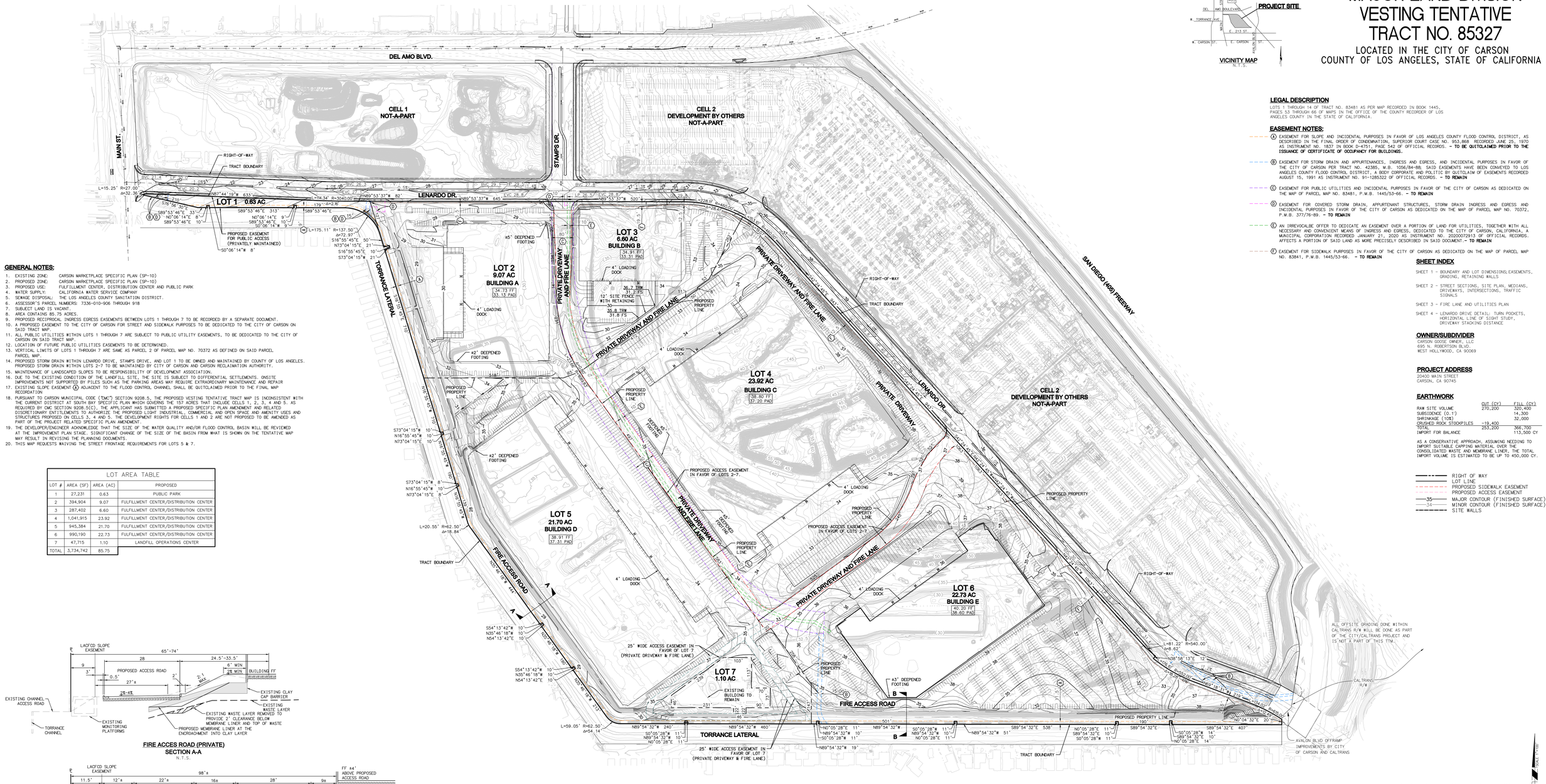
CONCEPT UTILITY PLAN

FILE PATH: H:\pdata\101037537\CADD\Land\Exhibits\Faring\Concept Utility Exhibit.dwg – DATE: Jun 21, 2026, 9:12pm

MAJOR LAND DIVISION
VESTING TENTATIVE TRACT NO. 85327
LOCATED IN THE CITY OF CARSON
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA



VICINITY MAP
N.T.S.



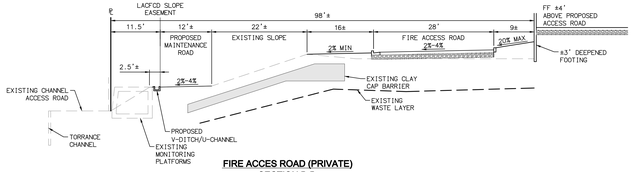
GENERAL NOTES:

1. EXISTING ZONE: CARSON MARKETPLACE SPECIFIC PLAN (SP-10)
2. PROPOSED ZONE: CARSON MARKETPLACE SPECIFIC PLAN (SP-10)
3. PROPOSED USE: FULFILLMENT CENTER, DISTRIBUTION CENTER AND PUBLIC PARK
4. WATER SUPPLY: CALIFORNIA WATER SERVICE COMPANY
5. SEWAGE DISPOSAL: THE LOS ANGELES COUNTY SANITATION DISTRICT.
6. ASSESSOR'S PARCEL NUMBERS: 7336-010-906 THROUGH 918
7. SUBJECT LAND IS VACANT.
8. AREA CONTAINS 85.75 ACRES.
9. PROPOSED RECIPROCAL INGRESS EGRESS EASEMENTS BETWEEN LOTS 1 THROUGH 7 TO BE RECORDED BY A SEPARATE DOCUMENT.
10. A PROPOSED EASEMENT TO THE CITY OF CARSON FOR STREET AND SIDEWALK PURPOSES TO BE DEDICATED TO THE CITY OF CARSON ON SAID TRACT MAP.
11. ALL PUBLIC UTILITIES WITHIN LOTS 1 THROUGH 7 ARE SUBJECT TO PUBLIC UTILITY EASEMENTS, TO BE DEDICATED TO THE CITY OF CARSON ON SAID TRACT MAP.
12. LOCATION OF FUTURE PUBLIC UTILITIES EASEMENTS TO BE DETERMINED.
13. VERTICAL LIMITS OF LOTS 1 THROUGH 7 ARE SAME AS PARCEL 2 OF PARCEL MAP NO. 70372 AS DEFINED ON SAID PARCEL PARCEL MAP.
14. PROPOSED STORM DRAIN WITHIN LENARDO DRIVE, STAMPS DRIVE, AND LOT 1 TO BE OWNED AND MAINTAINED BY COUNTY OF LOS ANGELES. PROPOSED STORM DRAIN WITHIN LOTS 2-7 TO BE MAINTAINED BY CITY OF CARSON AND CARSON RECLAMATION AUTHORITY.
15. MAINTENANCE OF LANDSCAPED SLOPES TO BE RESPONSIBILITY OF DEVELOPMENT ASSOCIATION.
16. DUE TO THE EXISTING CONDITION OF THE LANDFILL SITE, THE SITE IS SUBJECT TO DIFFERENTIAL SETTLEMENTS. ONSITE IMPROVEMENTS NOT SUPPORTED BY PILES SUCH AS THE PARKING AREAS MAY REQUIRE EXTRAORDINARY MAINTENANCE AND REPAIR
17. EXISTING SLOPE EASEMENT (A) ADJACENT TO THE FLOOD CONTROL CHANNEL SHALL BE QUITCLAIMED PRIOR TO THE FINAL MAP RECORDATION
18. PURSUANT TO CARSON MUNICIPAL CODE ("CMC") SECTION 9208.5, THE PROPOSED VESTING TENTATIVE TRACT MAP IS INCONSISTENT WITH THE CURRENT DISTRICT AT SOUTH BAY SPECIFIC PLAN WHICH GOVERNS THE 157 ACRES THAT INCLUDE CELLS 1, 2, 3, 4 AND 5. AS REQUIRED BY CMC SECTION 9208.5(C), THE APPLICANT HAS SUBMITTED A PROPOSED SPECIFIC PLAN AMENDMENT AND RELATED DISCRETIONARY ENTITLEMENTS TO AUTHORIZE THE PROPOSED LIGHT INDUSTRIAL, COMMERCIAL AND OPEN SPACE AND AMENITY USES AND STRUCTURES PROPOSED ON CELLS 3, 4 AND 5. THE DEVELOPMENT RIGHTS FOR CELLS 1 AND 2 ARE NOT PROPOSED TO BE AMENDED AS PART OF THE PROJECT RELATED SPECIFIC PLAN AMENDMENT.
19. THE DEVELOPER/ENGINEER ACKNOWLEDGE THAT THE SIZE OF THE WATER QUALITY AND/OR FLOOD CONTROL BASIN WILL BE REVIEWED AT THE IMPROVEMENT PLAN STAGE. SIGNIFICANT CHANGE OF THE SIZE OF THE BASIN FROM WHAT IS SHOWN ON THE TENTATIVE MAP MAY RESULT IN REVISING THE PLANNING DOCUMENTS.
20. THIS MAP REQUESTS WAIVING THE STREET FRONTAGE REQUIREMENTS FOR LOTS 5 & 7.

LOT AREA TABLE

LOT #	AREA (SF)	AREA (AC)	PROPOSED
1	27,231	0.63	PUBLIC PARK
2	394,904	9.07	FULFILLMENT CENTER/DISTRIBUTION CENTER
3	287,402	6.60	FULFILLMENT CENTER/DISTRIBUTION CENTER
4	1,041,915	23.92	FULFILLMENT CENTER/DISTRIBUTION CENTER
5	945,384	21.70	FULFILLMENT CENTER/DISTRIBUTION CENTER
6	990,190	22.73	FULFILLMENT CENTER/DISTRIBUTION CENTER
7	47,715	1.10	LANDFILL OPERATIONS CENTER
TOTAL	3,734,742	85.75	

FIRE ACCES ROAD (PRIVATE)
SECTION A-A
N.T.S.



FIRE ACCES ROAD (PRIVATE)
SECTION B-B
N.T.S.

LEGAL DESCRIPTION

LOTS 1 THROUGH 14 OF TRACT NO. 83481 AS PER MAP RECORDED IN BOOK 1445, PAGES 53 THROUGH 66 OF MAPS IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY IN THE STATE OF CALIFORNIA.

EASEMENT NOTES:

(A) EASEMENT FOR SLOPE AND INCIDENTAL PURPOSES IN FAVOR OF LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, AS DESCRIBED IN THE FINAL ORDER OF CONDEMNATION, SUPERIOR COURT CASE NO. 953,868 RECORDED JUNE 25, 1970 AS INSTRUMENT NO. 1837 IN BOOK D-4751, PAGE 542 OF OFFICIAL RECORDS. – **TO BE QUITCLAIMED PRIOR TO THE ISSUANCE OF CERTIFICATE OF OCCUPANCY FOR BUILDINGS.**

(B) EASEMENT FOR STORM DRAIN AND APPURTENANCES, INGRESS AND EGRESS, AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF CARSON PER TRACT NO. 42385, M.B. 1056/84-88; SAID EASEMENTS HAVE BEEN CONVEYED TO LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, A BODY CORPORATE AND POLITIC BY QUITCLAIM OF EASEMENTS RECORDED AUGUST 15, 1991 AS INSTRUMENT NO. 91-1265322 OF OFFICIAL RECORDS. – **TO REMAIN**

(C) EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF CARSON AS DEDICATED ON THE MAP OF PARCEL MAP NO. 83481, P.M.B. 1445/53-66. – **TO REMAIN**

(D) EASEMENT FOR COVERED STORM DRAIN, APPURTENANT STRUCTURES, STORM DRAIN INGRESS AND EGRESS AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF CARSON AS DEDICATED ON THE MAP OF PARCEL MAP NO. 70372, P.M.B. 377/76-89. – **TO REMAIN**

(E) AN IRREVOCABLE OFFER TO DEDICATE AN EASEMENT OVER A PORTION OF LAND FOR UTILITIES, TOGETHER WITH ALL NECESSARY AND CONVENIENT MEANS OF INGRESS AND EGRESS, DEDICATED TO THE CITY OF CARSON, CALIFORNIA, A MUNICIPAL CORPORATION RECORDED JANUARY 21, 2020 AS INSTRUMENT NO. 20200072913 OF OFFICIAL RECORDS. AFFECTS A PORTION OF SAID LAND AS MORE PRECISELY DESCRIBED IN SAID DOCUMENT.– **TO REMAIN**

(F) EASEMENT FOR SIDEWALK PURPOSES IN FAVOR OF THE CITY OF CARSON AS DEDICATED ON THE MAP OF PARCEL MAP NO. 83841, P.M.B. 1445/53-66. – **TO REMAIN**

SHEET INDEX

SHEET 1 – BOUNDARY AND LOT DIMENSIONS; EASEMENTS, GRADING, RETAINING WALLS

SHEET 2 – STREET SECTIONS, SITE PLAN, MEDIANS, DRIVEWAYS, INTERSECTIONS, TRAFFIC SIGNALS

SHEET 3 – FIRE LANE AND UTILITIES PLAN

SHEET 4 – LENARDO DRIVE DETAIL: TURN POCKETS, HORIZONTAL LINE OF SIGHT STUDY, DRIVEWAY STACKING DISTANCE

OWNER/SUBDIVIDER

CARSON GOOSE OWNER, LLC
695 N. ROBERTSON BLVD.
WEST HOLLYWOOD, CA 90069

PROJECT ADDRESS

20400 MAIN STREET
CARSON, CA 90745

EARTHWORK

	CUT (CY)	FILL (CY)
RAW SITE VOLUME	270,200	320,400
SUBSIDENCE (0.1')		14,300
SHRINKAGE (10%)		32,000
CRUSHED ROCK STOCKPILES	-19,400	
TOTAL	253,200	366,700
IMPORT FOR BALANCE		113,500 CY

AS A CONSERVATIVE APPROACH, ASSUMING NEEDING TO IMPORT SUITABLE CAPPING MATERIAL OVER THE CONSOLIDATED WASTE AND MEMBRANE LINER, THE TOTAL IMPORT VOLUME IS ESTIMATED TO BE UP TO 450,000 CY.

RIGHT OF WAY
LOT LINE
PROPOSED SIDEWALK EASEMENT
PROPOSED ACCESS EASEMENT
35 MAJOR CONTOUR (FINISHED SURFACE)
34 MINOR CONTOUR (FINISHED SURFACE)
SITE WALLS

100 50 0 100 200 300
SCALE: 1"=100'

DATE: 6/19/26

THIS TENTATIVE TRACT MAP WAS PREPARED BY ME OR UNDER MY DIRECTION

DATE DAVID HOOPPER, RCE 73154

REGISTERED PROFESSIONAL ENGINEER No. 73154 DAVID T. HOOPPER STATE OF CALIFORNIA

PLANS PREPARED BY:
Michael Baker
INTERNATIONAL
5 Hutton Centre Dr., Suite 500 Phone: (949) 472-3505
Santa Ana, CA 92707 MBAKERINTL.COM

BENCHMARK:
ELEVATIONS AS STATED HEREIN ARE BASED UPON THE NATIONAL GEODETIC VERTICAL DATUM OF 1988, BASED LOCALLY UPON LOS ANGELES COUNTY PUBLIC WORKS BENCH MARK Y-10542, BEING A TAG IN EAST CATCH BASIN, 14.1' SOUTH OF BCR AT SOUTHEAST CORNER OF MAIN STREET AND TORRANCE BLVD., 60.0' SOUTH AND 50.0' EAST OF CENTERLINE INTERSECTION ELEVATION BEING: 22.773 FEET (2005 OAAD).

REVISIONS			
NO	DESCRIPTION	APPROVE	DATE

CITY OF CARSON
MAJOR LAND DIVISION

LOT BOUNDARY AND GRADING PLAN
VESTING TENTATIVE TRACT NO. 85327
COUNTY OF LOS ANGELES, CA

PROJECT NO.	SHEET	PLAN NO.
	01 OF 04	

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MAJOR LAND DIVISION
VESTING TENTATIVE TRACT NO. 85327
LOCATED IN THE CITY OF CARSON
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

SHEET INDEX

SHEET 1 - BOUNDARY AND LOT DIMENSIONS; EASEMENTS, GRADING, RETAINING WALLS

SHEET 2 - STREET SECTIONS, SITE PLAN, MEDIANS, DRIVEWAYS, INTERSECTIONS, TRAFFIC SIGNALS

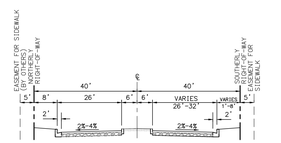
SHEET 3 - FIRE LANE AND UTILITIES PLAN

SHEET 4 - LENARDO DRIVE DETAIL: TURN POCKETS, HORIZONTAL LINE OF SIGHT STUDY, DRIVEWAY STACKING DISTANCE

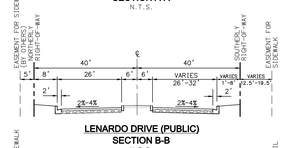
LEGEND

PROPOSED SIGNALIZED INTERSECTION

EXISTING SIGNALIZED INTERSECTION



LENARDO DRIVE (PUBLIC)
SECTION A-A
N.T.S.



LENARDO DRIVE (PUBLIC)
SECTION B-B
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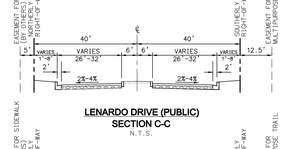
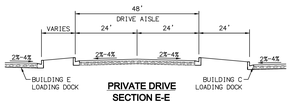
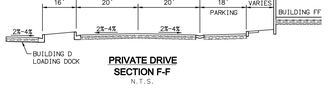


LENARDO DRIVE (PUBLIC)
SECTION C-C
N.T.S.

LENARDO DRIVE (PUBLIC)
SECTION D-D
N.T.S.



PRIVATE DRIVE
SECTION E-E
N.T.S.



PRIVATE DRIVE
SECTION F-F
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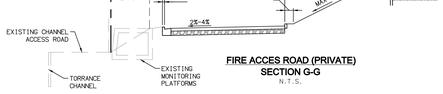
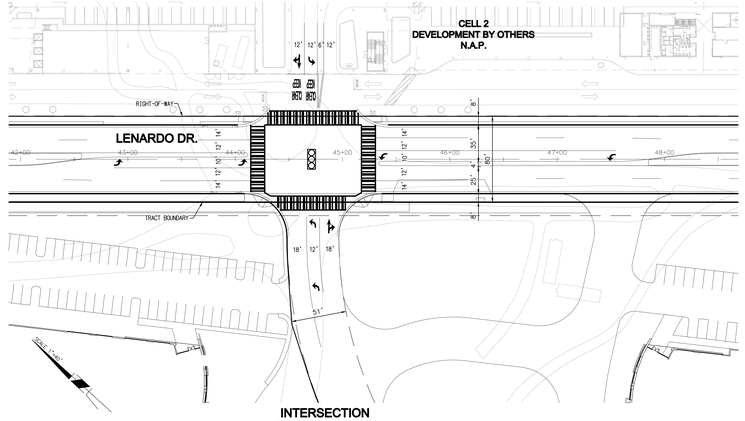


FIRE ACCES ROAD (PRIVATE)
SECTION G-G
N.T.S.



INTERSECTION STRIPING DETAIL
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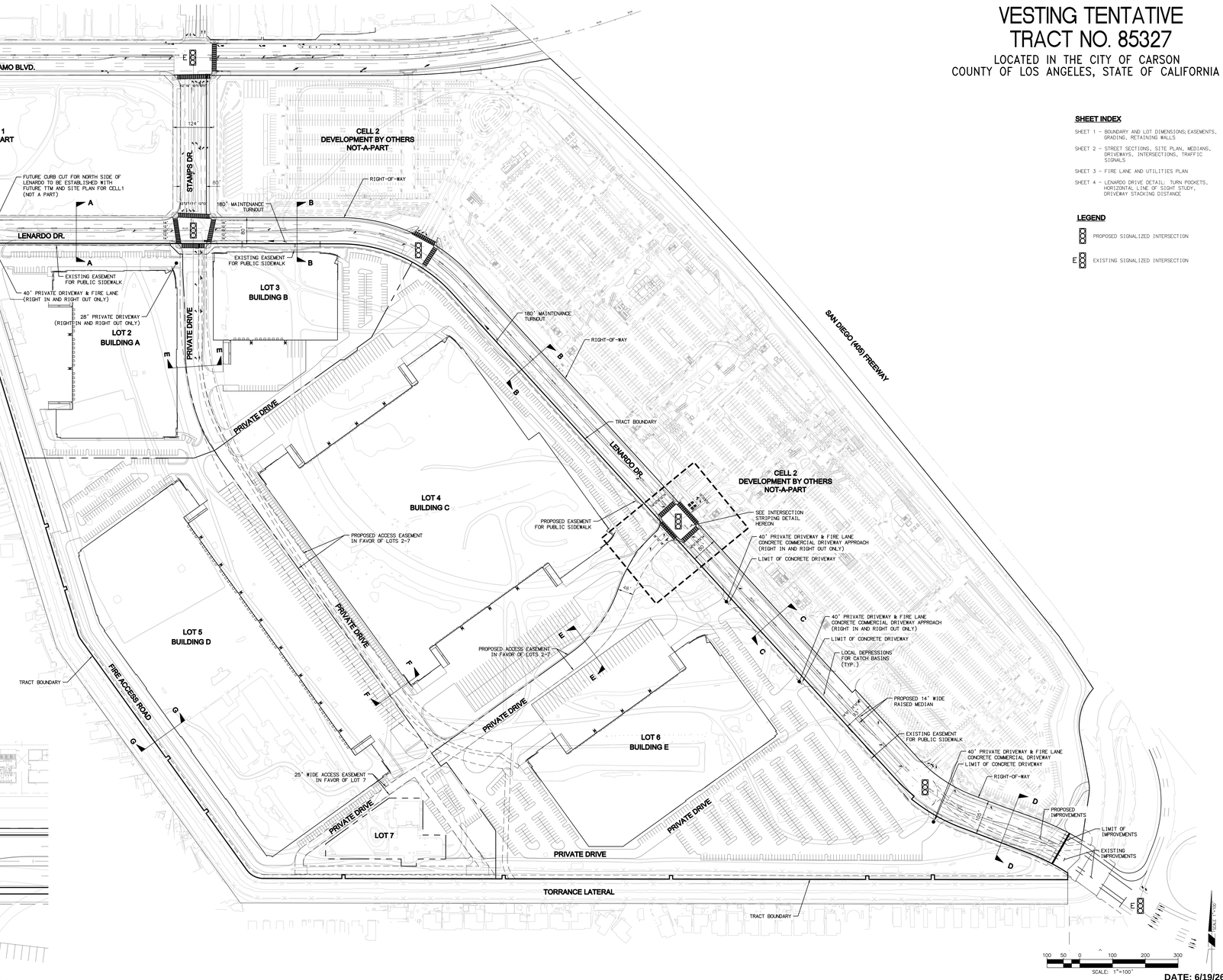

SCALE: 1"=100'

DATE: 6/19/26

REVISIONS			
NO	DESCRIPTION	APPROVE	DATE

PLANS PREPARED BY:

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Santa Ana, CA 92707 MBAKERINTL.COM

BENCHMARK:
ELEVATIONS AS STATED HEREIN ARE BASED UPON THE NATIONAL GEODETIC VERTICAL DATUM OF 1988, BASED LOCALLY UPON LOS ANGELES COUNTY PUBLIC WORKS BENCH MARK Y-10542, BEING A TAG IN EAST CATCH BASIN, 14.1' SOUTH OF BCR AT SOUTHEAST CORNER OF MAIN STREET AND TORRANCE BLVD., 60.0' SOUTH AND 50.0' EAST OF CENTERLINE INTERSECTION ELEVATION BEING: 22.773 FEET (2005 QUAD).

CITY OF CARSON
MAJOR LAND DIVISION

STREET SECTION AND SITE PLAN
VESTING TENTATIVE TRACT NO. 85327
COUNTY OF LOS ANGELES, CA

PROJECT NO.	SHEET	PLAN NO.
	02 OF 04	

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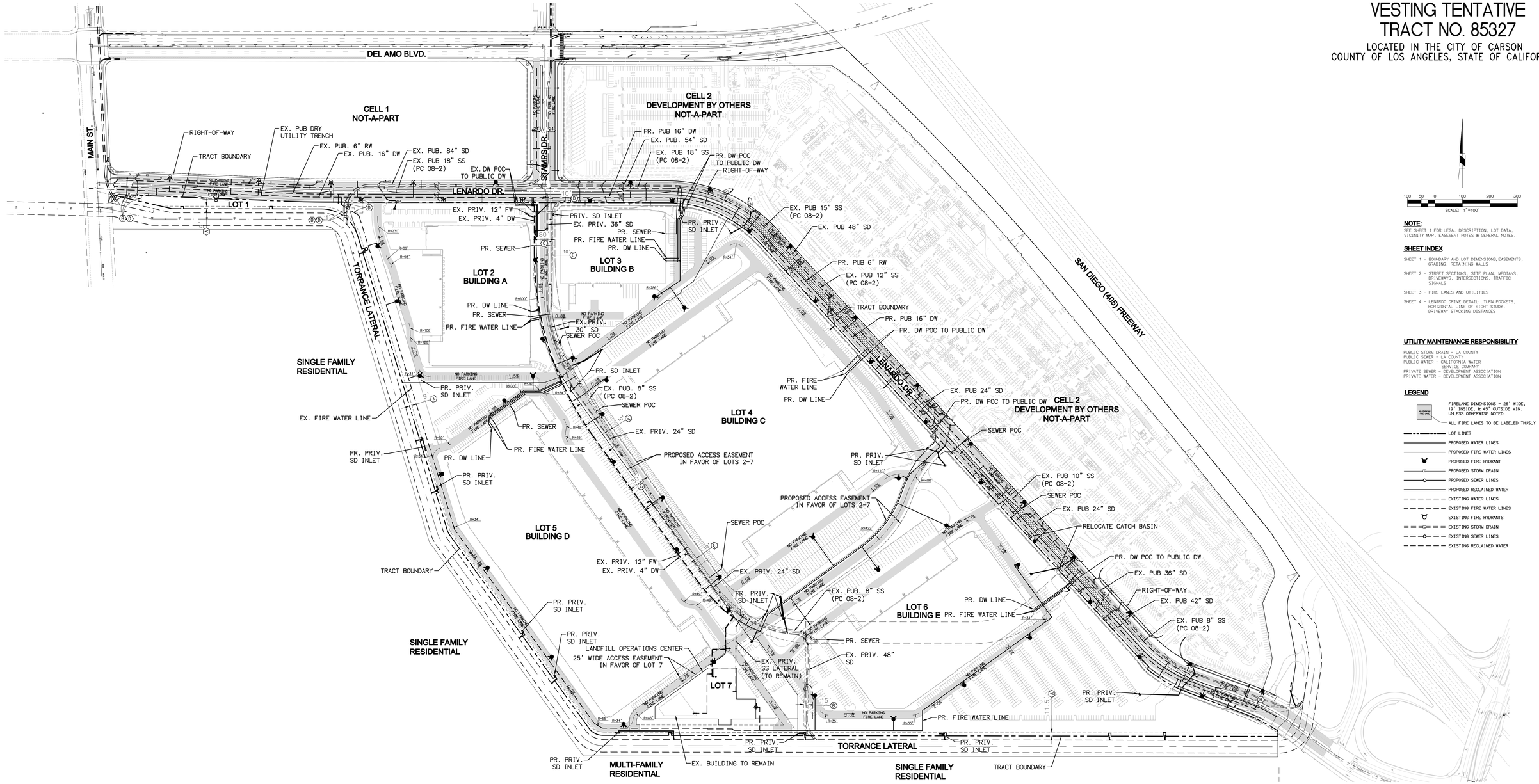
MAJOR LAND DIVISION
VESTING TENTATIVE TRACT NO. 85327

LOCATED IN THE CITY OF CARSON
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA



100 50 0 100 200 300
SCALE: 1"=100'

NOTE:
SEE SHEET 1 FOR LEGAL DESCRIPTION, LOT DATA, VICINITY MAP, EASEMENT NOTES & GENERAL NOTES.

SHEET INDEX

SHEET 1 – BOUNDARY AND LOT DIMENSIONS; EASEMENTS, GRADING, RETAINING WALLS

SHEET 2 – STREET SECTIONS, SITE PLAN, MEDIANS, DRIVEWAYS, INTERSECTIONS, TRAFFIC SIGNALS

SHEET 3 – FIRE LANES AND UTILITIES

SHEET 4 – LENARDO DRIVE DETAIL: TURN POCKETS, HORIZONTAL LINE OF SIGHT STUDY, DRIVEWAY STACKING DISTANCES

UTILITY MAINTENANCE RESPONSIBILITY

PUBLIC STORM DRAIN – LA COUNTY
PUBLIC SEWER – LA COUNTY
PUBLIC WATER – CALIFORNIA WATER SERVICE COMPANY
PRIVATE SEWER – DEVELOPMENT ASSOCIATION
PRIVATE WATER – DEVELOPMENT ASSOCIATION

LEGEND

NO PARKING FIRE LANE — FIRELANE DIMENSIONS – 26' WIDE, 19' INSIDE, & 45' OUTSIDE MIN. UNLESS OTHERWISE NOTED
ALL FIRE LANES TO BE LABELED THUSLY
LOT LINES
PROPOSED WATER LINES
PROPOSED FIRE WATER LINES
PROPOSED FIRE HYDRANT
PROPOSED STORM DRAIN
PROPOSED SEWER LINES
PROPOSED RECLAIMED WATER
EXISTING WATER LINES
EXISTING FIRE WATER LINES
EXISTING FIRE HYDRANTS
EXISTING STORM DRAIN
EXISTING SEWER LINES
EXISTING RECLAIMED WATER

DATE: 6/19/26

REVISIONS			
NO	DESCRIPTION	APPROVE	DATE

PLANS PREPARED BY:
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CITY OF CARSON
MAJOR LAND DIVISION

FIRE LANES AND UTILITY PLAN
VESTING TENTATIVE TRACT NO. 85327
COUNTY OF LOS ANGELES, CA

PROJECT NO. | SHEET 03 OF 04 | PLAN NO.

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MAJOR LAND DIVISION
VESTING TENTATIVE
TRACT NO. 85327

LOCATED IN THE CITY OF CARSON
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

TRACT NO. 42385
BK. 1056/84-88

℄ DEL AMO BOULEVARD

℄ MAIN STREET

CELL 1
NOT-A-PART

CELL 2
DEVELOPMENT BY OTHERS
NOT-A-PART

LOT 1

LOT 2
BUILDING A

LOT 3
BUILDING B

LENARDO DRIVE

LOCAL DEPRESSIONS FOR CATCH BASINS (TYP.)

180' POCKET (MAINTENANCE TURN-OUT)

MATCHLINE
SEE LOWER LEFT

MATCHLINE
SEE UPPER RIGHT

CELL 2
DEVELOPMENT BY OTHERS
NOT-A-PART

LENARDO DRIVE

LOT 4
BUILDING C

LOT 6
BUILDING E

TORRANCE LATERAL

SCALE: 1"=60'

NOTE:
SEE SHEET 1 FOR LEGAL DESCRIPTION, LOT DATA, VICINITY MAP, EASEMENT NOTES & GENERAL NOTES.

SHEET INDEX

SHEET 1 – BOUNDARY AND LOT DIMENSIONS; EASEMENTS, GRADING, RETAINING WALLS

SHEET 2 – STREET SECTIONS, SITE PLAN, MEDIANS, DRIVEWAYS, INTERSECTIONS, CENTERLINE DATA

SHEET 3 – FIRE LANE AND UTILITIES PLAN

SHEET 4 – LENARDO DRIVE DETAIL; TURN POCKETS, HORIZONTAL LINE OF SIGHT STUDY, DRIVEWAY STACKING DISTANCE

LEGEND

—→ SIGHT DISTANCE L=365' LENARDO DRIVE
SIGHT DISTANCE L=465' DEL AMO BLVD

DATE: 6/19/26

REVISIONS

NO	DESCRIPTION	APPROVE	DATE

PLANS PREPARED BY:
Michael Baker INTERNATIONAL
5 Hutton Centre Dr., Suite 500
Santa Ana, CA 92707
Phone: (949) 472-3505
MBAKERINTL.COM

BENCHMARK:
ELEVATIONS AS STATED HEREIN ARE BASED UPON THE NATIONAL GEODETIC VERTICAL DATUM OF 1988, BASED LOCALLY UPON LOS ANGELES COUNTY PUBLIC WORKS BENCH MARK Y-10542, BEING A TAG IN EAST CATCH BASIN, 14.1' SOUTH OF BCR AT SOUTHEAST CORNER OF MAIN STREET AND TORRANCE BLVD., 60.0' SOUTH AND 50.0' EAST OF CENTERLINE INTERSECTION ELEVATION BEING: 22.773 FEET (2005 OUAD).

CITY OF CARSON

MAJOR LAND DIVISION

LENARDO DRIVE DETAIL

VESTING TENTATIVE TRACT NO. 85327
COUNTY OF LOS ANGELES, CA

PROJECT NO.	SHEET	PLAN NO.
	04 OF 04	

H:\jobs\193796\CADD\Land\Exhibits\Concept\2026-05-29 Park Redes\gn\TTM85481-10L-04_Rev1.dwg 06/19/26 - 3:58pm DKHOMPER

DISTRICT AT SOUTH BAY SPECIFIC PLAN CELLS 3, 4, AND 5 AMENDMENTS

CEQA Guidelines Section 15168 Evaluation

Prepared for
City of Carson
Community & Economic Development Department
701 E. Carson Street
Carson, CA 90745

July 2026

DISTRICT AT SOUTH BAY SPECIFIC PLAN CELLS 3, 4, AND 5 AMENDMENTS

CEQA Guidelines Section 15168 Evaluation

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Carson, CA 90745

July 2026

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I. Introduction

This Environmental Checklist and CEQA Guidelines Section 15168 Evaluation has been prepared to evaluate the environmental implications of the District at South Bay Cells 3, 4, and 5 Amendments (Proposed Project). The Proposed Project consists of amendments to The District at South Bay Specific Plan that would modify the previously approved site plan and land use program within Planning Area (PA) 3, which was evaluated in the certified 2022 Supplemental Environmental Impact Report (2022 SEIR) for The District at South Bay Specific Plan Amendment.

Because the Proposed Project would occur within the geographic area analyzed in the 2022 SEIR and would implement modifications to development previously contemplated under the Specific Plan, the City has evaluated the Proposed Project pursuant to CEQA Guidelines Section 15168(c) as a potential later activity within the scope of the development program evaluated in the 2022 SEIR. Under this framework, the key question is whether the Proposed Project, changed circumstances, or new information of substantial importance would trigger any of the conditions identified in CEQA Guidelines Section 15162 requiring preparation of a subsequent or supplemental EIR.

This document evaluates the Proposed Project in light of the certified 2022 SEIR to determine whether the environmental effects of the Proposed Project remain within the scope of impacts previously analyzed, whether previously adopted mitigation measures and project design features remain applicable, and whether any new significant impacts or substantially more-severe impacts would occur. The analysis contained herein supports the City's determination regarding whether the Proposed Project remains within the scope of the development program evaluated in the 2022 SEIR and whether any additional environmental review is required prior to consideration of the requested approvals.

II. Project Background

The project site is located within the District at South Bay Specific Plan Area, for which CEQA documentation was previously undertaken in 2022 for an amendment to the Specific Plan. The District at South Bay Specific Plan Amendment was evaluated by a Supplemental Environmental Impact Report (2022 SEIR) which augmented and supplemented the environmental analysis previously provided in the following documents:

1. The previously certified 2006 Final EIR (2006 FEIR) for a project development located on the former Cal Compact Landfill Site in the City of Carson (also known and referred to as the 157-Acre Site), along with a separate 11-acre site located north of Del Amo Boulevard (which was not formerly part of the Cal Compact Landfill, but has been developed with the Evolve South Bay apartment complex) pursuant to the Carson Marketplace Specific Plan approved by the City Council of the City of Carson (City) in 2006;
2. An Addendum to the 2006 FEIR adopted by the City in 2009 to address changes in the remediation activities at the 157-Acre Site;
3. The previously certified 2018 Supplemental Final EIR (2018 SEIR) for a revised project proposal for the 157-Acre Site (the 2018 Project), which included a revision and re-naming of the Carson Marketplace Specific Plan adopted for the 157-Acre Site as the District at South Bay Specific Plan

(the 2018 Specific Plan). A newly proposed development on the 157-Acre Site was analyzed under the 2021 SEIR (the 2022 Project), which constituted an amendment to portions of the District at South Bay Specific Plan (2021 Specific Plan Amendment), specifically with respect to a 96-acre portion of the 157-Acre Site; however, the 2021 SEIR evaluated the 2022 Project on the entire 157-Acre Site;[1] and

4. The previously certified Supplemental EIR (2022 SEIR) for a revised project proposal for 96-acre portion of the 157-Acre Site, known as PA3. The revised project proposal included replacement of the previously approved general commercial uses under the 2018 Project with a maximum of 1,567,090 square feet (sf) of light industrial and ancillary supportive office uses under a Light Industrial (LI) zone; and the Carson Country Mart, which would include up to approximately 12 acres of publicly accessible but privately maintained open space and commercial/community-uses and amenity areas under a CM zoning designation.

The 2022 Amendments to the Specific Plan as analyzed in the 2022 SEIR updated the development program for a subarea of the Specific Plan Area (PA3), to which the Proposed Project proposes to implement changes that the City considers to be "later activities" of a Program EIR pursuant to CEQA Guidelines Section 15168.

The District at South Bay Specific Plan 2022 Supplemental EIR

The previously approved 2018 Project covered PA1, PA2, and PA3 pursuant to the 2018 Specific Plan and 2018 SEIR. PA1 included the provision for up to 1,250 residential units and/or commercial uses pursuant to Mixed-Use Marketplace (MU-M) zoning, which would remain the same under the 2022 Project.[2] In PA2, the 2018 Project included the allowance for up to 714,000 sf of regional commercial uses and up to 15,000 sf of restaurant uses within a Commercial Marketplace (CM) zone, which would also remain the same under the 2022 Project. The 2018 SEIR also analyzed the development allowances within the 2018 Specific Plan for PA3, which included regional retail, neighborhood-serving retail, restaurant, entertainment, and hospitality uses (e.g., theater, gym, hotel, etc.) within a CM zone. The only change proposed by the 2022 Project under the 2022 Specific Plan Amendment occurred in PA3.

In PA3, the 2022 Project replaced the previously approved general commercial uses under the 2018 Project with a maximum of 1,567,090 sf of light industrial supportive office uses under a Light Industrial (LI) zone; and the Carson Country Mart, which would include up to approximately 12 acres of publicly accessible but privately maintained open space and commercial/community-uses and amenity areas under a CM zoning designation. The 2022 Project divided PA3 into two separate property areas: PA3(a) and PA3(b). PA3(a) would contain light industrial with supportive office uses and an approximately 0.62-acre area consisting of open space, which would include shade trees and native planting, a meandering walking path, and a sidewalk, located just south of Street A (Lenardo Drive) along the northwestern corner of PA3(a), referred to herein as the Enhanced Parkway. PA3(b) would contain commercial,

[1] The 2006 Environmental Impact Report (EIR) (the 2006 FEIR) analyzed three Development Districts (DDs) (DD1, DD2, and DD3), totaling 168 acres. However, DD3, which is located north of Del Amo Boulevard and totals 11 acres, has been developed by a separate owner for a 300-unit apartment complex project known as Evolve South Bay. Therefore, the 2018 Supplemental EIR (2018 SEIR) analyzed only DD1 and DD2, which is the same approach for this 2021 SEIR. Accordingly, the Project Site for the 2022 Project and this 2021 SEIR is also 157 acres, excluding DD3.

[2] The "Mixed-Use Marketplace" land use category provides opportunities for the vertical or horizontal integration of housing with commercial services. MU-M does not, however, require a mix of uses and development can consist entirely of either residential or commercial uses.

restaurant, and park/open space uses, referred to herein as the Carson Country Mart. The parking for PA3 would be provided via surface parking area provided throughout PA3(a) and PA3(b). **Figure 1, 2022 Project: Approved Site Plan**, illustrates the approved uses on the Project Site. **Table 1, Approved 2022 Project Land Uses in Planning Area 3**, provides a summary of the light industrial (with ancillary office), restaurant, retail, and open space and community amenity uses that would be provided in PA3.

TABLE 1
APPROVED 2022 PROJECT LAND USES IN PLANNING AREA 3

Site Characteristic	Site Size
PA3(a) – Light Industrial and Ancillary Office Uses	
E-Commerce/Fulfillment Center	753,300 sf
Distribution Center/Parcel Hub	738,790 sf
Ancillary Office	75,000 sf
Subtotal Light Industrial	*1,567,090 sf*
Parking, Circulation, Setbacks	1,608,738 sf (35.98 acres)
Enhanced Parkway	27,000 sf (0.62 acres)
Total PA3(a)	**3,202,828 sf (73.53 acres)**
PA3(b) – Park, Recreation, Retail, and Restaurant Uses Carson Country Mart	
Restaurant/café	23,800 sf
Retail	10,000 sf
Subtotal Commercial	*33,800 sf (0.78 acres)*
Parking/Vehicular Use Areas	107,613 sf (2.47 acres)
Programmed Spaces	170,973 sf (3.93 acres)
Open Space/Park Amenity	102,933 sf (2.36 acres)
Pedestrian Circulation/Maintenance Roads	69,251 sf (1.59 acres)
Total PA3(b)	**484,570 sf (11.12 acres)**

The light industrial uses proposed by the 2022 Project on PA3(a) would be contained in six main buildings (Buildings A through F). Buildings A, B, C, and F (totaling 803,300 sf, inclusive of 50,000 sf of ancillary office) are anticipated to be used for e-commerce and fulfillment center[3] uses whereas Buildings D and E (totaling 763,790 sf, inclusive of 25,000 sf of ancillary office) are anticipated to be designated for distribution center and parcel hub[4] uses. Two private drives off of Lenardo Drive would provide both vehicular and truck access to PA3(a). An access road adjacent to the Torrance Lateral Flood Control Channel (Torrance Lateral) would also allow for fire/emergency access for Buildings A, D, and F and operation and maintenance for the utility lot and Torrance Lateral. **Figure 2, 2022 Project: PA3(a) Light Industrial Uses**, illustrates the location of these uses within PA3(a).

[3] The October 2016 "High Cube Warehouse Vehicle Trip Generation Analysis" prepared for the SCAQMD by the Institute of Transportation Engineers defines "fulfillment center" as the "storage and direct distribution of e-commerce product to end users" (see p. 3).

[4] The October 2016 "High Cube Warehouse Vehicle Trip Generation Analysis" prepared for the SCAQMD by the Institute of Transportation Engineers describes a "parcel hub" use as usually involving transload functions (i.e., "pallet loads or larger handling products of manufacturers, wholesalers/distributors, or retailers with little or no storage durations") for a parcel delivery company (see p. 3).

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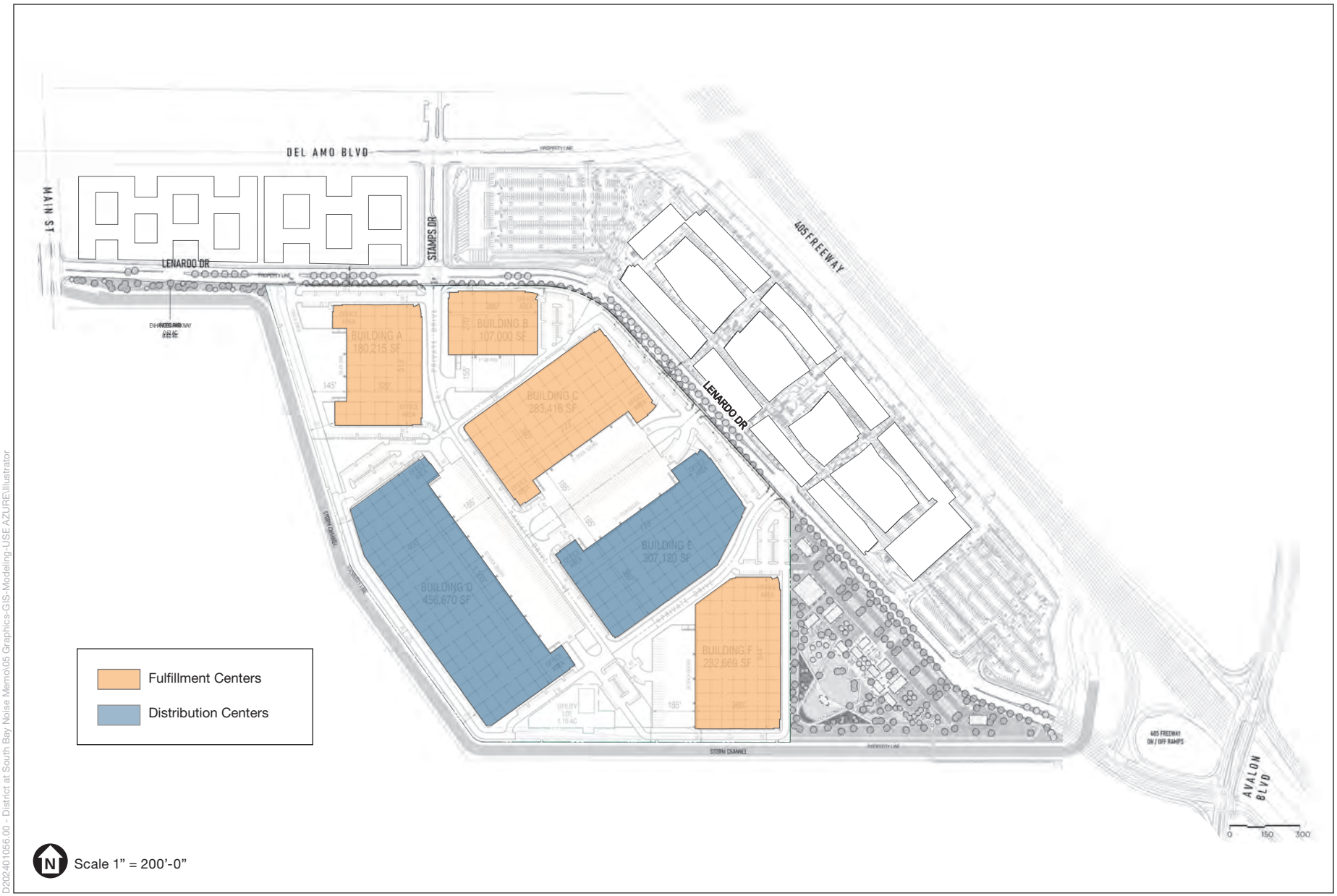
SOURCE: RGA, 2021

District at South Bay

Figure 1
2022 Project: Approved Site Plan

ESA



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SOURCE: RGA, 2021

District at South Bay

Figure 2
2022 Project: PA3(a) Light-Industrial Uses

ESA

The 2022 Project's proposed Carson County Mart located on PA3(b) would consist of 10,000 sf of commercial/retail uses, 12,600 sf of restaurants (with drive-through capability), a 2,200 sf walk-up cafe adjacent to the dog park and event lawn, and 9,000 sf of food and beverage kiosks. The retail, restaurant and food and beverage kiosks/uses may also include alcohol sales consistent with requirements under the 2021 Specific Plan Amendment. Public access to the Carson Country Mart would be provided by Lenardo Drive, connecting to Main Street and Avalon Boulevard; in addition, an access road with easements for operation and maintenance of the Torrance Lateral and fire access to the Project Site would be provided around the southern/western boundary of the Carson Country Mart, adjacent to the Torrance Lateral. **Figure 3, 2022 Project: PA3(b) Carson Country Mart**, illustrates the location of the commercial uses proposed by the 2022 Project within PA3(b).

Site Remediation Activities

As discussed above, the 157-Acre Site was previously used as a Class II landfill between 1959 and 1965. Landfill activities on the 157-Acre Site began in April 1959, shortly after the banning of incinerators in Los Angeles County in 1957, and continued until December 1964 with a closing date of approximately February 1965. During the life of the Cal Compact Landfill, approximately 6.2 million cubic yards (cy) of solid municipal waste and a total of approximately 7.8 million cy of industrial waste were disposed of on the 157-Acre Site. Waste received included organic wastes, such as solvents, oils, and sludges, as well as heavy metals, paint sludges, and inorganic salts.

Hazardous substances detected in subsurface soil and groundwater on the 157-Acre Site consist of volatile organic compounds (VOCs), heavy metals, and petroleum hydrocarbons. As a result of the contamination on and adjacent to the landfill, the 157-Acre Site is listed by DTSC as a hazardous substances release site. On March 18, 1988, Remedial Action Order No. HSA87/88-040 was issued for the 157-Acre Site requiring the implementation of environmental remedial activities to ensure the non-release of any hazardous substances and the health and safety of nearby residents and surrounding areas.

As indicated in the 2006 FEIR, DTSC divided the required remediation of the 157-Acre Site's contaminated areas into two operable units.[5] The operable units were established to prioritize the remedial response to the areas of known impacts (Upper OU) versus areas of potential impacts (Lower OU). The Upper OU consists of the site soils, the waste zone above and within the Bellflower Aquitard, and the Bellflower Aquitard down to but not including the Gage Aquifer. The Lower OU is composed of the Gage, Lynwood, and Silverado Aquifers, and all other areas potentially impacted by the geographic extent of any hazardous substances that may have migrated or may migrate from the aforementioned areas or from the Upper OU.

[5] Federal regulations at 40 CFR 300.5 define an operable unit as "… a discrete action that comprises an incremental step toward comprehensively addressing site problems. This discrete portion of a remedial response manages migration, or eliminates or mitigates a release, threat of release, or pathway of exposure. The cleanup of the site can be divided into a number of operable units, depending on the complexity of the problems associated with the site. Operable units may address geographical portions of a site, specific site problems, or initial phases of an action, or may consist of any set of actions performed over time or any actions that are concurrent but located in different parts of a site."

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SOURCE: RGA, 2021

District at South Bay

Figure 3
2022 Project: PA3(b) Carson Country Mart

ESA

Investigations performed by DTSC of the Upper OU documented the presence of landfill gases (methane and carbon dioxide), VOCs and metals in the Landfill's soil and groundwater. A Remedial Action Plan (RAP) was prepared and approved by DTSC for the Upper OU in 1995 (Upper OU RAP). The Upper OU RAP requires the installation, operation, and maintenance of (1) an impermeable landfill cap designed to encapsulate the waste and create a barrier between future improvements and buried waste; (2) an active landfill gas collection and control system (LGCCS) designed to remove landfill gases from under the landfill cap; and (3) a groundwater collection and treatment system designed to contain the groundwater plume and treat the extracted groundwater prior to discharge.

Consistent with the 2006 FEIR and the Upper OU RAP, the Groundwater Extraction Treatment System (GETS) was installed in 2013 and 2014 and has been operating on the 157-Acre Site since May 27, 2014. The GETS consists of a network of 29 groundwater extraction wells around the 157-Acre Site, which are pumped to collect and control groundwater in and beneath the waste zone.

The Upper OU RAP was modified by DTSC in 2009 through an Explanation of Significant Differences (ESD), which allowed for the use of a geosynthetic membrane material as a component of the landfill cap, instead of the low-permeability clay specified in the Upper OU RAP.[6]

Both the Upper OU RAP and Lower OU RAP were separately subject to CEQA clearance. The Upper OU RAP, and its associated CEQA documentation, is included as Appendix E in the certified 2018 SEIR. The Lower OU RAP, and its associated CEQA documentation, is included as Appendix G1 and G2 of the 2022 SEIR, respectively.

In addition to the Upper OU RAP and Lower OU RAP, certain Consent Decrees were issued for the 157-Acre Site by DTSC in December 1995, October 2000, and January 2004 in order to resolve claims made regarding the resolution of the contamination issues afflicting the 157-Acre Site (each, a Consent Decree); the 1995 Consent Decree is the only remaining Consent Decree that applies to the remedial obligations for the 157-Acre Site. In addition, the development of the 157-Acre Site is subject to the terms and conditions set forth in that certain document entitled Management Approach to Phased Occupancy (File No. 01215078.02), approved by DTSC on May 31, 2018 (the Management Approach to Phased Occupancy [MAPO]) and the phased development letter issued by DTSC to the Authority, dated October 17, 2017 (the Phased Development Letter). The MAPO and the phased development letter are included in the 2022 SEIR as Appendix G3 and G4, respectively. A Revised MAPO[7] was submitted to the DTSC on July 14, 2026. The Revised MAPO updates the May 2018 MAPO by providing a revised roadmap to occupancy that is based on phased development on a decision unit basis, in lieu of the prior model that was for development on a cell-by-cell basis. DTSC conditionally approved the Revised MAPO on July 21, 2026.

[6] The Upper OU Explanation of Significant Differences is included as Appendix F of the certified 2018 SEIR: California Department of Toxic Substances Control, *Explanation of Significant Differences*, July 31, 2009, https://ci.carson.ca.us/communitydevelopment/thedistrict.aspx.

[7] EKI. Revised Management Approach to Phased Occupancy, Former Cal Compact Landfill Site, Carson, California, July 14, 2026.

The 2006 FEIR and Addendum 1 to the 2006 FEIR also included an analysis of construction and operation of a LGCCS, which is designed to collect landfill gas (LFG) and treat it by combustion ("flaring"), with the condensate routed to the groundwater treatment facility.

The following specific LGCCS components have already been installed on the 157-Acre Site:

- Approximately 50,000 feet of below-ground LFG piping, including 2-inch and 4-inch lateral piping and 8-inch header piping;
- 9 below-ground condensate sumps;
- 33 LFG vaults in Cells 3, 4, and 5; 90 perimeter LFG monitoring probes at 46 locations along the boundary of Cells 3 and 5 are being monitored;
- 19 other LFG probes that have been installed along 405 freeway but are not being monitored;
- Vertical and horizontal LFG extraction wells:
  - Cell 1: no LFG wells or underground piping have been installed.
  - Cell 2: 81 vertical LFG wells and 27 horizontal collectors have been installed. The vertical LFG wells and horizontal collectors are piped to 13 locations where LFG vaults will be installed. None of the Cell 2 LFG vaults are currently installed and none of these LFG wells and horizontal collectors are connected to the LFG header.
  - Cells 3, 4, and 5: 101 vertical LFG wells and 58 horizontal LFG wells have been installed. Among the 101 vertical LFG wells, 67 vertical LFG wells are currently active and operating. No horizontal LFG wells are active.[8]

In addition, the existing central treatment unit is operational for the control of LFG collected from the existing active LGCCS on the 157-Acre Site.

Completion of the LGCCS to serve the entire 157-Acre Site will consist of installation of the remaining horizontal collectors and vertical LFG wells; lateral piping for new and existing vertical LFG wells and new horizontal LFG wells; relocation of existing LGCCS components where in conflict with the 2022 Project; startup of the existing installed but inactive vertical LFG wells; startup of the newly installed LGCCS components; documentation of the LGCCS completion on the 157-Acre Site via submittal of Remedial Action Completion Reports (each a RACR) to DTSC for each development Decision Unit (as defined in the MAPO); and approval of each such RACR by DTSC.

Collectively, the LGCCS and GETS, along with the Landfill Operation Center (LOC) which houses the treatment system equipment, are located on an approximately one-acre lot designated as Lot 14 of Tract No. 83481 recorded in the Official Records on November 9, 2023, with recording information of Book 1445, pages 53 through 66, of Maps (refer to Figure 1), adjacent to the Torrance Lateral. Lot 14 was not a part of the 2022 Project as it was to be retained by the Authority and operated by the Authority after implementation of the 2022 Project. The GETS and LGCCS, including the flare stacks associated with the LGCCS, are fully constructed and operational and the slab for the LOC has been constructed. However,

[8] Tetra Tech Inc., *Final Draft Landfill Operations, Maintenance, and ETS Collection and Treatment System and Condensate Control System*, 2016.

because there are more wells and piping to install, the LFGCCS itself is considered only partially constructed.[9] The additional LFG wells and piping and all future remediation activities on PA3 will be completed in accordance with the terms of the RAP by the Authority on Cells 4 and 5 and by Authority and Developer (in coordination with the Authority), respectively, on Cell 3.

As detailed in the 2006 FEIR, any changes in the design of the remedial systems would only be allowed if DTSC determined that the proposed design accomplishes the same performance objectives as the previously approved design and is protective of human health and the environment. The 2006 Project anticipated that the remedial work and subsequent vertical construction on each of the planning areas (i.e., PA1, PA2, and PA3) would be completed in a phased manner. DTSC's 2006 approval of phased development, however, did not allow residential occupancy on the 157-Acre Site until all areas of the former Cal Compact Landfill were capped and all necessary remedial actions completed for the entire 157-Acre Site.

Like the 2006 FEIR, the 2018 SEIR also analyzed phased occupancy, the 2018 SEIR, however, analyzed allowing certain commercial uses concurrent with remediation and remedial construction activities, subject to DTSC approval. On May 31, 2018, DTSC approved a MAPO providing for phased occupancy of certain commercial uses at the Site on a cell-by-cell basis.

As with the 2018 Project and the 2018 SEIR, compliance with and implementation of the Upper OU RAP and 2026 Revised MAPO on a Decision Unit basis requires that appropriate protective measures be in place for the developed Decision Units in the 157-Acre Site prior to development of the 2022 Project. According to the 2026 Revised MAPO, phased occupancy of any DTSC Decision Unit will not occur until corresponding DTSC-required Remedial Systems and building protection systems (BPS) are completed pursuant to the RAP; DTSC has approved a Decision-Unit Remedial Action Completion Report; DTSC have approved a Mitigation Measures Completion Report; the Local Enforcement Agency (LEA) has approved the BPS; and the City of Carson issues a Certificate of Occupancy.

Implementation of the Lower OU RAP would be protective of groundwater resources but was not required to make the Project Site safe for the 2022 Project; however, groundwater within the 157-Acre Site is currently being treated and is planned to continue to be performed post buildout of the 2022 Project.

Remediation of the Cal Compact Landfill commenced in 2009 by CM LLC (CAM) through its contractor, Tetra Tech Inc., which involved the installation of various features associated with the GETS, the LGCCS, and construction of a slab for the LOC. Following the transfer of the 157-Acre Site from CM LLC to the Authority in 2015, significant additional remediation work began on Cell 2 (PA2) in October 2018 but was halted in October 2019 due to disagreements between the Authority and CAM. Once remediation re-commences, the completion of the installation of the remedial systems necessary to serve Cell 2 is expected to be completed within 6 to 18 months. Aside from the already-installed remedial improvements on Cells 3 and 5, no remediation activities have occurred in Cell 1 (PA1) or Cells 3, 4, and 5 (PA3). In connection with the remedial activities currently being performed on the 157-Acre Site and

[9] In this 2021 SEIR, when the GETS, LGCCS, and/or LOC are mentioned, it is assumed that not all of the LFG wells have been installed nor has the LOC building itself been built. When constructed, the LOC building would provide offices, system controls, and storage space.

ongoing operations and maintenance of the 157-Acre Site, the 157-Acre Site currently includes groundwater and LFG treatment facilities that serve the entire 157-Acre Site as well as construction trailers and equipment located on Cell 1, subsurface utilities located on Cell 2, and soil, refuse, and material stockpiles and construction materials stored in various locations on the 157-Acre Site.

Conclusion

The 2022 SEIR represented a comprehensive revision of the 2018 SEIR and fully analyzed impacts from buildout of The District at South Bay Specific Plan and identified feasible mitigation measures to avoid or substantially lessen the magnitude of potential significant environmental impacts. Where analysis or mitigation from the 2006 EIR, Addendum 1, or 2018 SEIR remained applicable, the 2022 SEIR incorporated that analysis by reference and applied additional mitigation as new mitigation measures. For this reason, the analyses in this Environmental Checklist expressly focus on the differences between the Proposed Project and the analysis of the 2022 Project in the 2022 SEIR.

III. Proposed Project

Project Location

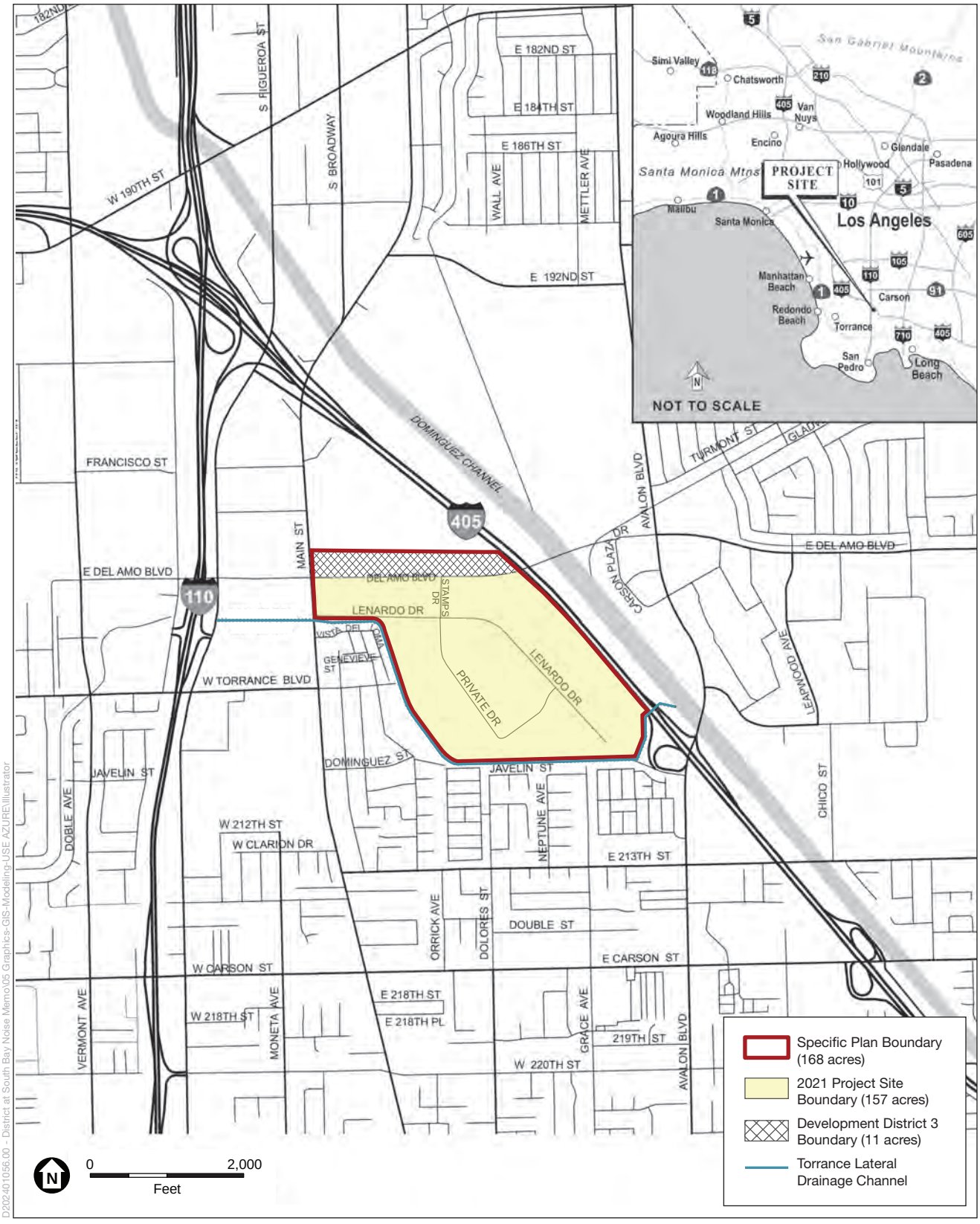
The 157-Acre Site (also referred to herein as the Project Site) is generally located at 20400 South Main Street in the City of Carson (City), approximately 17 miles south of downtown Los Angeles and approximately 6.5 miles east of the Pacific Ocean. The Project Site is located in the South Bay area of Los Angeles County. It is located west of the San Diego Freeway (Interstate 405 [I-405] Freeway), south of Del Amo Boulevard, and north of the Avalon Boulevard interchange with the I-405 Freeway. **Figure 4, Regional Location**, depicts the 157-Acre Site in a regional context.

The Project Site is divided into three planning areas and one Development District (DD) under the 2022 Specific Plan (which remain the same under the Proposed Specific Plan Amendment), as illustrated by **Figure 5, Planning Areas**. The Proposed Project does not change the residential or regional commercial uses previously approved under the 2018 Specific Plan for 61 acres of the 157-Acre Site (i.e., PA1 PA2) as compared to the 2022 Project.

Proposed Light Industrial Development

The applicant, Carson Goose Owner, LLC, proposes minor amendments to The District at South Bay Specific Plan to consolidate the PA3(a) and PA3(b) into a single planning area (PA3) and to modify the PA3 site layout to optimize the proposed buildings for current logistics and employment market conditions. The Proposed Project includes the following key refinements:

- **Consolidation of Subareas:** Merging PA3(a) and PA3(b) into a single, unified planning area (PA3) governed entirely by consistent light industrial development standards.
- **Removal of Commercial Component:** Eliminating the previously approved 33,800 sf Carson Country Mart commercial retail center and associated open space from PA3(b), completely removing retail activities from this project phase.



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SOURCE: ESA, 2020

District at South Bay

Figure 4
Regional Location

ESA

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SOURCE: ESA, 2021

District at South Bay

Figure 5
Planning Areas

ESA

- **Reconfiguration of Industrial Campus:** Reducing the total number of light industrial buildings from six to five. This reconfigured five-building layout repositions Building E (formerly designated as Building F) within the southern portion of the consolidated site.
- **Maintenance of Permitted Square Footage:** The gross industrial floor area of the proposed light industrial buildings remains within the strict development limits established in prior entitlements and reviewed in prior CEQA documentation, avoiding any increase in the intensity or square footage of industrial use.
- **Preservation of Surrounding Areas:** No changes are proposed to PA1 (Residential) or PA2 (Regional Commercial), which remain exactly as evaluated under prior approvals.

The Proposed Project would retain the previously approved maximum of 1,567,090 sf of light industrial and ancillary office development, consisting of approximately:

- 1,442,090 sf of warehouse/light industrial use
- 75,000 sf of ancillary office
- 50,000 sf of mezzanine area

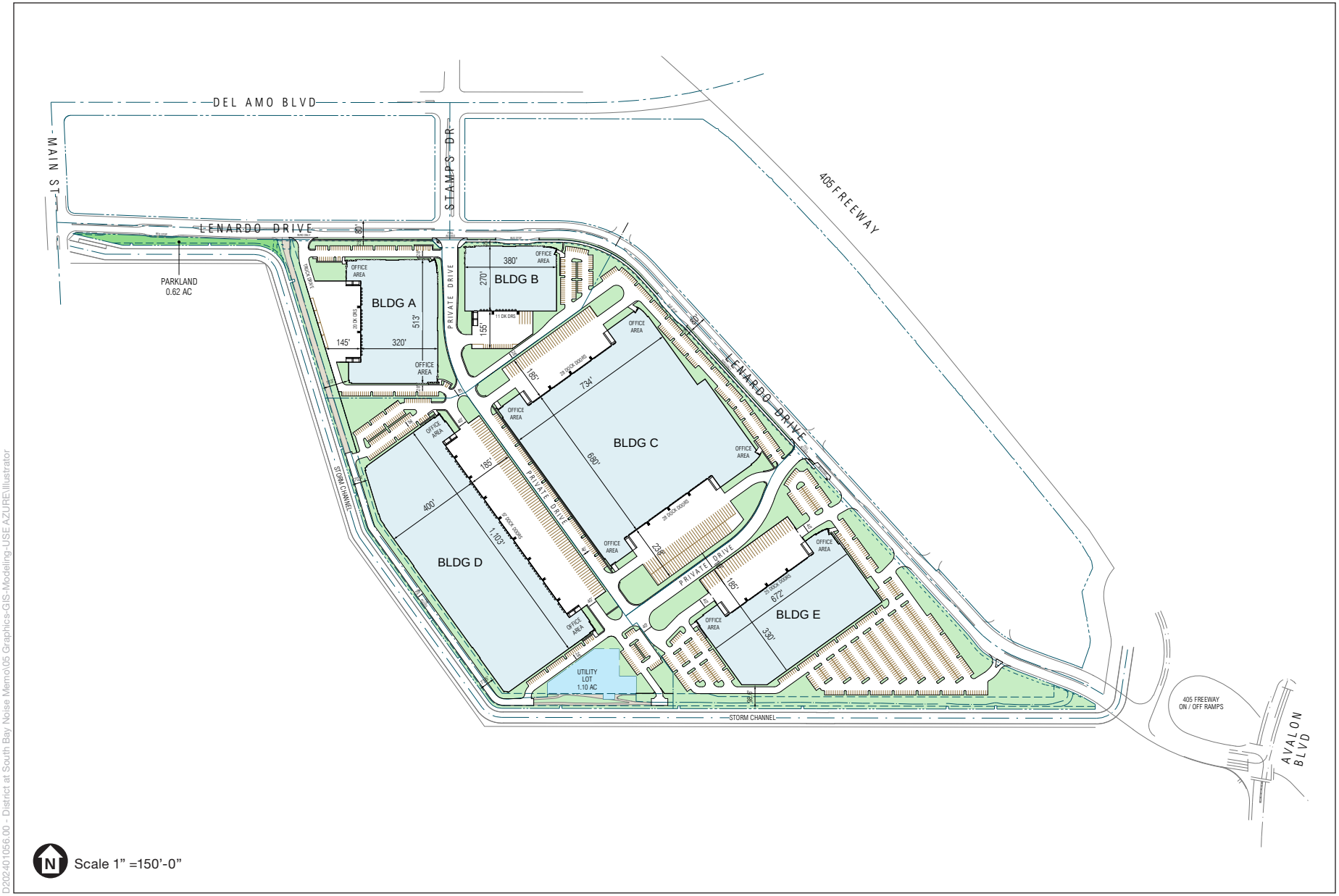
The reconfigured light industrial campus would distribute these uses as shown in **Table 2, Proposed Development Program**, and **Figure 6, Proposed Site Plan**. The revised site plan would consist of five buildings instead of the six buildings approved under the 2022 Project. Buildings A, B, D, and E would generally retain the same locations as previously approved, while the floor area previously allocated to Buildings C and E under the 2022 Project would be consolidated into a larger Building C.

TABLE 2
PROPOSED DEVELOPMENT PROGRAM

Building ID	Office (SF)	Warehouse (SF)	Mezzanine (SF)	Total Area (SF)
Building A	12,500	162,715	5,000	180,215
Building B	12,500	89,500	5,000	107,000
Building C	25,000	545,536	20,000	590,536
Building D	12,500	434,170	10,000	456,670
Building E	12,500	210,169	10,000	232,669
Total PA3	**75,000**	**1,442,090**	**50,000**	**1,567,090**

As planned for the 2022 Project, proposed light industrial buildings in the Proposed Project will reach a clear height between 50 feet and a maximum of 55 feet, with additional architectural features extending the height to between 56 feet and 65 feet.

The Proposed Project would continue to accommodate warehousing, logistics, distribution, fulfillment, and related light industrial uses with ancillary office space and supporting truck courts, circulation facilities, parking areas, landscaping, utilities, and remediation infrastructure. Operations would continue to occur within a master-planned industrial campus designed to support contemporary logistics and employment-generating uses serving the South Bay and regional market areas.



SOURCE: RGA, 2026

District at South Bay

Figure 6
Proposed Site Plan

ESA

D202401056.00 - District at South Bay Noise Memo\05 Graphics-GIS-Modeling-USE AZURE\Illustrator

As was analyzed in the 2022 SEIR, the proposed light industrial and ancillary office uses provided in PA3(a) will operate 24 hours per day, 7 days per week. Operational activities associated with loading and forklift usage will occur within the light industrial buildings. In addition, trucks accessing the PA3(a) will have an idling time limit of 2 minutes. The only outdoor activities, beyond the arrival and departure of trucks and/or other automobiles, will be landscaping activities and the removal of trash.

The light industrial areas within PA3(a) will not be air-conditioned but will be ventilated; however, the ancillary office uses, totaling 75,000 sf, will be air conditioned. It is assumed that one ventilator fan will be provided for each 40,000 sf of light industrial uses, and one emergency generator will be provided in each light industrial building. In addition, it is assumed that refrigeration will be provided in up to 10 percent of Buildings D and E (i.e., 76,379 sf); however, less (or no) refrigeration may occur.

As with the 2022 Project, truck loading docks for each light industrial building adjacent to the Torrance Lateral (closest to the residential areas) will be designed to either face the interior of the Project Site or be screened from surrounding residents through the use of landscaping and/or sound walls.

Utilities and Infrastructure

Utility and infrastructure improvements would be substantially similar to improvements planned for PA3 in the 2022 Project with the exception that transportation infrastructure would be slightly modified to accommodate the change in building configuration and elimination of the Carson Country Mart. The planned roadways would be generally the same; however, driveway placement would be altered to provide access to reconfigured driveways and the proposed additional parking area.

Employees

During construction, the Proposed Project is anticipated to be served by a similar number of construction employees to employee numbers estimated for construction in PA3 in the 2022 SEIR.

During project operations, the Proposed Project would be anticipated to have similar employee numbers to those anticipated for the light industrial and ancillary office uses analyzed in the 2022 SEIR for PA3, which was based on the approximate square footage

Project Construction Activities and Schedule

Construction Duration and Phasing

The Proposed Project construction activities remain similar in anticipated duration to those set forth in the 2022 Project, namely site preparation (i.e., mass grading, placement of piles, and the construction of building pads); implementation of the Upper OU RAP; installation of on-site utilities, roads, and parking lots; connection to off-site utilities/systems; and vertical site construction.

Construction of development in PA3 would consist of three distinct construction phases: remediation, horizontal, and vertical, as was planned for the 2022 Project and previous development on PA3. The remediation phase consists of relocation of some landfill trash, backfilling where necessary, compaction,

and rough grading.[10] The horizontal phase would consist of fine grading, utility installation, pad construction and paving. The vertical phase would consist of building construction and architectural coating.

TABLE 3
PLANNING AREA 3 CONSTRUCTION DURATIONS

Construction Phase	Approximate Duration	Start Date	End Date
Remediation	10 Months	10/01/2026	08/01/2027
Horizontal	11 Months	12/01/2026	10/31/2027
Vertical	7 Months	11/01/2027	05/31/2029

Construction Measures

The Proposed Project would implement the Construction Measures included in the 2022 Project including the prioritization of the use of electric, battery-powered, natural gas, or hybrid equipment where feasible; otherwise, equipment that meets EPA Tier 4 Final emissions standards (or Tier 3 for specialized equipment when Tier 4 is unavailable) would be utilized, with documentation provided upon request, and vertical construction applicants would use best efforts to achieve a 40 percent clean-equipment goal. These measures would continue to be required to be listed in all construction contracts and subcontracts.

Deep Dynamic Compaction and Pile Driving

Consistent with the previously approved 2022 Project, vertical development within PA3 would be supported using pile driving methods rather than deep dynamic compaction (DDC). While DDC may remain a potential site preparation technique in PA1 and PA2 to improve underlying soil conditions, there are currently no plans to use DDC in those areas, and it would not occur where pile-supported building pads are required. Accordingly, as was assumed under the 2022 Project, DDC is not anticipated within PA3.

Required Discretionary Actions

Implementation of the Proposed Project is anticipated to require, but may not be limited to, the following approvals by the City of Carson:

1. Specific Plan Amendment to achieve the following:
    a. Merge PA3(a) and PA3(b);
    b. Remove the Carson County Mart and redesignate the area in PA3(b) to be merged with PA3(a) for light-industrial use;
    c. Reconfiguration of PA3 site plan to include five light-industrial buildings with Building C merging the former Buildings C and E but with identical overall light industrial square footage as prior approvals, addition of parking area, and removal of previously approved park use. Building E renames the former Building F and has been rotated onsite and located in the former PA3(b) area;

[10] The reference to compaction in this context is to soil compaction rather than DDC.

2. Development Agreement Amendment to achieve the following:
    a. Remove the Carson County Mart;
    b. Adopt the proposed new site plan for PA3 to include five light industrial buildings;
    c. Incorporate changes previously approved through the Minor Modification approved by the City on February 29, 2024;
    d. Other negotiated benefits for the City and Applicant;
3. Director of Planning approval of the proposed new site plan for PA3;
4. Updated Vesting Tentative Tract Map to re-subdivide the Site.

Project Changes Relevant to Environmental Analysis

The Proposed Project would introduce the following primary changes relative to the 2022 Project:

- **Commercial land uses would decrease**, with the elimination of approximately 33,800 sf of previously approved retail, restaurant, café, and food-service uses associated with the Carson Country Mart.
- **Publicly accessible recreation and community amenity areas would decrease**, including removal of the previously approved Carson Country Mart park, event, recreation, and open-space components.
- **Light industrial acreage would increase** through conversion of the former PA3(b) commercial and recreation area to light industrial development and supporting facilities.
- **Total industrial floor area would remain unchanged**, with the Project retaining the previously approved maximum of 1,567,090 sf of light industrial and ancillary office uses.
- **Overall development intensity would be reduced**, as the proposed Project would not increase the total approved industrial square footage and the retail and restaurant uses would be removed from the previous PA3(b).
- **Surface parking area would increase** relative to the 2022 Project due to replacement of commercial and recreational uses with industrial development and associated landscaped areas and parking fields.
- **Commercial customer and visitor trips would decrease** as a result of eliminating the retail, restaurant, and recreation uses associated with the Carson Country Mart.
- **Recreation-related and special-event trips would decrease** due to elimination of programmed open-space and event-oriented uses.
- **Employment associated with retail, restaurant, recreation, and hospitality-type uses would decrease.**
- **Employment associated with warehouse, fulfillment, logistics, and distribution uses would not substantially change**, reflecting the consistent square footage of industrial use.
- **Water demand, wastewater generation, solid waste generation, and utility demand would modestly remain within the overall envelope previously analyzed for PA3**, because the approved maximum industrial development capacity would not increase and retail and restaurant uses would be eliminated.

- **Construction methods and overall construction activities would remain generally similar to those evaluated for the 2022 Project**, consisting of remediation, horizontal improvements, utility installation, and vertical construction.

IV. Section 15168 Evaluation Criteria

CEQA Guidelines Section 15168(a) defines a program EIR as an EIR which may be prepared on a series of action that can be characterized as one large project and are related either:

- Geographically
- Are logical parts in the chain of contemplated actions,
- In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
- As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.

CEQA Guidelines Section 15168(c) governs the use of a certified Program EIR (in this instance, the 2022 SEIR, which served as a program-level document for the subsequent cells) for later site activities, for which CEQA requires those later activities to be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

Later Activities of a Program Under a Certified Program EIR

Pursuant to Section 15168(c)(2), if the lead agency determines that pursuant to Section 15162, no subsequent EIR would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required. Whether proposed project can be considered to be a later activity in a program is a factual question that the lead agency determines based on substantial evidence in the record. Factors that an agency may consider in making that determination include, but are not limited to consistency of the later activity with the following as described in the program EIR:

- Type of allowable land use
- Overall planned density
- Building intensity
- Geographic area analyzed for environmental impacts
- Covered infrastructure

The City has determined that the Proposed Project constitutes a later activity within the scope of the development program previously evaluated in the 2022 SEIR and is therefore appropriately reviewed pursuant to CEQA Guidelines Section 15168(c). The proposed Project would occur entirely within PA3, the same geographic area evaluated in the 2022 SEIR, and would implement modifications to land uses, site design, and development standards previously contemplated within The District at South Bay Specific Plan. The proposed Project would not expand development beyond the boundaries of the Specific Plan area or PA3 analyzed in the 2022 SEIR.

The Proposed Project would remain generally consistent with the type of development evaluated in the 2022 SEIR. Although the Project would eliminate the previously approved Carson Country Mart commercial, restaurant, recreation, and open-space component within PA3(b), it would continue to implement land uses expressly analyzed in the 2022 SEIR by retaining and expanding light industrial, warehousing, logistics, fulfillment, distribution, and ancillary office uses previously approved within PA3. The Proposed Project would therefore not introduce a new land use type or development activity that was not previously considered within the environmental review framework established by the 2022 SEIR.

The Proposed Project would also remain consistent with the overall development density and intensity evaluated in the 2022 SEIR. The Project would maintain the previously approved maximum development program of 1,567,090 sf of light industrial and ancillary office uses and would not increase the total amount of approved industrial floor area. Thus, anticipated operational activity within proposed light industrial and ancillary office uses would have the same impact profile as has already been analyzed for that use, including employment levels, worker trips, truck traffic, utility demands, and associated environmental effects. While the proposed site plan would reconfigure building locations and reduce the number of industrial buildings from six to five, the Proposed Project would not increase the total approved building area, development capacity, or intensity beyond that previously analyzed.

In addition, the Proposed Project would continue to rely upon the same infrastructure systems evaluated in the 2022 SEIR, including the roadway network, utilities, drainage facilities, flood control infrastructure, remediation systems, landfill gas collection and treatment systems, groundwater extraction and treatment systems, and other supporting facilities serving PA3 and the broader Specific Plan area. The Project would not require new off-site infrastructure systems or facilities beyond those previously contemplated and analyzed as part of the Specific Plan development program.

Accordingly, the Proposed Project is consistent with the fundamental characteristics of the development program evaluated in the 2022 SEIR, including the type of allowable land uses, overall development intensity, geographic location, and supporting infrastructure framework. Because the Proposed Project constitutes a later activity within the scope of the program previously evaluated in the 2022 SEIR, the appropriate next step under CEQA Guidelines Section 15168(c)(2) is to determine whether any of the conditions identified in CEQA Guidelines Section 15162 are present that require preparation of a subsequent or supplemental EIR.

Requirements for Subsequent or Supplemental EIR or MND

To confirm eligibility under Section 15168(c)(2), the agency must apply the criteria of CEQA Guidelines Section 15162. Although the requested amendments currently before the City for the Proposed Project would result in refinements to the District at South Bay Specific Plan and Development Agreement, the City can rely on information in the certified CEQA documents identified above and described in greater depth in the Project Background discussion, to the extent they remain relevant and adequate. Consistent with the requirements of CEQA Guidelines Section 15162, the City, in its capacity as the CEQA lead agency for the 2022 SEIR, must determine whether any changed circumstances or "new information of substantial importance" would trigger the need for a subsequent EIR. No subsequent EIR is to be prepared for a project *unless,* based on substantial evidence in the light of the whole record, the lead agency determines one or more of the following conditions to be applicable:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If the lead agency determines a later activity in a program does not meet any of the criteria in Section 15162 that would require the preparation of a subsequent or supplemental EIR, the activity is deemed to be entirely within the scope of the program EIR, meaning no new environmental clearance document is required.

This environmental checklist has been prepared to determine whether any additional environmental review would be required for the City to consider approval of the Proposed Project. This analysis considers whether the Proposed Project or environmental conditions that exist today have changed such that new or substantially more-severe environmental impacts would occur from development of the Proposed Project compared to impacts of development of the properties making up the project site as evaluated in the 2022 SEIR.

V. Environmental Checklist

Explanation of Checklist Evaluation Categories

As described above, in considering the discretionary actions required for implementation of the Proposed Project, the City must comply with CEQA. To do so, the City must determine whether the environmental analysis contained in the 2022 Supplemental Environmental Impact Report (2022 SEIR), comprised of the 2021 Draft Supplemental Environmental Impact Report (2021 DSEIR) and the 2022 Final Supplemental Environmental Impact Report (2022 FSEIR), remain sufficient to support the approvals required for the Proposed Project. As discussed in the Project Background, the 2022 SEIR is the

applicable Program EIR for the Proposed Project and provides the environmental baseline against which the Proposed Project is evaluated.

The purpose of the following checklist is to evaluate whether any "changed condition" exists that could require additional environmental review pursuant to CEQA Guidelines Sections 15162 and 15168(c)(2). Changed conditions include (1) substantial changes to the Project; (2) substantial changes in the circumstances under which the Project would be undertaken; or (3) new information of substantial importance that was not known and could not have been known at the time the 2022 SEIR was certified. The checklist is intended to determine whether any such changed condition would result in a new significant environmental impact or a substantial increase in the severity of a previously identified significant impact.

The environmental issue areas included in the checklist generally correspond to the topics analyzed in the 2022 SEIR. The checklist columns have been organized to address the questions presented by CEQA Guidelines Sections 15162 and 15168 regarding whether the Proposed Project remains within the scope of the development program evaluated in the 2022 SEIR and whether preparation of a subsequent or supplemental EIR would be required. A response of “No” does not necessarily indicate that impacts associated with a particular environmental topic would not occur. Rather, it indicates that the Proposed Project would not result in a new significant impact, a substantial increase in the severity of a previously identified impact, or other changed condition requiring additional environmental review beyond that provided in the 2022 SEIR. In many instances, impacts would continue to occur but would remain within the range of impacts previously analyzed and disclosed in the 2022 SEIR, including those addressed through previously adopted mitigation measures.

Accordingly, environmental topics may receive a "No" response because the impacts associated with the Proposed Project have already been adequately evaluated in the 2022 SEIR and the environmental impact conclusions reached in the 2022 SEIR remain valid. The purpose of each checklist column is described below.

Where Impact Was Analyzed in the Prior Environmental Document

This column provides a cross-reference to the pages of the 2022 SEIR where information and analyses may be found relative to the environmental issue listed under each topic.

Do Proposed Project Changes Involve New or Substantially More-Severe Significant Impacts?

Pursuant to Section 15162(a)(1), this column indicates whether there have been substantial changes proposed in the Proposed Project that would require major revisions of the 2022 SEIR environmental analyses due to the identification of new a significant environmental effect or a substantial increase in the severity of a previously identified impact.

Any New Circumstances Involving New or Substantially More-Severe Significant Impacts?

Pursuant to CEQA Guidelines Section 15162(a)(2), this column indicates whether there have been substantial changes to the circumstances under which the project is undertaken that have occurred

subsequent to the 2022 SEIR, which would result in the Proposed Project having a new significant environmental impact that were not considered in the 2022 SEIR or that substantially increase the severity of a previously identified impact.

Any Substantially Important New Information Requiring New Analysis or Verification?

Pursuant to CEQA Guidelines Section 15162(a)(3)(A–D), this column indicates whether new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the 2022 SEIR was certified is available requiring an update to the prior analysis to verify that the environmental conclusions and mitigations remain valid. If the new information shows that: (A) the Proposed Project will have one or more significant effects not discussed in the prior environmental documents; or (B) that significant effects previously examined will be substantially more severe than shown in the prior environmental documents; or (C) that mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) that mitigation measures or alternatives which are considerably different from those analyzed in the prior environmental documents would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative, the question would be answered 'Yes' requiring the preparation of a subsequent EIR or supplement to the 2022 SEIR.

However, if the additional analysis completed as part of this Environmental Checklist Review finds that the conclusions of the 2022 SEIR remain the same and no new significant impacts are identified, or identified significant environmental impacts are not found to be substantially more severe, the question would be answered 'No' and no additional EIR documentation (supplement to the EIR or subsequent EIR) would be required. Notably, where the only basis for preparing a subsequent EIR or a supplement to an EIR is a new significant impact or a substantial increase in the severity of a previously identified impact, the need for the new EIR can be avoided if the project applicant agrees to one or more mitigation measures that can reduce the significant effect(s) at issue to less than significant levels (see *River Valley Preservation Project v. Metropolitan Transit Development Board* [1995] 37 Cal.App.4th 154, 168).

Mitigations Implemented or Address Impacts?

This column indicates whether the 2022 SEIR provided mitigation measures to address effects in the related impact category. Only relevant mitigation measures from the 2022 SEIR are included in this environmental checklist. In some cases, the mitigation measures may have already been implemented since the time the 2022 SEIR was certified. A "Yes" response will be provided in either instance. If "N/A" is indicated, this Environmental Checklist Review concludes that the impact would not occur with the Proposed Project and, therefore, no mitigation measures are needed. A "No" response indicates that mitigation measures are proposed in this document and have been agreed to by the applicant.

Discussions and Mitigation Sections

Discussion

A discussion of the elements of the checklist is provided under each environmental category to clarify the answers. The discussion provides information about the environmental issue, how the Proposed Project relates to the issue, differences in the potential impacts associated with the Proposed Project relative to those previously described in the 2022 SEIR, and the status of any mitigation that may be required or that has already been implemented.

Mitigation Measures

Applicable mitigation measures from the 2022 SEIR that apply to the Proposed Project are listed under each environmental category. New mitigation measures are included, if needed.

Conclusions

A discussion of the conclusion relating to the need for additional environmental documentation is contained in each section.

Effects Found Not to Be Significant

As discussed on page I-10 of the 2022 Draft Supplemental Environmental Impact Report (DSEIR), the Notice of Preparation (NOP) for the project, circulated between April 16, 2021, and May 17, 2021, determined that the project would not result in potentially significant impacts related to agriculture and forestry resources, mineral resources, or wildfire. Consequently, these issue areas were not carried forward for analysis in the 2022 SEIR. The Proposed Project would not introduce changes that would alter these conclusions. Accordingly, the previous determinations remain valid, and agriculture and forestry resources, mineral resources, and wildfire are not addressed further in this document.

Environmental Analysis

Aesthetics

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
1. Aesthetics. Would the project:					
a. Have a substantial adverse effect on a scenic vista?	2021 DSEIR page VI-2	No	No	No	N/A
b. Substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	2021 DSEIR pages VI-2 to VI-3	No	No	No	N/A
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	2021 DSEIR pages IV.B-26 to IV.B-41	No	No	No	Yes

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	2021 DSEIR pages IV.B-26 to IV.B-41	No	No	No	Yes

Discussion

Relevant Changes to Project Related to Aesthetics

From an aesthetics perspective, the Proposed Project would primarily modify internal site planning and building placement. The Proposed Project would continue to develop a remediated landfill site with contemporary industrial buildings, landscaping, circulation improvements, parking areas, screening features, and site lighting. The Proposed Project would not introduce taller buildings, substantially larger structures, new visually prominent uses, or new signage concepts beyond the scope of development previously analyzed. Removal of the Carson Country Mart reduces the amount of commercial architectural features, activity areas, decorative lighting, and associated signage that were previously contemplated.

Relevant Changes to Environmental Setting

The environmental setting associated with visual resources has not materially changed since certification of the 2022 SEIR. The project site remains located north of Interstate 405, west of Avalon Boulevard, and adjacent to regional transportation infrastructure, commercial development, flood-control facilities, and urbanized residential neighborhoods. The site continues to be characterized by its history as a remediated landfill and by ongoing development and infrastructure improvements within the South Bay area.

No state scenic highways have been designated adjacent to the project site, and the site does not contain scenic resources such as significant rock outcroppings, scenic vistas, or historic visual landmarks that were not previously addressed. Existing public views continue to consist largely of freeway corridors, developed urban land uses, utility infrastructure, and the remediated project site. There have been no new scenic resource designations, visual-resource protections, or other changed circumstances that would alter the conclusions reached in the 2022 SEIR.

Comparative Impacts Discussion

The 2022 SEIR evaluated impacts related to scenic vistas, scenic resources, visual character, light, and glare. The prior analysis concluded that development of the Specific Plan area would change the visual appearance of the site from an undeveloped remediated landfill to an urbanized mixed-use environment. Although design features and mitigation measures would improve project appearance through landscaping, setbacks, façade articulation, screening, and lighting controls, the fundamental conversion of the site represented a significant and unavoidable visual character impact.

The Proposed Project does not expand the approved development footprint, increase building heights beyond previously evaluated limits, intensify industrial floor area, or introduce new visually dominant features. Instead, the Proposed Project reduces the variety of land uses by removing the previously

approved Carson Country Mart retail and restaurant component. The resulting five-building industrial campus remains within the size, scale, and intensity envelope previously evaluated.

With respect to scenic vistas and scenic resources, the project site remains located within an urbanized portion of Carson and continues to lack designated scenic vistas or scenic highways affected by the Proposed Project. Therefore, the Proposed Project would not create new impacts or substantially increase previously identified impacts.

Regarding visual character, the Proposed Project would continue to result in the same general site transformation analyzed in the 2022 SEIR – conversion of a remediated landfill into developed industrial uses. While the precise building arrangement has changed, the visual outcome remains consistent with the approved industrial character contemplated by the 2022 SEIR. Because floor area, building scale, development intensity, and land use designations remain substantially similar, the Proposed Project would not result in a new significant impact or a substantial increase in the severity of the previously disclosed significant and unavoidable visual character impact.

Regarding light and glare, the Proposed Project does not introduce new lighting technologies, intensities, or operating characteristics beyond those analyzed in the 2022 SEIR. In fact, elimination of the retail component would reduce opportunities for decorative lighting, illuminated storefronts, restaurant lighting, and commercial signage. Existing lighting standards, shielding requirements, sign luminance limitations, and site plan review requirements remain applicable. Therefore, light and glare impacts would continue to be less than significant with implementation of previously adopted project design features (PDFs) and mitigation measures.

Consistent with CEQA Guidelines Sections 15168(c)(2) and 15162, the Proposed Project would not result in new significant aesthetic impacts, substantially more-severe impacts, changed circumstances creating new significant impacts, or new information of substantial importance requiring major revisions to the prior environmental document.

Mitigation Measures

The following project design features (PDFs) and mitigation measures from the 2022 SEIR remain applicable to the Proposed Project to minimize visual character, lighting, glare, and land use compatibility impacts. Applicable requirements generally address building siting and setbacks, architectural design, landscaping, screening of service and utility areas, lighting design, signage controls, and site plan review. In addition, Mitigation Measures B-1 through B-4 require enhanced setbacks adjacent to residential uses, compliance with sign standards, controls on sign illumination and light trespass, and detailed site design review addressing landscaping, architectural treatment, screening, and lighting. These requirements remain applicable to the Proposed Project and continue to provide effective mitigation for aesthetics-related impacts Refer to Chapter II, Mitigation Monitoring and Reporting Program, of the 2022 SEIR for the complete text of applicable PDFs and mitigation measures.

Project Design Features

2021 SEIR PDF-A1 limits sign lighting luminance to a maximum of 500 candelas per square meter during nighttime hours and a maximum of 10,000 candelas per square meter during daytime hours.

2021 SEIR PDF-A2 requires illuminated signs with the potential to exceed 500 candelas per square meter to incorporate automatic electronic controls that reduce luminance when ambient light levels fall below 100 foot-candles.

2021 SEIR PDF-A3 requires annual submittal of documentation demonstrating compliance with sign luminance standards and proper operation of electronic brightness-control mechanisms, with adjustments made if required by the City.

2021 SEIR PDF-A4 requires enhanced vegetation and tree-canopy screening along the PA3 perimeter adjacent to residential uses, including a minimum 20-foot-wide canopy buffer designed by a registered arborist and established within five years, subject to site constraints.

2022 SEIR Mitigation Measures

Mitigation Measure B-1 requires Buildings A and D along the western PA3 boundary to maintain a 70-foot setback from the property line adjacent to the Torrance Lateral and requires buildings taller than 60 feet adjacent to residential uses to maintain a minimum 250-foot setback.

Mitigation Measure B-2 requires distribution, placement, and orientation of signs along the I-405 Freeway to be substantially consistent with the signage concepts and sign standards contained in the 2021 Specific Plan Amendment.

Mitigation Measure B-3a requires illuminated signs visible from residential uses within 1,000 feet to be limited to less than 300 candelas per square meter during nighttime hours.

Mitigation Measure B-3b requires sign area and/or luminance to be limited so light trespass at a residential property line remains below 0.74 foot-candle when signs are visible from residences within 1,000 feet.

Mitigation Measure B-4 requires site plan review to ensure implementation of design measures addressing landscaping, architectural treatment, screening of accessory facilities, lighting controls, and comprehensive sign programs. Landscaping must use native trees, shrubs, and groundcovers; parking lots must include landscape coverage; buildings must incorporate articulated facades; accessory facilities must be screened; lighting must be directed on-site; and sign programs must address design, location, size, and illumination, including preparation of technical lighting studies when necessary

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. The Proposed Project consists primarily of site-plan refinements, consolidation of planning areas, removal of the previously approved commercial component, and reconfiguration of industrial buildings without increasing the approved industrial development intensity. The environmental setting has not changed in a manner that would create new visual sensitivities or scenic-resource impacts. Accordingly, the Proposed Project would not result in new significant aesthetic impacts or substantially more-severe impacts than those previously disclosed. Existing PDFs and mitigation measures addressing setbacks, architectural treatment, landscaping, signage, lighting, and glare remain applicable and effective. There is no new information of substantial importance indicating that previously identified impacts would be more severe

or that additional feasible mitigation measures are required. Therefore, the conclusions of the 2022 SEIR remain valid and the Proposed Project satisfies the requirements of CEQA Guidelines Section 15168(c)(2). No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for aesthetics, visual character, light, or glare.

Air Quality

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
2. Air Quality. Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	2021 DSEIR pages IV.D-23 to IV.D-83	No	No	No	Yes
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	2021 DSEIR pages IV.D-23 to IV.D-83	No	No	No	Yes
c. Expose sensitive receptors to substantial pollutant concentrations?	2021 DSEIR pages IV.D-23 to IV.D-83	No	No	No	Yes
d. Result in other emissions (such as those leading to odors) affecting a substantial number of people?	2021 DSEIR pages IV.D-23 to IV.D-83	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Air Quality

The Proposed Project would eliminate the previously approved Carson Country Mart commercial, restaurant, recreation, and open-space uses within PA3(b) and would consolidate PA3(a) and PA3(b) into a single light-industrial planning area. The Proposed Project would not increase the previously approved maximum of 1,567,090 sf of light industrial and ancillary office development evaluated in the 2022 SEIR. Rather, the Project would retain the approved industrial development capacity and reconfigure the site plan from six industrial buildings to five industrial buildings.

Relative to the 2022 Project, the Proposed Project would reduce commercial and recreational activity, reduce customer- and visitor-serving trips associated with the Carson Country Mart, eliminate event-related activities and associated vehicle trips, and increase the proportion of the site devoted to warehouse, logistics, fulfillment, distribution, and ancillary office uses. The Project would therefore modify the composition of operational emissions sources but would not increase the total approved industrial development capacity previously evaluated in the 2022 SEIR. The Proposed Project would maintain the previously approved maximum of 1,567,090 sf of light industrial and ancillary office development evaluated in the 2022 SEIR and would not increase the approved industrial development capacity. Thus, the Proposed Project's light industrial and ancillary office operations would be expected to have the same general operational profile as was previously analyzed for those uses, including employment levels, worker trips, truck trips, utility demands, and associated environmental effects.

Construction activities would remain generally consistent with those evaluated in the 2022 SEIR and would include remediation, grading, utility installation, roadway and parking construction, and vertical building

construction. Construction equipment, haul trucks, remediation activities, soil import activities, and other emissions-generating construction sources would be similar in type to those evaluated in the 2022 SEIR.

Relevant Changes to Environmental Setting

The Project Site remains within the South Coast Air Basin (SCAB), which continues to be administered by the South Coast Air Quality Management District (SCAQMD). The SCAB remains designated as nonattainment for federal and/or State ozone and particulate matter standards. Since certification of the 2022 SEIR, no substantial physical changes have occurred in the vicinity of PA3 that would materially alter the air quality setting relevant to Project impacts.

Sensitive receptors in the vicinity of the Project Site generally remain the same as those identified in the 2022 SEIR and continue to include nearby residential uses and other sensitive land uses located within the broader South Bay area.

Comparative Impacts Discussion

The 2022 SEIR evaluated construction emissions, operational emissions, cumulative air quality impacts, localized pollutant concentrations, toxic air contaminants, health risks, odor impacts, and consistency with applicable air quality plans associated with implementation of the approved development program. The analysis considered emissions generated by remediation activities, grading, excavation, soil hauling, truck traffic, industrial operations, transportation refrigeration units, stationary sources, and area-wide operational activities.

The 2022 SEIR determined that construction VOC emissions would be reduced to less than significant with mitigation, while regional operational emissions, overlapping construction and operational emissions, and cumulative regional emissions would remain significant and unavoidable for certain criteria pollutants even after mitigation. The 2022 SEIR also determined that localized emissions, health risk, toxic air contaminant, and odor impacts would be less than significant with implementation of project design features and mitigation measures.

The 2022 SEIR incorporated numerous Project Design Features (PDFs) and mitigation measures intended to reduce construction and operational air quality impacts. Construction-related PDFs included cleaner construction equipment requirements, electric equipment requirements, idling restrictions, haul truck controls, dust suppression requirements, and contractor compliance procedures. Operational PDFs included stationary-source controls, energy efficiency measures, electric vehicle infrastructure, electric cargo-handling equipment, transportation refrigeration unit restrictions, fleet electrification requirements, truck management measures, and operational emission reduction commitments. These measures formed part of the assumptions evaluated in the 2022 SEIR and contributed to the air quality impact conclusions.

The following discussion evaluates whether the impacts addressed by those measures remain applicable to the Proposed Project, whether any measures are no longer relevant, and whether any new mitigation measures would be required.

Consistency with Applicable Air Quality Plans

The 2022 SEIR evaluated consistency with the applicable SCAQMD Air Quality Management Plan and other applicable air quality regulations and concluded that the approved development program would not conflict with implementation of adopted air quality plans.

The Proposed Project would not increase the approved industrial floor area evaluated in the 2022 SEIR and would continue to implement the same air-quality-related PDFs and mitigation measures adopted for the 2022 Project. The Proposed Project would therefore remain within the land use and operational assumptions evaluated in the 2022 SEIR.

Accordingly, the Proposed Project would not conflict with applicable air quality plans in a manner not previously analyzed. Air quality plan consistency impacts would remain less than significant, and no new mitigation measures are required.

Construction Emissions

The 2022 SEIR identified potentially significant construction emissions associated with remediation, grading, excavation, soil hauling, utility installation, and building construction. To address these impacts, the 2022 SEIR adopted construction-related PDFs and mitigation measures including cleaner equipment requirements, idling restrictions, haul-truck controls, equipment-maintenance requirements, coating restrictions, dust controls, vehicle tracking measures, and other construction emissions controls. These measures were relied upon to reduce construction VOC emissions to less-than-significant levels.

The Proposed Project would involve generally similar construction activities within the same PA3 development envelope evaluated in the 2022 SEIR. Although the site plan would be modified, the Project would not increase the approved development intensity or introduce construction emissions sources not previously analyzed.

Accordingly, the same construction-emissions impact mechanisms evaluated in the 2022 SEIR would continue to exist. The previously adopted construction PDFs and mitigation measures remain directly applicable to the Proposed Project and would continue to reduce construction emissions. Construction air quality impacts would remain less than significant with mitigation, consistent with the conclusions of the 2022 SEIR. No new mitigation measures are required.

Operational Emissions

The 2022 SEIR evaluated operational emissions associated with industrial operations, truck activity, employee vehicle trips, transportation refrigeration units, stationary sources, energy use, and related operational activities. The 2022 SEIR concluded that regional operational emissions would remain significant and unavoidable for certain criteria pollutants even with implementation of adopted PDFs and mitigation measures.

The Proposed Project would eliminate commercial, restaurant, recreation, and event-related activities associated with the Carson Country Mart. However, the Proposed Project would not increase the approved industrial development capacity evaluated in the 2022 SEIR and would continue to implement the operational PDFs relied upon in the prior analysis.

Because the same operational emissions mechanisms evaluated in the 2022 SEIR would continue to occur, the previously adopted operational PDFs remain applicable to the Proposed Project. Operational emissions impacts would remain within the range evaluated in the 2022 SEIR and would continue to be significant and unavoidable, consistent with the conclusions of the 2022 SEIR. No new mitigation measures have been identified that would further reduce these impacts beyond those previously adopted.

Sensitive Receptors and Health Risk

The 2022 SEIR evaluated localized emissions, toxic air contaminant exposure, health risks, truck idling emissions, and transportation refrigeration unit emissions and concluded these impacts would be less than significant with implementation of applicable project design features and mitigation measures.

The Proposed Project would not introduce new sensitive receptors, expand development beyond the area evaluated in the 2022 SEIR, or introduce a new emissions source category that was not previously analyzed. Although truck circulation patterns may change, the same categories of industrial activities evaluated in the 2022 SEIR would continue to occur.

Accordingly, the same health-risk and localized-emissions impact mechanisms evaluated in the 2022 SEIR remain applicable. The previously adopted PDFs and mitigation measures remain adequate to address these impacts. Sensitive receptor and health-risk impacts would remain less than significant with mitigation, and no new mitigation measures are required.

Odors

The 2022 SEIR evaluated odor impacts and incorporated PDFs addressing landfill gas controls, stationary-source permitting requirements, and restrictions on odor-generating uses. The analysis concluded that odor impacts would be less than significant.

The Proposed Project would eliminate commercial food-service, recreation, and event-related activities associated with the Carson Country Mart and would continue to limit development primarily to industrial and ancillary office uses previously evaluated in the 2022 SEIR.

Because the same odor-control measures would continue to be implemented and the Proposed Project would not introduce new odor-generating source categories, odor impacts would remain less than significant, consistent with the conclusions of the 2022 SEIR. No additional mitigation measures are required.

Mitigation Measures

The following air quality project design features (PDFs) and mitigation measures from the 2022 SEIR remain applicable to the Proposed Project, as relevant to PA3. These measures were adopted to reduce construction emissions, operational emissions, toxic air contaminant exposure, fugitive dust, odors, and transportation-related emissions. The 2021 DSEIR (page IV.D-38) explains that air quality, energy, and GHG PDFs are identified in addition to project characteristics, are incorporated into the unmitigated modeling scenario, and would be monitored in the MMRP.

Construction-related Project Design Features.

The 2022 SEIR incorporated construction-related PDFs intended to reduce emissions from off-road equipment, haul trucks, construction vehicles, generators, fugitive dust, and worker trips (see DSEIR pp. IV.D-38 through IV.D-40). Construction-Related PDFs are summarized below as relevant to PA3 and the Proposed Project.

> **2021 SEIR PDF-C1** requires mobile off-road construction equipment used during construction to meet USEPA Tier 4 Final standards, either as original equipment or through retrofits; if specialized Tier 4 equipment is not commercially available at the time of construction, equipment

must at minimum meet Tier 3 standards; zero-emission construction equipment must be incorporated when commercially available; and applicable bid documents, purchase orders, and contracts must include these requirements.

2021 SEIR PDF-C2 limits excavations to avoid exposing landfill contents.

2021 SEIR PDF-C3 requires general contractors to implement a fugitive dust control program pursuant to SCAQMD Rule 403 and prohibits grading in PA3 on days when the Air Quality Index forecast exceeds 100 for particulates or ozone.

2021 SEIR PDF-C4 requires electric hook-ups to the power grid rather than temporary diesel- or gasoline-powered generators for electric construction tools whenever feasible; for PA3, mobile off-road construction equipment of less than 50 horsepower must be electric, and mobile off-road construction equipment with a power rating of 19 kilowatts or less must be battery powered; if generators are needed to reach remote portions of the site, non-diesel generators must be used.

2021 SEIR PDF-C5 prohibits construction vehicles from idling in excess of 2 minutes per occurrence and location for PA3 and prohibits individual pieces of diesel-powered off-road equipment from being in the "on" position for more than 10 hours per day.

2021 SEIR PDF-C6 requires fleet-contracted on-road heavy-duty haul trucks used for remediation and construction hauling activities from PA3 to be model year 2014 or newer if diesel fueled; the requirement does not apply to delivery trucks or other non-contracted fleets.

2021 SEIR PDF-C7 requires contractors to conduct routine inspections to verify compliance with construction mitigation and identify additional opportunities to reduce construction impacts, with inspection reports maintained on site throughout construction.

2021 SEIR PDF-C8 requires construction contractors to provide information on transit and ride-sharing programs and services to construction employees and, as feasible, provide meal options on site or shuttle buses between the site and nearby meal destinations.

Operational Project Design Features

The 2022 SEIR incorporated numerous operational PDFs intended to reduce criteria pollutant emissions, toxic air contaminant emissions, odors, vehicle emissions, transportation refrigeration unit (TRU) emissions, energy demand, and vehicle miles traveled. These measures were incorporated into the operational air quality modeling and formed part of the basis for the impact conclusions presented in the 2022 SEIR. Operational PDFs are described in Section IV.D of the 2021 DSEIR beginning at pages IV.D-40 through IV.D-44 and were further revised and clarified in response to comments in the 2022 FSEIR. Operational PDFs are summarized below as relevant to PA3 and the Proposed Project.

2021 SEIR PDF-O1 (Impervious Barrier for Landfill Emissions) requires construction and maintenance of an impervious barrier consistent with the approved Remedial Action Plan to control landfill gas, odiferous emissions, and air toxic emissions from historic landfill materials. The barrier is intended to minimize potential emissions of contaminants and odors from underlying landfill areas.

2021 SEIR PDF-O2 (Stationary Source Controls) requires all stationary emission sources, including landfill gas flares, emergency generators, and similar equipment, to comply with SCAQMD requirements, utilize Best Available Control Technology (BACT), and obtain all required permits.

2021 SEIR PDF-O3 (Odor and Toxic Air Contaminant Restrictions) restricts site land uses to those that would not generate substantial toxic air contaminant emissions or nuisance odors and requires permitting of applicable toxic air contaminant sources through SCAQMD.

2021 SEIR PDF-O4 (Enhanced Energy Efficiency) requires buildings to exceed applicable Title 24 energy-efficiency standards or achieve equivalent energy savings through alternative measures, thereby reducing energy demand and associated emissions from energy generation.

2021 SEIR PDF-O5 (Transportation Demand Management Program) requires implementation of a Transportation Demand Management (TDM) program to reduce employee vehicle trips through measures such as ridesharing incentives, transit information, flexible work schedules, and other trip-reduction strategies.

2021 SEIR PDF-O6 (Electric Landscaping Equipment) requires the use of electric landscaping and grounds maintenance equipment instead of gasoline-powered equipment whenever feasible, reducing localized emissions and noise.

2021 SEIR PDF-O7 (Electric Vehicle Charging Infrastructure) requires installation of electric-vehicle charging infrastructure, including a minimum number of charging-capable spaces, to support future electrification of employee and visitor vehicle fleets and reduce mobile-source emissions. The 2022 FSEIR notes that at least 251 spaces would be equipped with EV charging capability.

2021 SEIR PDF-O8 (Electric On-Site Cargo Handling Equipment) requires use of electrically powered cargo handling equipment, including forklifts and similar equipment, wherever feasible to reduce operational emissions associated with industrial activities.

2021 SEIR PDF-O9 (Electric Transportation Refrigeration Unit Infrastructure) requires provision of electric plug-in capability for transportation refrigeration units to reduce TRU engine idling and diesel emissions.

2021 SEIR PDF-O10 (Transportation Refrigeration Unit Restrictions) prohibits or substantially limits operation of diesel-powered transportation refrigeration units within PA3 and requires use of cleaner technologies where feasible. This measure was discussed extensively in response to SCAQMD comments regarding health risk impacts.

2021 SEIR PDF-O11 (Fleet Electrification/Alternative Fuel Preference) establishes leasing preferences and operational requirements encouraging facility occupants to utilize alternative-fuel, near-zero-emission, or zero-emission fleet vehicles.

2021 SEIR PDF-O12 (Clean Truck Requirements) requires owned and contracted truck fleets accessing the facility to meet specified emissions standards, including minimum model-year requirements and cleaner-engine technologies.

2021 SEIR PDF-O13 (Warehouse Operational Emission Reduction Measures) requires implementation of operational practices intended to reduce truck idling and warehouse-related emissions and promote use of cleaner fleet technologies.

2021 SEIR PDF-O14 (Electric Vehicle Readiness and Infrastructure Expansion) requires additional EV-capable infrastructure beyond minimum code requirements to facilitate future expansion of electric vehicle charging capacity and fleet electrification.

2021 SEIR PDF-O15 (Zero-Emission Cargo Handling and Support Equipment) requires continued transition toward zero-emission operational equipment used on-site for goods movement and support functions.

2021 SEIR PDF-O16 (Zero- and Near-Zero-Emission Truck Fleet Requirements) requires increasing percentages of truck fleets serving the industrial development to transition to zero-emission or near-zero-emission vehicles over time. The 2022 FSEIR revised PDF-O16 to expand applicability to all truck fleets accessing the industrial uses to better support implementation of SCAQMD Rule 2305 (Warehouse Indirect Source Rule).

2021 SEIR PDF-O17 (Employee Trip Reduction Measures) requires implementation of additional employee-focused transportation demand reduction measures intended to reduce single-occupant vehicle trips and associated operational emissions.

2021 SEIR PDF-O18 (Transit and Alternative Transportation Facilities) requires provision of facilities and infrastructure supporting transit use, bicycling, ridesharing, and other alternative transportation modes.

2021 SEIR PDF-O19 (Operational Monitoring and Compliance Measures) requires monitoring and reporting mechanisms to ensure implementation of operational emissions reduction measures and compliance with applicable operational commitments.

2021 SEIR PDF-O20 (Additional Operational Emissions Reduction Commitments) requires implementation of supplemental operational measures intended to further reduce long-term emissions associated with freight movement, employee commuting, and industrial operations.

Collectively, PDFs O-1 through O-20 establish a comprehensive operational emissions reduction program addressing landfill emissions, stationary-source emissions, odors, energy consumption, vehicle trips, transportation refrigeration units, cargo handling equipment, truck fleets, electrification infrastructure, and employee transportation. As discussed in the 2022 SEIR, these measures were incorporated into the operational emissions analysis and were part of the basis for the 2022 SEIR's conclusions regarding operational criteria pollutant emissions, localized impacts, and health risks. Because the Proposed Project would continue to implement these operational PDFs and would not increase the approved industrial development capacity evaluated in the 2022 SEIR, the operational PDF framework remains applicable and adequate for the Proposed Project.

2022 SEIR Mitigation Measures

Construction mitigation measures

The 2022 SEIR retained and revised previously adopted construction mitigation measures to reduce construction equipment emissions, VOC emissions, fugitive dust, and dust-generating activity. Some previously adopted measures were eliminated or converted to PDFs in the 2022 SEIR, including Mitigation Measures G-1, G-4, G-5, G-6, G-14, G-15, G-22, G-23, G-24, and G-28. Construction mitigation measures that were included in the 2022 SEIR are summarized below.

Mitigation Measure G-2 requires all construction equipment to be properly tuned and maintained in accordance with manufacturer specifications, with maintenance records and data sheets, including design specifications and emissions-control tier classifications, maintained on site and furnished to the lead agency or regulatory agencies upon request.

Mitigation Measure G-3 requires general contractors to maintain and operate construction equipment to minimize exhaust emissions; during construction, trucks and vehicles in loading and unloading queues must turn engines off when not in use; construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

Mitigation Measure G-7, as modified in the 2022 FSEIR, requires use of coatings and solvents consistent with applicable SCAQMD rules and regulations; requires coordination and management of construction where subphasing results in overlap of construction and operation; identifies use of prefabricated and pre-coated materials, limits on daily coating activities, and tenant coordination as methods for limiting construction ROC emissions; and requires painting within each planning area to not overlap and to use low-VOC paints pursuant to SCAQMD Rule 1113.

Mitigation Measure G-9 requires construction vehicle tires to be washed when vehicles exit the Project Site or use of a vehicle tracking pad per the approved SWPPP.

Mitigation Measure G-10 requires all fill material carried by haul trucks to be covered by a tarp or other means.

Mitigation Measure G-11 requires intensive dust-generating activity, such as grinding concrete, to be controlled to the greatest extent feasible.

Operational and health-risk mitigation measures

The 2022 SEIR also retained and revised previously established mitigation measures addressing remediation-related air monitoring, stationary-source controls, building materials, transportation demand, transit access, and other operational emission sources. Operational and health-risk mitigation measures that were included in the 2022 SEIR are summarized below.

Mitigation Measure G-12 requires each applicant to provide documentation to the City indicating that both on-site and off-site airborne risks associated with construction have been evaluated to the satisfaction of DTSC, and requires, at a minimum, perimeter air monitoring for dust, particulates, and constituents determined to be constituents of concern.

Mitigation Measure G-13 requires all point source facilities to obtain all required permits from SCAQMD, with permit issuance requiring operators to implement Best Available Control Technology and other required measures that reduce criteria pollutant emissions.

Mitigation Measure G-16 requires exterior common-area lighting fixtures to be regulated by automatic devices to turn off lights when not needed, while maintaining minimum lighting levels for safety.

Mitigation Measure G-17 requires building materials to comply with applicable SCAQMD rules and regulations and requires use of low-VOC architectural coatings for repainting and maintenance/touch-up of non-residential buildings and common/non-living/outdoor areas of residential buildings.

Mitigation Measure G-18 requires each applicant, to the extent feasible, to schedule deliveries during off-peak traffic periods to reduce trips during the most congested periods.

Mitigation Measure G-19 requires each applicant to coordinate with MTA, the City of Carson, and the Los Angeles Department of Transportation to provide information regarding local bus and rail services. This measure is summarized at 2021 DSEIR p. I-34.

Mitigation Measure G-20 requires consideration during site plan review of safe and convenient access to bus stops and public transportation facilities.

Mitigation Measure G-21 requires a fair-share contribution for a low-emissions shuttle service between the Project Site and other major activity centers in the vicinity, but the 2021 DSEIR summary identifies this measure as applicable to PA1 and PA2 and not applicable to PA3 because PA3 is an industrial land use.

Mitigation Measure G-27 prohibits hearths in on-site residential units; because the Proposed Project does not include residential units in PA3, this measure is not directly relevant to the PA3 industrial amendments but remains part of the broader adopted 2022 SEIR mitigation framework.

Mitigation Measure G-29 requires at least 8 percent of commercial parking spaces to be designated for priority parking for carpool/vanpool and/or clean air vehicles and compliance with CALGreen; the 2021 DSEIR summary identifies this measure as applicable to PA2.

Mitigation Measure C-18 requires Applicant(s) in PA3 to implement a City-approved Transportation Demand Management (TDM) Program designed to reduce single-occupancy vehicle travel and promote alternative transportation modes, including transit, carpooling, bicycling, and walking. The program includes measures such as unbundled parking, rideshare services, discounted transit passes, enhanced bicycle facilities, and car-share programs, as applicable. Collectively, these strategies are expected to reduce vehicle miles traveled (VMT) per service population by approximately 2 percent.

Collectively, these measures continue to address the air quality mechanisms relevant to the Proposed Project, including construction exhaust, fugitive dust, architectural coatings, landfill-related emissions, toxic air contaminants, stationary-source permitting, truck and vehicle idling, operational fleet emissions, transportation refrigeration units, electric vehicle infrastructure, employee transportation, and odor controls. Because the Proposed Project would retain the same approved industrial development capacity and would not introduce new air quality source categories beyond those evaluated in the 2022 SEIR, the adopted 2022 SEIR PDFs and mitigation measures remain applicable and adequate to address the air quality impacts of the Proposed Project.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project would not create a new significant air quality impact or substantially increase the severity of those previously disclosed impacts because it would remain within the approved industrial development capacity analyzed in the 2022 SEIR and would continue to implement applicable adopted PDFs and mitigation measures. There is no new information of substantial importance in the materials reviewed indicating that previously identified air quality impacts would be substantially more severe than described in the 2022 SEIR, or that additional feasible mitigation measures would be required. Therefore, the conclusions of the 2022 SEIR remain valid, and no subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for air quality.

Biological Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
3. Biological Resources. Would the project:					
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	2021 DSEIR pages IV.F-13 to IV.F-19	No	No	No	Yes
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	2021 DSEIR pages IV.F-13 to IV.F-19	No	No	No	N/A
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including but not limited to marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	2021 DSEIR pages IV.F-13 to IV.F-19	No	No	No	N/A
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	2021 DSEIR pages IV.F-13 to IV.F-19	No	No	No	Yes
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	2021 DSEIR pages IV.F-13 to IV.F-19	No	No	No	N/A
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	2021 DSEIR pages IV.F-13 to IV.F-19	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Biological Resources

The Proposed Project would maintain the previously approved industrial development envelope and would not expand the boundaries of disturbance evaluated in the 2022 SEIR. Because all development

would continue to occur within the previously analyzed former landfill site, the Proposed Project would not introduce new disturbance within natural habitat areas, wetlands, riparian resources, or other biologically sensitive areas.

Relevant Changes to Environmental Setting

The environmental setting associated with biological resources has not materially changed since certification of the 2022 SEIR. The project site remains a highly disturbed and urbanized former landfill surrounded by transportation infrastructure, commercial development, industrial uses, and residential neighborhoods. As described in the 2022 SEIR, the site does not contain sensitive native habitat communities, jurisdictional wetlands, riparian habitat, or established wildlife movement corridors. Nearby biological resources remain limited by the urbanized character of the surrounding area. No new special-status biological resources, conservation plans, or protected habitat designations have been identified on the project site that would alter the conclusions of the prior analysis.

Comparative Impacts Discussion

The 2022 SEIR evaluated potential impacts to special-status species, sensitive habitats, federally protected wetlands, wildlife movement, local biological resource protection policies, and habitat conservation planning. The 2022 SEIR concluded that biological resource impacts would be less than significant with implementation of mitigation measures. The Proposed Project would not increase the development footprint, expand construction into previously undisturbed areas, or alter the relationship between the site and adjacent biological resources. The site would continue to be developed entirely within the same previously evaluated disturbed environment. Therefore, the Proposed Project would not result in new impacts to special-status species or substantially increase the severity of impacts previously evaluated. The Proposed Project would not affect riparian habitat, sensitive natural communities, or federally protected wetlands because no such resources occur within the project site. Similarly, the Proposed Project would not interfere with wildlife movement corridors or wildlife nursery sites because the site remains surrounded by urban development and does not function as a significant wildlife linkage. The Proposed Project would continue to comply with applicable federal, state, and local biological resource regulations. Consistent with CEQA Guidelines Sections 15168(c)(2) and 15162, the Proposed Project would not create new significant impacts, substantially more-severe impacts, changed circumstances resulting in new impacts, or new information of substantial importance requiring major revisions to the 2022 SEIR.

Mitigation Measures

The following mitigation measure from the 2022 SEIR remains applicable to address biological resource impacts relevant to the Proposed Project, including potential disturbance of nesting birds, burrowing owls, and other protected biological resources during construction activities. Because the Proposed Project would remain within the previously analyzed development footprint, would not expand into previously undisturbed habitat areas, and would not introduce new biological resource impact pathways beyond those evaluated in the 2022 SEIR, the adopted biological resources mitigation framework remains applicable and adequate for the Proposed Project. The 2022 SEIR did not identify a separate series of biological-resource project design features (PDFs). Refer to Chapter II, Mitigation Monitoring and Reporting Program, of the 2022 SEIR for the complete text of applicable mitigation measures.

2022 SEIR Mitigation Measures

Mitigation Measure K-1 requires pre-construction nesting bird surveys when work occurs during the nesting season; establishment of avoidance buffers around active nests (up to 300 feet for most birds and 500 feet for raptors); implementation of additional protective measures, as needed; and notification of CDFW and establishment of a minimum 500-foot buffer if active burrowing owl nests are identified. Construction activities must avoid occupied nests until the nesting cycle has been completed.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. The Proposed Project consists of site-plan refinements within PA3, removal of a previously approved commercial component, and reconfiguration of industrial buildings without expanding the previously approved development footprint or introducing development into biologically sensitive areas. The environmental setting has not changed in a manner that would create new biological resource sensitivities or impact pathways. The previously adopted biological resource mitigation measures remain applicable and effective. Accordingly, the Proposed Project would not result in new significant biological resource impacts or substantially more-severe impacts than those identified in the 2022 SEIR. There is no new information of substantial importance and no changed circumstance requiring major revisions to the prior environmental document. Therefore, the conclusions of the 2022 SEIR remain valid and the Proposed Project satisfies the requirements of CEQA Guidelines Section 15168(c)(2). No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for biological resources.

Cultural Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
4. Cultural Resources. Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	2021 DSEIR pages VI-7 to VI-8	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	2021 DSEIR pages VI-7 to VI-8	No	No	No	N/A
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	2021 DSEIR pages VI-7 to VI-8	No	No	No	N/A
d. Disturb any human remains, including those interred outside the formal cemeteries?	2021 DSEIR pages VI-7 to VI-8	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Cultural Resources

The Proposed Project would maintain the previously approved development envelope and would not expand the project site boundary or increase ground disturbance beyond the area evaluated in the 2022 SEIR. The Proposed Project does not include demolition of historical resources, disturbance of known archaeological sites, or excavation activities beyond those previously contemplated and analyzed.

Relevant Changes to Environmental Setting

The environmental setting related to cultural resources has not materially changed since certification of the 2022 SEIR. The project site remains a remediated former landfill site within a highly urbanized portion of the City of Carson. No historic structures, designated historical resources, known archaeological sites, unique paleontological resources, or cemeteries have been identified within the project site since certification of the 2022 SEIR. There have been no changes to the regulatory setting, local resource inventories, or known cultural resource conditions that would alter the conclusions of the prior environmental analysis.

Comparative Impacts Discussion

The 2022 SEIR evaluated potential impacts to historical resources, archaeological resources, paleontological resources, unique geologic features, and human remains. The 2022 SEIR concluded that impacts related to cultural resources would be less than significant. The Proposed Project would not expand project boundaries, increase the previously anticipated level of site disturbance, or introduce new land uses that would create additional impact mechanisms. The site would continue to be developed within the same previously disturbed development area analyzed in the 2022 SEIR. Because no historical resources have been identified on the site, the Proposed Project would not cause a substantial adverse change in the significance of a historical resource. Likewise, the Proposed Project would not create new

or substantially more-severe impacts to archaeological resources, paleontological resources, unique geologic features, or human remains. Standard state regulatory requirements governing inadvertent discoveries of archaeological materials, paleontological resources, and human remains remain applicable. Consistent with CEQA Guidelines Sections 15168(c)(2) and 15162, the Proposed Project would not result in new significant cultural resource impacts, substantially more-severe impacts, changed circumstances creating new impacts, or new information of substantial importance requiring major revisions to the 2022 SEIR.

Mitigation Measures

2022 SEIR Mitigation Measures

The 2022 SEIR determined that cultural resource impacts would be less than significant and did not identify topic-specific mitigation measures of project design features (PDFs) for cultural resources. The 2022 SEIR determined that protection of previously unknown archaeological resources, paleontological resources, and human remains is subject to applicable provisions of the California Public Resources Code, California Health and Safety Code, and other applicable laws and regulations. Because the Proposed Project does not introduce new areas of disturbance or new cultural resource impact pathways, the conclusions of the 2022 SEIR remain valid and no additional cultural resource mitigation measures are required.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. The Proposed Project consists primarily of site-plan refinements within PA3 and does not increase the level of disturbance previously analyzed or affect any known cultural resources. The environmental setting has not changed in a manner that would create new cultural resource sensitivities. There is no new information of substantial importance indicating that previously identified impacts would be more severe. Accordingly, the Proposed Project would not result in new significant impacts or substantially more-severe impacts related to historical resources, archaeological resources, paleontological resources, unique geologic features, or human remains. Therefore, the conclusions of the 2022 SEIR remain valid and the Proposed Project satisfies the requirements of CEQA Guidelines Section 15168(c)(2). No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for cultural resources.

Energy

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
5. Energy. Would the project:					
a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	2021 DSEIR pages IV.G-19 to IV.G-48	No	No	No	N/A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	2021 DSEIR pages IV.G-19 to IV.G-48	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Energy

Relative to the 2022 Project, the Proposed Project would reduce commercial and recreational activity, reduce customer- and visitor-serving trips associated with the Carson Country Mart, eliminate event-related activities and associated vehicle trips, and increase the proportion of the site devoted to warehouse, logistics, fulfillment, distribution, and ancillary office uses. The Project would therefore modify the composition of electricity demand, transportation-fuel consumption, and operational energy use within PA3 but would not increase the total approved industrial development capacity previously evaluated in the 2022 SEIR.

Construction activities would remain generally consistent with those evaluated in the 2022 SEIR and would include remediation, grading, utility installation, roadway and parking construction, and vertical building construction.

Relevant Changes to Environmental Setting

The environmental setting related to energy has not materially changed in a manner that would alter the conclusions of the 2022 SEIR. The Energy chapter evaluated electricity, natural gas, and transportation-related energy resources and concluded that the 2022 Project would result in similar types of energy consumption as compared to the 2018 Project and would result in less-than-significant impacts for all energy issue areas.

The Project Site remains an undeveloped former landfill site undergoing remediation-related activities and remains within the same utility service and transportation systems evaluated in the 2022 SEIR. The Proposed Project would be developed within the same PA3 geographic area evaluated in the 2022 SEIR and would continue to rely on the same types of energy infrastructure, utility providers, and transportation systems analyzed in the Energy chapter.

Comparative Impacts Discussion

The 2022 SEIR evaluated electricity demand, natural gas consumption, transportation fuel consumption, energy infrastructure, and consistency with applicable energy-efficiency and renewable-energy plans

associated with construction and operation of the approved development program, including PA3 light industrial uses and the Carson Country Mart commercial and recreational uses. The Energy chapter concludes that the 2022 Project would result in less-than-significant impacts for all energy issue areas without mitigation.

The 2022 SEIR concluded that the Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources and would not conflict with or obstruct state or local plans for renewable energy or energy efficiency.

Although mitigation was not required to address energy impacts, the 2022 SEIR incorporated numerous project design features (PDFs) that reduce electricity demand, natural gas consumption, transportation fuel use, and overall energy consumption. These measures formed part of the Project description and unmitigated modeling scenario and therefore contributed to the Energy analysis conclusions.

Construction-Related Project Design Features

The Energy analysis incorporated the construction-related PDFs summarized in the Air Quality section, including PDF-C1 through PDF-C8. These measures require cleaner construction equipment, electric construction tools, reduced idling, newer haul trucks, construction compliance inspections, and construction-worker trip-reduction measures and therefore reduce construction-related energy consumption and fuel use.

Operational Project Design Features

The Energy analysis incorporated the operational PDFs summarized in the Air Quality and Greenhouse Gas sections, including PDF-O1 through PDF-O20. These measures address energy efficiency, transportation demand management, EV infrastructure, electrification of cargo-handling equipment, electrification of transportation refrigeration units, fleet electrification, truck-reduction measures, employee trip-reduction measures, and operational emissions-reduction commitments.

Wasteful, Inefficient, or Unnecessary Consumption of Energy Resources

The Proposed Project would eliminate the previously approved Carson Country Mart commercial, restaurant, recreation, and open-space uses and would replace those uses with additional light industrial development within the same PA3 development envelope evaluated in the 2022 SEIR. The Proposed Project would continue to maintain the previously approved maximum of 1,567,090 sf of light industrial and ancillary office development and would not increase the approved industrial development capacity. Accordingly, while the composition of energy demand may shift from commercial and recreation-related uses to industrial and logistics-related uses, the overall intensity of development would remain within the envelope evaluated in the 2022 SEIR. Consistent with the Air Quality and Greenhouse Gas analyses, the Proposed Project would not introduce a new land use type, development intensity, or energy-demand source category that was not previously analyzed.

The 2022 SEIR did not identify a significant energy impact requiring mitigation. However, the Energy chapter states that numerous PDFs were incorporated into the Project to reduce energy use and increase energy efficiency and that those PDFs formed part of the Energy analysis. These measures include PDF-C1 through PDF-C8 and PDF-O1 through PDF-O20, including requirements for cleaner construction equipment, electric construction tools, energy-efficient buildings, transportation demand management,

EV charging infrastructure, electrification of cargo-handling equipment, electrification of transportation refrigeration units, and transition to zero- and near-zero-emission truck fleets.

The Proposed Project would continue to implement all applicable Energy-related PDFs adopted as part of the 2022 SEIR. Because the Proposed Project would continue to implement the same energy-reduction measures and would not increase the approved development capacity evaluated in the 2022 SEIR, it would not result in a new significant impact or substantial increase in the severity of previously identified impacts. The previously adopted PDFs remain applicable, and no new mitigation measures would be required.

Conflict with or Obstruct a State or Local Plan for Renewable Energy or Energy Efficiency

The 2022 SEIR evaluated consistency with applicable state and local plans, regulations, and standards related to energy efficiency and renewable energy, including Title 24, CALGreen, utility efficiency requirements, and the City of Carson Climate Action Plan. The Energy chapter states that the Project would be developed in accordance with regulations, standards, and guidelines established in the Specific Plan Amendment, the General Plan, and the City's Climate Action Plan.

Because the Proposed Project would not modify or remove any of the energy-efficiency measures, electrification commitments, EV-charging requirements, transportation demand management programs, or clean-fleet requirements incorporated into the 2022 Project, the Project would continue to implement the same operational PDFs and mitigation measures relied upon in the Energy and Greenhouse Gas analyses. These include PDF-O4 (Enhanced Energy Efficiency), PDF-O5 (Transportation Demand Management Program), PDF-O6 (Electric Landscaping Equipment), PDF-O7 (Electric Vehicle Charging Infrastructure), PDF-O8 (Electric On-Site Cargo Handling Equipment), PDF-O9 (Electric Transportation Refrigeration Unit Infrastructure), PDF-O10 (Transportation Refrigeration Unit Restrictions), PDF-O11 through PDF-O20, and Transportation Mitigation Measure C-18.

The 2022 SEIR found that the 2022 Project would not conflict with applicable state or local plans for renewable energy or energy efficiency and therefore did not require mitigation. The Proposed Project would continue implementing the same measures and would remain within the same development envelope evaluated in the 2022 SEIR. Accordingly, the previously adopted PDFs remain applicable, and no new mitigation measures would be required to maintain consistency with applicable energy-efficiency and renewable-energy plans.

Mitigation Measures

2022 SEIR Mitigation Measures

The 2022 SEIR determined that energy impacts would be less than significant and did not identify topic-specific mitigation measures for energy.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. The Proposed Project consists primarily of refinements to the industrial development program within PA3 and

does not increase development intensity, require new energy infrastructure, or result in wasteful, inefficient, or unnecessary energy consumption beyond that previously analyzed. The environmental setting has not changed in a manner that would create new energy-related impact pathways. Accordingly, the Proposed Project would not result in new significant energy impacts or substantially more-severe impacts than those identified in the 2022 SEIR. There are no new information of substantial importance and no changed circumstance requiring major revisions to the prior environmental document. Therefore, the conclusions of the 2022 SEIR remain valid and the Proposed Project satisfies the requirements of CEQA Guidelines Section 15168(c)(2). No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for energy.

Geology and Soils

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
6. Geology and Soils. Would the project:					
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ii. Strong seismic ground shaking? iii. Seismic-related ground failure, including liquefaction and lateral spreading? iv. Seismically induced landslides?	2021 DSEIR pages VI-10 to VI-19	No	No	No	Yes
b. Result in substantial soil erosion capable of causing significant property damage or the loss of useable topsoil?	2021 DSEIR pages VI-10 to VI-19	No	No	No	Yes
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslides, subsidence, soil failure or soil compaction?	2021 DSEIR pages VI-10 to VI-19	No	No	No	Yes
d. Be located on problematic soils such as those characterized as expansive, as defined in 24 CCR 1803.5.3 of the California Building Code (2013), or corrosive?	2021 DSEIR pages VI-10 to VI-19	No	No	No	N/A
e. Be located on soils that are incapable of adequately supporting alternative methods of wastewater disposal where sewers are not available for the disposal of wastewater?	2021 DSEIR pages VI-10 to VI-19	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Geology and Soils

The Proposed Project would maintain the previously approved development envelope and would not expand the limits of grading or development beyond the areas evaluated in the 2022 SEIR. Although site layout refinements are proposed, the Proposed Project would continue to be developed on the same

remediated former landfill site and would remain subject to applicable geotechnical recommendations, building code requirements, and site-specific engineering review.

Relevant Changes to Environmental Setting

The geology and soils setting has not materially changed since certification of the 2022 SEIR. The project site remains a former landfill within a highly urbanized portion of the City of Carson. Regional geologic conditions, seismic hazards, and soil characteristics remain substantially the same as those evaluated in the 2022 SEIR. No new Alquist-Priolo Earthquake Fault Zones have been designated on the project site, and no new information has become available indicating substantially different seismic, geotechnical, liquefaction, subsidence, expansive soil, or erosion conditions than those previously analyzed.

Comparative Impacts Discussion

The 2022 SEIR evaluated potential impacts associated with fault rupture, seismic ground shaking, liquefaction, lateral spreading, landslides, soil erosion, unstable soils, subsidence, soil settlement, expansive soils, corrosive soils, and wastewater disposal suitability. The analysis concluded that geology and soils impacts would be less than significant with implementation of applicable mitigation measures, engineering requirements, and regulatory standards. The Proposed Project would not increase the development footprint, introduce new types of structures requiring different geotechnical treatment, or alter the fundamental site conditions evaluated in the 2022 SEIR. The site would continue to be designed and constructed in accordance with project-specific geotechnical recommendations, applicable California Building Code requirements, and previously adopted landfill-development requirements. As a result, the Proposed Project would not create new significant impacts related to fault rupture, seismic shaking, liquefaction, settlement, subsidence, soil instability, erosion, expansive soils, or corrosive soils. In addition, the Proposed Project would continue to be served by existing wastewater infrastructure and would not rely on septic systems or other alternative wastewater disposal methods. Consistent with CEQA Guidelines Sections 15168(c)(2) and 15162, the Proposed Project would not result in new significant geology and soils impacts, substantially more-severe impacts, changed circumstances creating new impacts, or new information of substantial importance requiring major revisions to the 2022 SEIR.

Mitigation Measures

The following mitigation measures from the 2022 SEIR remain applicable to the Proposed Project. Collectively, these mitigation measures continue to address the geology and soils impact mechanisms relevant to the Proposed Project, including seismic hazards, settlement, subsidence, soil instability, erosion, expansive soils, and landfill-related geotechnical conditions. Because the Proposed Project would remain within the previously analyzed development footprint, would not alter the geologic conditions evaluated in the 2022 SEIR, and would continue to be subject to site-specific geotechnical recommendations, building code requirements, and landfill-development controls, the adopted geology and soils mitigation framework remains applicable and adequate for the Proposed Project. The 2022 SEIR did not identify a separate series of project design features (PDFs) for geology and soils. Refer to Chapter II, Mitigation Monitoring and Reporting Program, of the 2022 SEIR for the complete text of applicable mitigation measures.

2022 SEIR Mitigation Measures

> **Mitigation Measure E-1** requires preparation of site-specific engineering geology and geotechnical investigations to evaluate potential geologic and geotechnical hazards and provide

recommendations addressing foundations, pilings, retaining walls, shoring, slab support, paving sections, earthwork, dewatering, and other site-development improvements.

Mitigation Measure E-2 requires preparation of a liquefaction analysis for areas potentially susceptible to liquefaction. The analysis must demonstrate that liquefaction hazards are sufficiently low or identify measures necessary to reduce the hazard to acceptable levels.

Mitigation Measure E-3 requires any roads that are realigned or constructed in areas underlain by waste soils to comply with site-specific engineering geology and geotechnical recommendations. Road design and construction must incorporate the recommendations of the approved studies to ensure long-term structural stability and performance.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. The Proposed Project consists of site-plan refinements within PA3 and does not alter the geologic or soil conditions previously evaluated. The environmental setting has not changed in a manner that would create new geologic hazards or increase exposure to existing hazards. Previously adopted mitigation measures, geotechnical recommendations, and regulatory requirements remain applicable and effective. Accordingly, the Proposed Project would not result in new significant geology and soils impacts or substantially more-severe impacts than those identified in the 2022 SEIR. There are no new information of substantial importance and no changed circumstance requiring major revisions to the prior environmental document. Therefore, the conclusions of the 2022 SEIR remain valid and the Proposed Project satisfies the requirements of CEQA Guidelines Section 15168(c)(2). No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for geology and soils.

Greenhouse Gas Emissions

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
7. Greenhouse Gas Emissions. Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	2021 DSEIR pages IV.H-34 to IV.H-81	No	No	No	Yes
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	2021 DSEIR pages IV.H-34 to IV.H-81	No	No	No	Yes

Discussion

Relevant Changes to Project Related to Greenhouse Gas Emissions

The Proposed Project would eliminate the previously approved Carson Country Mart commercial, restaurant, recreation, and open-space uses within PA3(b) and would consolidate PA3(a) and PA3(b) into a single light-industrial planning area. The Proposed Project would not increase the previously approved maximum of 1,567,090 sf of light industrial and ancillary office development evaluated in the 2022 SEIR. Rather, the Project would retain the approved industrial development capacity and reconfigure the site plan from six industrial buildings to five industrial buildings.

Relative to the 2022 Project, the Proposed Project would reduce commercial and recreational activity, reduce customer- and visitor-serving trips associated with the Carson Country Mart and eliminate event-related activities and associated vehicle trips. The Project would therefore modify the composition of operational greenhouse gas emissions sources, particularly mobile-source activity, but would not increase the total approved industrial development capacity previously evaluated in the 2022 SEIR. The changes resulting from the Project would result in an overall reduction in operational GHG emissions.

Construction activities would remain generally consistent with those evaluated in the 2022 SEIR and would include remediation, grading, utility installation, roadway and parking construction, and vertical building construction. The 2021 DSEIR states that GHG emissions associated with construction were calculated using CalEEMod and EMFAC, with construction assumptions applied consistently with the criteria pollutant analysis, and that later construction starts would be expected to result in similar or reduced GHG impacts due to cleaner and more energy-efficient fleet turnover over time.

Relevant Changes to Environmental Setting

The environmental setting related to greenhouse gas emissions has not materially changed in a manner that would alter the conclusions of the 2022 SEIR. Greenhouse gas emissions remain a global cumulative issue rather than a localized or regional pollutant issue, and the 2022 SEIR explains that impacts from GHG emissions differ from criteria pollutant effects because GHGs persist over long periods and affect global climate conditions. The 2022 SEIR also identifies that GHG emissions are commonly quantified in

carbon dioxide equivalent (CO2e), using global warming potential values, and that the analysis reflects IPCC Fourth Assessment Report values consistent with CARB statewide GHG inventory reporting.

The Project Site remains an undeveloped former landfill site undergoing remediation, operation, maintenance, and monitoring activities pursuant to DTSC-approved remedial action requirements. As described in the 2022 SEIR, existing Project Site GHG emissions are associated primarily with operation of the GETS, the LGCCS, and associated landfill gas treatment infrastructure, including flare operations. The GETS has been operating since 2014, and the LGCCS, including the central treatment unit and active landfill gas extraction network serving Cells 3, 4, and 5, is currently operational, although additional landfill gas collection wells, piping, and related infrastructure remain to be installed to fully implement the approved remedial systems throughout the 157-Acre Site. Consistent with the assumptions of the 2022 SEIR, remediation, monitoring, maintenance, and operation of these systems are expected to continue during future construction and development activities. A Revised MAPO[11] was submitted to DTSC on June 26, 2026. The Revised MAPO updates the April 2018 MAPO by providing a revised roadmap to occupancy that is based on phased development on a decision unit basis, in lieu of the prior model that was for development on a cell-by-cell basis. The Revised MAPO does not change the nature of the remediation systems evaluated in the 2022 SEIR or introduce a new source of greenhouse gas emissions; rather, it modifies the sequencing and implementation of remediation and occupancy activities. Accordingly, the GHG emissions associated with operation of the approved remedial systems remain generally consistent with the environmental setting evaluated in the 2022 SEIR.

The regulatory setting applicable to GHG emissions continues to include statewide, regional, and local plans and regulations adopted to reduce GHG emissions, including the CARB Climate Change Scoping Plan, SCAG's RTP/SCS, the City of Carson CAP, CALGreen, Title 24 energy-efficiency standards, and mobile-source regulations. The 2022 SEIR specifically evaluated consistency with applicable GHG reduction plans, policies, and regulations as the basis for determining GHG significance.

Comparative Impacts Discussion

The 2022 SEIR evaluated greenhouse gas emissions associated with construction and operation of the approved development program, including PA3 light industrial and ancillary office uses, the Carson Country Mart commercial and recreational uses, remediation-related activities, construction emissions, mobile-source emissions, energy use, water demand, wastewater generation, solid waste, landfill gas flares, transportation refrigeration units, stationary sources, and operational vehicle activity.

The 2022 SEIR concluded that the 2022 Project would result in similar types of greenhouse gas impacts as compared to the 2018 Project and, like the 2018 Project, would result in less-than-significant impacts with respect to consistency with applicable regulations, plans, and policies adopted by the State, SCAQMD, SCAG, and the City to reduce GHG emissions. Unlike some other resource topics evaluated in the 2022 SEIR, the GHG analysis did not identify a significant or potentially significant GHG impact requiring mitigation to reduce the impact below a threshold of significance. Rather, the 2022 SEIR states that mitigation was not required for the 2022 Project because it would not conflict with applicable GHG reduction plans, policies, and regulations.

[11] EKI, *Revised Management Approach to Phased Occupancy, Former Cal Compact Landfill Site, Carson, California*, June 26, 2026.

However, the 2022 SEIR also explains that several project design features (PDFs) and mitigation measures adopted or incorporated as part of the 2022 SEIR would further reduce GHG emissions, including measures from the Air Quality and Transportation analyses. These measures were included in the 2022 SEIR mitigation framework and remain relevant to the Proposed Project because they reduce or support reductions in construction fuel use, operational energy demand, truck and vehicle idling, employee vehicle trips, transportation refrigeration unit emissions, fleet emissions, EV infrastructure needs, and VMT.

Construction-Related Project Design Features

The 2022 SEIR incorporated construction-related PDFs intended to reduce emissions from off-road equipment, haul trucks, construction vehicles, generators, fugitive dust, and worker trips (see DSEIR pp. IV.D-38 through IV.D-40). Construction-Related PDFs are summarized below as relevant to PA3 and the Proposed Project.

> **2021 SEIR PDF-C1** requires mobile off-road construction equipment used during construction to meet USEPA Tier 4 Final standards, either as original equipment or through retrofits; if specialized Tier 4 equipment is not commercially available at the time of construction, equipment must at minimum meet Tier 3 standards; zero-emission construction equipment must be incorporated when commercially available; and applicable bid documents, purchase orders, and contracts must include these requirements.
>
> **2021 SEIR PDF-C2** limits excavations to avoid exposing landfill contents.
>
> **2021 SEIR PDF-C3** requires general contractors to implement a fugitive dust control program pursuant to SCAQMD Rule 403 and prohibits grading in PA3 on days when the Air Quality Index forecast exceeds 100 for particulates or ozone.
>
> **2021 SEIR PDF-C4** requires electric hook-ups to the power grid rather than temporary diesel- or gasoline-powered generators for electric construction tools whenever feasible; for PA3, mobile off-road construction equipment of less than 50 horsepower must be electric, and mobile off-road construction equipment with a power rating of 19 kilowatts or less must be battery powered; if generators are needed to reach remote portions of the site, non-diesel generators must be used.
>
> **2021 SEIR PDF-C5** prohibits construction vehicles from idling in excess of 2 minutes per occurrence and location for PA3 and prohibits individual pieces of diesel-powered off-road equipment from being in the "on" position for more than 10 hours per day.
>
> **2021 SEIR PDF-C6** requires fleet-contracted on-road heavy-duty haul trucks used for remediation and construction hauling activities from PA3 to be model year 2014 or newer if diesel fueled; the requirement does not apply to delivery trucks or other non-contracted fleets.
>
> **2021 SEIR PDF-C7** requires contractors to conduct routine inspections to verify compliance with construction mitigation and identify additional opportunities to reduce construction impacts, with inspection reports maintained on site throughout construction.
>
> **2021 SEIR PDF-C8** requires construction contractors to provide information on transit and ride-sharing programs and services to construction employees and, as feasible, provide meal options on site or shuttle buses between the site and nearby meal destinations.

Operational project design features

The 2022 SEIR incorporated numerous operational PDFs intended to reduce criteria pollutant emissions, toxic air contaminant emissions, odors, vehicle emissions, transportation refrigeration unit (TRU) emissions, energy demand, and vehicle miles traveled. These measures were incorporated into the operational air quality modeling and formed part of the basis for the impact conclusions presented in the 2022 SEIR. Operational PDFs are described in Section IV.D of the 2021 DSEIR beginning at pages IV.D40 through IV.D44 and were further revised and clarified in response to comments in the 2022 FSEIR. Operational PDFs are summarized below as relevant to PA3 and the Proposed Project.

2021 SEIR PDFO1 (Impervious Barrier for Landfill Emissions). Requires construction and maintenance of an impervious barrier consistent with the approved Remedial Action Plan to control landfill gas, odiferous emissions, and air toxic emissions from historic landfill materials. The barrier is intended to minimize potential emissions of contaminants and odors from underlying landfill areas.

2021 SEIR PDFO2 (Stationary Source Controls). Requires all stationary emission sources, including landfill gas flares, emergency generators, and similar equipment, to comply with SCAQMD requirements, utilize Best Available Control Technology (BACT), and obtain all required permits.

2021 SEIR PDFO3 (Odor and Toxic Air Contaminant Restrictions). Restricts site land uses to those that would not generate substantial toxic air contaminant emissions or nuisance odors and requires permitting of applicable toxic air contaminant sources through SCAQMD.

2021 SEIR PDFO4 (Enhanced Energy Efficiency). Requires buildings to exceed applicable Title 24 energy-efficiency standards or achieve equivalent energy savings through alternative measures, thereby reducing energy demand and associated emissions from energy generation.

2021 SEIR PDFO5 (Transportation Demand Management Program). Requires implementation of a Transportation Demand Management (TDM) program to reduce employee vehicle trips through measures such as ridesharing incentives, transit information, flexible work schedules, and other trip-reduction strategies.

2021 SEIR PDFO6 (Electric Landscaping Equipment). Requires the use of electric landscaping and grounds maintenance equipment instead of gasoline-powered equipment whenever feasible, reducing localized emissions and noise.

2021 SEIR PDFO7 (Electric Vehicle Charging Infrastructure). Requires installation of electric-vehicle charging infrastructure, including a minimum number of charging-capable spaces, to support future electrification of employee and visitor vehicle fleets and reduce mobile-source emissions. The 2022 FSEIR notes that at least 251 spaces would be equipped with EV charging capability.

2021 SEIR PDFO8 (Electric On-Site Cargo Handling Equipment). Requires use of electrically powered cargo handling equipment, including forklifts and similar equipment, wherever feasible to reduce operational emissions associated with industrial activities.

2021 SEIR PDFO9 (Electric Transportation Refrigeration Unit Infrastructure). Requires provision of electric plug-in capability for transportation refrigeration units to reduce TRU engine idling and diesel emissions.

2021 SEIR PDFO10 (Transportation Refrigeration Unit Restrictions). Prohibits or substantially limits operation of diesel-powered transportation refrigeration units within PA3 and requires use of cleaner technologies where feasible. This measure was discussed extensively in response to SCAQMD comments regarding health risk impacts.

2021 SEIR PDFO11 (Fleet Electrification/Alternative Fuel Preference). Establishes leasing preferences and operational requirements encouraging facility occupants to utilize alternative-fuel, near-zero-emission, or zero-emission fleet vehicles.

2021 SEIR PDFO12 (Clean Truck Requirements). Requires owned and contracted truck fleets accessing the facility to meet specified emissions standards, including minimum model-year requirements and cleaner-engine technologies.

2021 SEIR PDFO13 (Warehouse Operational Emission Reduction Measures). Requires implementation of operational practices intended to reduce truck idling and warehouse-related emissions and promote use of cleaner fleet technologies.

2021 SEIR PDFO14 (Electric Vehicle Readiness and Infrastructure Expansion). Requires additional EV-capable infrastructure beyond minimum code requirements to facilitate future expansion of electric vehicle charging capacity and fleet electrification.

2021 SEIR PDFO15 (Zero-Emission Cargo Handling and Support Equipment). Requires continued transition toward zero-emission operational equipment used on-site for goods movement and support functions.

2021 SEIR PDFO16 (Zero- and Near-Zero-Emission Truck Fleet Requirements). Requires increasing percentages of truck fleets serving the industrial development to transition to zero-emission or near-zero-emission vehicles over time. The 2022 FSEIR revised PDFO16 to expand applicability to all truck fleets accessing the industrial uses to better support implementation of SCAQMD Rule 2305 (Warehouse Indirect Source Rule).

2021 SEIR PDFO17 (Employee Trip Reduction Measures). Requires implementation of additional employee-focused transportation demand reduction measures intended to reduce single-occupant vehicle trips and associated operational emissions.

2021 SEIR PDFO18 (Transit and Alternative Transportation Facilities). Requires provision of facilities and infrastructure supporting transit use, bicycling, ridesharing, and other alternative transportation modes.

2021 SEIR PDFO19 (Operational Monitoring and Compliance Measures). Requires monitoring and reporting mechanisms to ensure implementation of operational emissions reduction measures and compliance with applicable operational commitments.

2021 SEIR PDFO20 (Additional Operational Emissions Reduction Commitments). Requires implementation of supplemental operational measures intended to further reduce long-term emissions associated with freight movement, employee commuting, and industrial operations.

Collectively, PDFs O1 through O20 establish a comprehensive operational emissions reduction program addressing landfill emissions, stationary-source emissions, odors, energy consumption, vehicle trips, transportation refrigeration units, cargo handling equipment, truck fleets, electrification infrastructure, and employee transportation. As discussed in the 2022 SEIR, these measures were incorporated into the

operational emissions analysis and were part of the basis for the 2022 SEIR's conclusions regarding operational criteria pollutant emissions, localized impacts, and health risks.

Because the Proposed Project would continue to implement these operational PDFs and would not increase the approved industrial development capacity evaluated in the 2022 SEIR, the operational PDF framework remains applicable and adequate for the Proposed Project.

Generation of Greenhouse Gas Emissions

The 2022 SEIR identified that GHG impacts are evaluated differently from criteria pollutants because GHG impacts are cumulative and global in nature and because a single project's emissions are generally small relative to state and global emissions. The 2022 SEIR further explains that the significance of the 2022 Project's GHG emissions was based on consistency with applicable GHG reduction plans, policies, and regulations, while quantified GHG emissions were provided to inform the qualitative plan-compliance significance determination.

The 2022 SEIR quantified annual operational GHG emissions for the 2022 Project and identified PA3 emissions by source category, including energy, mobile sources, trucks, EV charging, zero-emissions fleet assumptions, electric TRUs, stationary sources, waste, and water. Table IV.H-8 identified the PA3 subtotal as 62,290 MTCO2e in 2026, 42,680 MTCO2e in 2035, 30,338 MTCO2e in 2040, and 23,877 MTCO2e in 2045. The 2022 SEIR also stated that incorporation of the 2022 Project's PDFs, particularly the zero-emissions truck fleet phase-in and EV charging infrastructure substantially in excess of regulatory obligations, would reduce 2022 Project GHG emissions below 2018 Project levels by 2040, further supporting consistency with applicable reduction plans.

Because the 2022 SEIR found GHG impacts to be less than significant based on plan consistency, no mitigation measures were required to reduce a potentially significant GHG impact to a less-than-significant level. Nevertheless, the 2022 SEIR incorporated and relied upon a suite of PDFs and mitigation measures that further reduce GHG emissions, including construction-related PDFs C1 through C8; operational PDFs O1 through O20; air quality mitigation measures such as G-3, G-16, and G-18 through G-21; and Transportation Mitigation Measure C-18.

The Proposed Project would not increase the total approved industrial development capacity evaluated in the 2022 SEIR. The Proposed Project would eliminate the previously approved Carson Country Mart commercial, restaurant, recreation, and open-space uses and replace those uses with additional light industrial and ancillary office development within the same PA3 development envelope. This Project would not increase the approved industrial square footage or introduce a new type of development not evaluated in the 2022 SEIR. Therefore, GHG emissions from the Proposed Project would be within the envelope of emissions evaluated in the 2022 SEIR and would not represent a new significant impact or a substantial increase in the severity of the previously analyzed GHG impacts from the 2022 Project.

Accordingly, the previously adopted PDFs and relevant transportation mitigation measures (see Transportation discussion) that reduce GHG emissions would remain applicable to the Proposed Project, as relevant to PA3. Because the Proposed Project would retain the approved industrial development capacity and would continue to implement the adopted GHG-relevant PDFs and mitigation measures, no new mitigation measures would be required for generation of GHG emissions.

Consistency with Applicable GHG Reduction Plans, Policies, and Regulations

The 2022 SEIR evaluated consistency with applicable GHG reduction plans and policies, including CARB's Climate Change Scoping Plan, SCAG's 2020–2045 RTP/SCS, and the City of Carson CAP. The DSEIR concluded that the 2022 Project would not conflict with applicable plans and policies to reduce GHG emissions and therefore would not result in a cumulatively considerable GHG impact.

The 2022 SEIR states that the 2022 Project is consistent with CARB's Climate Change Scoping Plan approach because the Project incorporates emission reduction opportunities, green building features, and clean technology strategies, including electric construction equipment and electrification of the industrial trucking fleet. The DSEIR also states that new buildings within the Project Site would comply with City requirements and the CALGreen Code. With respect to SCAG's 2020–2045 RTP/SCS, the 2022 SEIR states that VMT reduction is a key component of achieving CARB's 2035 GHG emission reduction targets and that the Project Site's land use characteristics demonstrate that the 2022 Project's VMT would be reduced compared to a standard non-infill project based on its location efficiency. With respect to the City of Carson CAP, the 2022 SEIR states that the 2022 Project would be consistent with the City's CAP through consistency with or exceedance of CALGreen requirements, implementation of electric truck phase-in for industrial land uses, extensive EV charging commitments, added electrical infrastructure for future EV charging stations, and the design, diversity, and location of the Project Site itself.

Because the 2022 SEIR concluded that the 2022 Project would not conflict with applicable GHG reduction plans, policies, or regulations, no mitigation was required to address a significant plan-consistency impact. However, the PDFs and mitigation measures incorporated into the 2022 SEIR further supported the plan-consistency conclusion by reducing GHG emissions associated with construction equipment, operational energy use, truck idling, fleet emissions, electric vehicle infrastructure, transportation refrigeration units, and VMT.

The Proposed Project would not remove, revise, or reduce the applicability of these adopted GHG-reduction commitments. The Proposed Project would continue to implement the same GHG-relevant PDFs and mitigation measures adopted for the 2022 Project, including measures addressing construction equipment, construction idling, electric construction tools, energy efficiency, EV charging, electric cargo handling equipment, electric TRUs, non-diesel or Tier 4 emergency generators, transportation demand management, and truck fleet electrification. Therefore, the previously adopted measures remain applicable, and no new mitigation measures would be required to maintain consistency with applicable GHG reduction plans, policies, or regulations.

Construction GHG Emissions

The 2022 SEIR evaluated construction GHG emissions using CalEEMod and EMFAC and applied construction phasing assumptions consistent with the air quality analysis. The DSEIR explains that construction-related GHG emissions occur over a relatively short-term period and contribute a relatively small portion of overall lifetime project GHG emissions, consistent with SCAQMD guidance.

The 2022 SEIR did not identify a significant construction-related GHG impact requiring mitigation. Rather, the 2022 SEIR states that mitigation was not required because the 2022 Project would not conflict with applicable GHG reduction plans, policies, and regulations. Nevertheless, construction-related PDFs and mitigation measures adopted in the 2022 SEIR would further reduce construction-related GHG

emissions. These include PDF-C1 through PDF-C8 and Mitigation Measures G-2, G-3, G-7, G-9, G-10, and G-11, which are summarized in the Air Quality section and incorporated into the overall 2022 SEIR mitigation framework.

As stated in the Air Quality section, 2021 SEIR PDF-C1 requires mobile off-road construction equipment used during construction to meet USEPA Tier 4 Final standards, either as original equipment or through retrofits; if specialized Tier 4 equipment is not commercially available at the time of construction, equipment must at minimum meet Tier 3 standards; zero-emission construction equipment must be incorporated when commercially available; and applicable bid documents, purchase orders, and contracts must include these requirements. 2021 SEIR PDF-C4 requires electric hook-ups to the power grid rather than temporary diesel- or gasoline-powered generators for electric construction tools whenever feasible; for PA3, mobile off-road construction equipment of less than 50 horsepower must be electric, and mobile off-road construction equipment with a power rating of 19 kilowatts or less must be battery powered; if generators are needed to reach remote portions of the site, non-diesel generators must be used. 2021 SEIR PDF-C5 prohibits construction vehicles from idling in excess of 2 minutes per occurrence and location for PA3 and prohibits individual pieces of diesel-powered off-road equipment from being in the "on" position for more than 10 hours per day. 2021 SEIR PDF-C6 requires fleet-contracted on-road heavy-duty haul trucks used for remediation and construction hauling activities from PA3 to be model year 2014 or newer if diesel fueled; the requirement does not apply to delivery trucks or other non-contracted fleets.

The Proposed Project would involve generally similar construction activities within the same PA3 development area evaluated in the 2022 SEIR, including remediation, grading, utility installation, roadway and parking construction, and vertical construction. Although the site plan would be modified, the Project would not increase the approved industrial development capacity or expand construction beyond the PA3 development envelope evaluated in the 2022 SEIR. Therefore, the construction PDFs and mitigation measures adopted in the 2022 SEIR would remain applicable to the Proposed Project, and no new construction-related GHG mitigation measures would be required.

Operational GHG Emissions

The 2022 SEIR evaluated operational GHG emissions from on-road mobile sources, area sources, energy, water conveyance, wastewater treatment, solid waste, landfill gas flares, amortized construction emissions, EV charging, zero-emissions fleet assumptions, electric TRUs, and stationary sources. The DSEIR states that annual GHG emissions include both operations and amortized construction emissions and that construction GHG emissions were amortized over 30 years in accordance with SCAQMD methodology. The DSEIR also states that the 2022 Project would implement energy-saving measures identified in the PDFs, including PDF-O2 and PDF-O4 through PDF-O16, and that these include truck idling limits for PA3, electric TRU requirements for PA3, and zero-emission truck fleet assumptions incorporated into the GHG modeling.

The 2022 SEIR did not require mitigation to reduce operational GHG emissions to a less-than-significant level because the 2022 Project was found not to conflict with applicable GHG reduction plans, policies, and regulations. However, the 2022 SEIR incorporated operational PDFs and mitigation measures that were relied upon to reduce operational GHG emissions and support the plan-consistency conclusion. These include PDFs O1 through O20 and mitigation measures such as G-16, G-18 through G-21, G-27, G-29, and C-18.

As stated in the Air Quality section, 2021 SEIR PDF-O4 (Enhanced Energy Efficiency) requires buildings to exceed applicable Title 24 energy-efficiency standards or achieve equivalent energy savings through alternative measures, thereby reducing energy demand and associated emissions from energy generation. 2021 SEIR PDF-O7 (Electric Vehicle Charging Infrastructure) requires installation of electric-vehicle charging infrastructure, including a minimum number of charging-capable spaces, to support future electrification of employee and visitor vehicle fleets and reduce mobile-source emissions. The 2022 FSEIR notes that at least 251 spaces would be equipped with EV charging capability. 2021 SEIR PDF-O8 (Electric On-Site Cargo Handling Equipment) requires use of electrically powered cargo handling equipment, including forklifts and similar equipment, wherever feasible to reduce operational emissions associated with industrial activities. 2021 SEIR PDF-O10 (Transportation Refrigeration Unit Restrictions) prohibits or substantially limits operation of diesel-powered transportation refrigeration units within PA3 and requires use of cleaner technologies where feasible. This measure was discussed extensively in response to SCAQMD comments regarding health risk impacts. 2021 SEIR PDF-O16 (Zero- and Near-Zero-Emission Truck Fleet Requirements) requires increasing percentages of truck fleets serving the industrial development to transition to zero-emission or near-zero-emission vehicles over time. The 2022 FSEIR revised PDF-O16 to expand applicability to all truck fleets accessing the industrial uses to better support implementation of SCAQMD Rule 2305 (Warehouse Indirect Source Rule).

The Proposed Project would eliminate commercial customer trips, restaurant trips, recreation-related trips, and special-event traffic associated with the Carson Country Mart. Conversely, a greater proportion of site activity would be associated with warehouse, logistics, fulfillment, and distribution operations. However, because the approved industrial floor area would not increase and the overall development intensity remains within the envelope analyzed in the 2022 SEIR, operational GHG emissions would remain within the range of impacts previously evaluated.

The previously adopted operational PDFs and mitigation measures would remain applicable to the Proposed Project, as relevant to PA3. Because the Proposed Project would continue to implement the same GHG-relevant operational measures and would not increase the approved industrial development capacity evaluated in the 2022 SEIR, no new operational GHG mitigation measures would be required.

Cumulative GHG Emissions

The 2022 SEIR explains that analysis of GHG emissions is cumulative in nature because impacts are caused by cumulative global emissions and because climate change impacts related to GHG emissions do not necessarily occur in the same area in which a project is located. The DSEIR states that a project's GHG emissions typically would be very small in comparison to state or global GHG emissions and, in isolation, would have no significant direct impact on climate change.

The 2022 SEIR concluded that the 2022 Project with implementation of PDFs (which reduce emissions to below the 2018 SEIR GHG levels by 2040) would generate GHG emissions that would not conflict with applicable reduction plans and policies, and because GHG emission impacts are cumulative in nature. Therefore, the 2022 Project's contribution to cumulatively significant GHG emissions would be less than significant. The 2022 SEIR further states that the 2022 Project's contribution to cumulative GHG emissions and global climate change would be less than significant if the Project is consistent with applicable regulatory plans and policies to reduce GHG emissions, including the Climate Change Scoping Plan, SCAG's 2020–2045 RTP/SCS, and the City's CAP.

Because the 2022 SEIR found cumulative GHG impacts to be less than significant, no mitigation was required to reduce a cumulatively considerable GHG impact. Nonetheless, the mitigation measures would continue to reduce or support reductions in GHG emissions and would continue to support the Project's consistency with applicable GHG reduction plans, policies, and regulations.

The Proposed Project would have a similar GHG emissions profile and would continue to implement the same GHG-reduction framework evaluated in the 2022 SEIR, because it would not increase the previously approved industrial development capacity. Therefore, the previously analyzed PDFs remain applicable to the Proposed Project and would be sufficient to limit Project GHG emissions impacts to less than significant. Further, implementation of mitigation measures described in the 2022 SEIR would further reduce GHG emissions, though their implementation is not required. Thus, no new mitigation measures would be required to address cumulative GHG emissions.

Mitigation Measures

The 2022 SEIR states that mitigation is not required for GHG emissions because the 2022 Project with implementation of PDFs, would not conflict with applicable GHG reduction plans, policies, and regulations. Nonetheless, several mitigation measures adopted or incorporated as part of the 2022 SEIR to address other environmental resource areas would also further reduce GHG emissions, including measures related to construction equipment, idling, energy efficiency, EV infrastructure, transportation refrigeration units, truck fleet transition, transportation demand management, and reduced vehicle travel.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project would not create a new significant GHG impact or substantially increase the severity of previously disclosed impacts because it would remain within the approved industrial development capacity analyzed in the 2022 SEIR and would continue to implement applicable adopted PDFs and mitigation measures. There is no new information of substantial importance in the materials reviewed indicating that previously identified GHG impacts would be substantially more severe than described in the 2022 SEIR, or that additional feasible mitigation measures would be required. Therefore, the conclusions of the 2022 SEIR remain valid, and no subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for greenhouse gas emissions.

Hazards and Hazardous Materials

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
8. Hazards and Hazardous Materials. Would the project:					
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	2021 DSEIR pages VI-19 to VI-30	No	No	No	N/A
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	2021 DSEIR pages VI-19 to VI-30	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	2021 DSEIR pages VI-19 to VI-30	No	No	No	N/A
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	2021 DSEIR pages VI-19 to VI-30	No	No	No	Yes
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	2021 DSEIR pages VI-19 to VI-30	No	No	No	N/A
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	2021 DSEIR pages VI-19 to VI-30	No	No	No	N/A
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	2021 DSEIR pages VI-19 to VI-30	No	No	No	N/A
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	2021 DSEIR pages VI-19 to VI-30	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Hazards and Hazardous Materials

The Proposed Project would maintain the previously approved industrial development envelope and would not expand the project site boundary or introduce new categories of land uses beyond those previously evaluated. Development would continue to occur on the same remediated former landfill site under the oversight of applicable regulatory agencies and in accordance with previously approved remediation, engineering, and site-development requirements.

Relevant Changes to Environmental Setting

The hazards and hazardous materials setting has not materially changed since certification of the 2022 SEIR. The project site remains a remediated former landfill that has been subject to ongoing environmental monitoring, remediation oversight, and development controls. Surrounding land uses remain generally consistent with those evaluated in the 2022 SEIR and include commercial, industrial, transportation, institutional, and residential uses. There have been no substantial changes in surrounding conditions, airport operations, emergency response planning, wildfire conditions, or hazardous materials regulations that would alter the conclusions of the prior analysis.

Comparative Impacts Discussion

The 2022 SEIR evaluated potential impacts associated with the transport, use, handling, and disposal of hazardous materials; accidental release scenarios; development on a former hazardous materials site; airport-related hazards; emergency response and evacuation; and wildfire risk. The analysis concluded that impacts would be less than significant with implementation of mitigation measures and applicable regulatory requirements. The Proposed Project would not increase the previously approved industrial development intensity, expand into new areas of environmental concern, or alter the remediation framework governing the site. The removal of the previously approved commercial component would not increase hazardous materials use beyond the range previously analyzed. The Proposed Project would continue to comply with applicable federal, state, and local hazardous materials management requirements, including ongoing oversight associated with site remediation and development of the former landfill. The Proposed Project would not interfere with emergency response or evacuation plans, would not create new airport-related safety hazards, and would not expose people or structures to significant wildfire risk given the urbanized setting of the site. Consistent with CEQA Guidelines Sections 15168(c)(2) and 15162, the Proposed Project would not result in new significant hazards impacts, substantially more-severe impacts, changed circumstances creating new impacts, or new information of substantial importance requiring major revisions to the 2022 SEIR.

Mitigation Measures

The following mitigation measures from the 2022 SEIR remain applicable to the Proposed Project. The mitigation measures address potential hazards associated with contaminated soils, landfill materials, remediation activities, hazardous substance exposure, and previously unidentified subsurface features. Collectively, these mitigation measures remain applicable to the Proposed Project because development would continue within the former landfill property analyzed in the 2022 SEIR and would remain subject to remediation requirements, risk assessment procedures, air monitoring protocols, and contingency planning requirements. The 2022 SEIR did not identify a separate series of project design features (PDFs)

for hazards and hazardous materials. Refer to Chapter II, Mitigation Monitoring and Reporting Program, of the 2022 SEIR for the complete text of applicable mitigation measures.

2022 SEIR Mitigation Measures

Mitigation Measure D-1 requires Department of Toxic Substances Control (DTSC) review and approval of any modifications to the approved Remedial Action Plan (RAP) prior to implementation. Documentation of DTSC approval must be provided before issuance of applicable grading permits.

Mitigation Measure D-2 requires applicants proposing residential uses to obtain all necessary DTSC approvals and permits associated with residential development on the remediated landfill site prior to issuance of building permits.

Mitigation Measure D-3 requires DTSC review of remediation-related construction activities and implementation of perimeter air monitoring for dust, particulates, and identified Constituents of Concern (COCs). Work must be modified, suspended, or corrected if monitoring identifies exceedances of established criteria.

Mitigation Measure D-4 requires preparation of cell-specific risk assessments, DTSC review and approval of remedial activities, and completion of required remedial actions. A remedial action completion report must be approved before occupancy of affected development areas.

Mitigation Measure D-5 was removed in the 2018 SEIR. A placeholder for this mitigation measure is provided in the 2022 SEIR to maintain consistent numbering of the mitigation measures.

Mitigation Measure D-6 requires any roads that are realigned or constructed in areas underlain by waste soils to comply with site-specific engineering geology and geotechnical recommendations. Road design and construction must incorporate the recommendations of the approved studies to ensure long-term structural stability and performance.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. The Proposed Project consists primarily of site-plan refinements within PA3 and does not alter the previously approved development envelope, remediation framework, or hazardous materials management assumptions evaluated in the 2022 SEIR. The environmental setting has not changed in a manner that would create new hazards-related impact pathways. Existing mitigation measures, remediation requirements, and regulatory controls remain applicable and effective. Accordingly, the Proposed Project would not result in new significant hazards and hazardous materials impacts or substantially more-severe impacts than those identified in the 2022 SEIR. There are no new information of substantial importance and no changed circumstance requiring major revisions to the prior environmental document. Therefore, the conclusions of the 2022 SEIR remain valid and the Proposed Project satisfies the requirements of CEQA Guidelines Section 15168(c)(2). No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for hazards and hazardous materials.

Hydrology and Water Quality

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
9. Hydrology and Water Quality. Would the project:					
a. Violate any water quality standards or waste discharge requirements?	2021 DSEIR pages VI-31 to VI-38	No	No	No	N/A
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	2021 DSEIR pages VI-31 to VI-38	No	No	No	N/A
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	2021 DSEIR pages VI-31 to VI-38	No	No	No	N/A
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	2021 DSEIR pages VI-31 to VI-38	No	No	No	N/A
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	2021 DSEIR pages VI-31 to VI-38	No	No	No	N/A
f. Otherwise substantially degrade water quality?	2021 DSEIR pages VI-31 to VI-38	No	No	No	N/A
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	2021 DSEIR pages VI-31 to VI-38	No	No	No	N/A
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	2021 DSEIR pages VI-31 to VI-38	No	No	No	N/A

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	2021 DSEIR pages VI-31 to VI-38	No	No	No	N/A
j. Inundation by seiche, tsunami, or mudflow?	2021 DSEIR pages VI-31 to VI-38	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Hydrology and Water Quality

The Proposed Project would maintain the previously approved development footprint and overall industrial development intensity evaluated in the 2022 SEIR. The Proposed Project would not expand into new drainage areas, alter regional watershed boundaries, or introduce land uses with substantially different stormwater or water quality characteristics than those previously analyzed.

Relevant Changes to Environmental Setting

The hydrology and water quality setting has not materially changed since certification of the 2022 SEIR. The project site remains a remediated former landfill within a highly urbanized area of Carson and continues to be served by existing storm drain, flood control, and water quality infrastructure. The Torrance Lateral Flood Control Channel remains adjacent to the site and continues to function as previously evaluated. No substantial changes have occurred in regional drainage patterns, groundwater conditions, flood hazards, or applicable stormwater regulations that would alter the conclusions of the prior analysis.

Comparative Impacts Discussion

The 2022 SEIR evaluated potential impacts related to water quality standards, groundwater resources, drainage patterns, erosion and siltation, flooding, stormwater runoff, flood hazards, dam failure, seiche, tsunami, and mudflow hazards. The analysis concluded that hydrology and water quality impacts would be less than significant with implementation of applicable regulatory requirements. The Proposed Project would not increase the overall development intensity previously evaluated, substantially alter impervious surface coverage beyond that analyzed in the 2022 SEIR, or modify the fundamental drainage characteristics of the site. Development would continue to comply with applicable National Pollutant Discharge Elimination System requirements, stormwater pollution prevention measures, low-impact development standards, and local drainage requirements. The Proposed Project would not substantially affect groundwater recharge, create additional flood hazards, exceed drainage system capacity, or result in new sources of polluted runoff beyond those previously analyzed. Consistent with CEQA Guidelines Sections 15168(c)(2) and 15162, the Proposed Project would not result in new significant hydrology and water quality impacts, substantially more-severe impacts, changed circumstances creating new impacts, or new information of substantial importance requiring major revisions to the 2022 SEIR.

Mitigation Measures

2022 SEIR Mitigation Measures

The 2022 SEIR determined that hydrology and water quality impacts would be less than significant with adherence to applicable regulatory requirements intended to minimize hydrology and water quality impacts during construction and operation and did not identify topic-specific mitigation measures or a separate series of project design features (PDFs) for hydrology and water quality. The 2022 SEIR identified regulatory requirements address implementation of stormwater management practices, preparation and implementation of Storm Water Pollution Prevention Plans, erosion and sediment control measures, compliance with National Pollutant Discharge Elimination System requirements, low-impact development practices, drainage design standards, and ongoing operation and maintenance of water quality treatment features. These requirements remain applicable to the Proposed Project and continue to provide effective mitigation for hydrology and water quality impacts.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. The Proposed Project consists primarily of site-plan refinements within PA3 and does not alter the drainage framework, flood hazard assumptions, water quality controls, or hydrologic conditions evaluated in the prior environmental document. Existing regulatory requirements remain applicable and effective. Accordingly, the Proposed Project would not result in new significant hydrology and water quality impacts or substantially more-severe impacts than those identified in the 2022 SEIR. There are no new information of substantial importance and no changed circumstance requiring major revisions to the prior environmental document. Therefore, the conclusions of the 2022 SEIR remain valid and the Proposed Project satisfies the requirements of CEQA Guidelines Section 15168(c)(2). No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for hydrology and water quality.

Land Use and Planning

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
10. Land Use and Planning. Would the project:					
a. Physically divide an established community?	2021 DSEIR pages IV.A-8 to IV.A-38	No	No	No	N/A
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	2021 DSEIR pages IV.A-8 to IV.A-38	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Land Use and Planning

The Proposed Project consists of refinements to PA3, including consolidation of PA3(a) and PA3(b) into a single light-industrial planning area, removal of the previously approved Carson Country Mart commercial component, reconfiguration of the industrial campus from six buildings to five buildings, and relocation of Building E. The Proposed Project would maintain the previously approved industrial development envelope and overall intensity of development evaluated in the 2022 SEIR. No changes are proposed to PA1 (Residential) or PA2 (Regional Commercial). The Proposed Project would continue to implement the District at South Bay Specific Plan framework and would not extend development into new areas or alter regional circulation patterns in a manner that could physically divide an established community.

Relevant Changes to Environmental Setting

The land use and planning setting has not materially changed since certification of the 2022 SEIR. The project site remains located within an urbanized area of the City of Carson surrounded by commercial, industrial, institutional, transportation, and residential land uses. The District at South Bay Specific Plan remains the governing land use framework for the site. No substantial changes have occurred to applicable land use plans, policies, or regulations that would alter the conclusions of the 2022 SEIR with respect to land use compatibility, community character, or consistency with adopted planning documents.

Comparative Impacts Discussion

The 2022 SEIR evaluated potential impacts related to community division, land use compatibility, and consistency with applicable plans, policies, and regulations adopted for the purpose of avoiding or mitigating environmental effects. The analysis concluded that land use and planning impacts would be less than significant. The Proposed Project would not physically divide an established community because development would remain within the same previously approved site and would continue to utilize the circulation network, infrastructure, and development pattern evaluated in the 2022 SEIR. The Proposed Project would also not create land use conflicts that would result in significant environmental impacts. The consolidation of PA3 into a unified light-industrial area and removal of the previously

approved commercial component remain consistent with the overall development vision for the site and do not increase development intensity beyond the envelope previously analyzed. Any required amendments to the Specific Plan, associated development approvals, and implementing regulations would be processed by the City and evaluated for consistency with applicable planning requirements. Consistent with CEQA Guidelines Sections 15168(c)(2) and 15162, the Proposed Project would not result in new significant land use and planning impacts, substantially more-severe impacts, changed circumstances creating new impacts, or new information of substantial importance requiring major revisions to the 2022 SEIR.

Mitigation Measures

2022 SEIR Mitigation Measures

The 2022 SEIR determined that land use and planning impacts would be less than significant and did not identify topic-specific mitigation measures of project design features (PDFs) for land use and planning. The 2022 SEIR also identified development standards, and regulatory requirements intended to ensure compatibility among residential, commercial, and industrial land uses within the Specific Plan area. These regulatory requirements and development standards remain applicable to the Proposed Project and continue to provide an effective framework for avoiding land use conflicts and maintaining consistency with adopted plans and policies.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. The Proposed Project consists primarily of site-plan refinements within PA3 and does not alter the fundamental land use framework, development envelope, or planning assumptions evaluated in the prior environmental document. The environmental setting has not changed in a manner that would create new land use conflicts or community division impacts. Existing development standards, planning requirements, and regulatory controls remain applicable and effective. Accordingly, the Proposed Project would not result in new significant land use and planning impacts or substantially more-severe impacts than those identified in the 2022 SEIR. There are no new information of substantial importance and no changed circumstance requiring major revisions to the prior environmental document. Therefore, the conclusions of the 2022 SEIR remain valid and the Proposed Project satisfies the requirements of CEQA Guidelines Section 15168(c)(2). No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for land use and planning.

Noise

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
11. Noise. Would the project result in:					
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	2021 DSEIR pages IV.E-9 to IV.E-58	No	No	No	Yes
b. Generation of excessive groundborne vibration or groundborne noise levels?	2021 DSEIR pages IV.E-9 to IV.E-58	No	No	No	Yes
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	2021 DSEIR pages VI-38 to VI-39	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Noise

Relative to the 2022 Project, the Proposed Project would reduce commercial and recreational activity, reduce customer- and visitor-serving trips associated with the Carson Country Mart, eliminate event-related activities and associated vehicle trips, and increase the proportion of the site devoted to warehouse, logistics, fulfillment, distribution, and ancillary office uses. The Project would therefore modify the composition of operational noise-generating activities within PA3 but would not increase the total approved industrial development capacity previously evaluated in the 2022 SEIR.

Construction activities would remain generally consistent with those evaluated in the 2022 SEIR and would include remediation, grading, utility installation, roadway and parking construction, and vertical building construction. Construction equipment, haul trucks, and other construction-related noise and vibration sources would be similar in type to those evaluated in the 2022 SEIR.

Relevant Changes to Environmental Setting

The environmental setting related to noise has not materially changed in a manner that would alter the conclusions of the 2022 SEIR. The Project Site remains within the same PA3 geographic area evaluated in the 2022 SEIR and remains surrounded by the same general land use context, transportation corridors, and sensitive receptors identified in the prior analysis.

The Project Site remains an undeveloped former landfill site undergoing remediation-related activities and remains subject to the same local noise regulations, construction-hour restrictions, and operational performance standards that applied to the 2022 Project.

No information reviewed for the Proposed Project indicates that substantial changes have occurred in the surrounding noise environment that would create new noise or vibration impact mechanisms not previously evaluated in the 2022 SEIR.

Comparative Impacts Discussion

The 2022 SEIR evaluated construction noise, construction vibration, operational noise, traffic noise, parking structure noise, and airport-related noise associated with development of PA3, including both the approved light industrial and ancillary office uses and the Carson Country Mart commercial and recreational uses. The analysis considered noise generated by remediation activities, grading, excavation, pile driving, utility installation, truck traffic, industrial operations, mechanical equipment, parking areas, roadway traffic, and loading activities.

The 2022 SEIR determined that construction noise and construction vibration could result in potentially significant impacts without mitigation. To address those impacts, the 2022 SEIR adopted Mitigation Measures H1, H3, and H4, which collectively established construction-hour limitations, equipment-performance standards, pile-driving controls, temporary sound barriers, vibration monitoring requirements, construction oversight procedures, and community notification programs. These measures were relied upon in the 2022 SEIR to reduce temporary construction noise and vibration impacts.

The 2022 SEIR also evaluated operational and traffic-related noise impacts and incorporated both project design features and mitigation measures intended to reduce noise associated with truck activity, parking facilities, loading operations, and other operational sources. Relevant project design features include PDF-O8 (electric cargo-handling equipment), PDF-O9 (truck idling restrictions), PDF-O10 (electric transportation refrigeration units), PDF-O12 (truck queuing restrictions), PDF-O16 (clean truck fleet requirements), PDF-O17 (building, wall, or vegetation screening between loading areas and sensitive receptors), and PDF-O18 (truck routing and operational signage requirements). Collectively, these measures reduce truck noise, idling noise, equipment noise, and loading-area noise and formed part of the assumptions evaluated in the 2022 SEIR.

The following discussion evaluates whether the impacts addressed by those measures remain applicable to the Proposed Project, whether any measures are no longer relevant, and whether any new mitigation measures would be required.

Construction Noise

The 2022 SEIR identified potentially significant temporary construction noise impacts associated with remediation, grading, excavation, utility installation, pile driving, hauling activities, and building construction. To reduce these impacts, the 2022 SEIR adopted Mitigation Measure H1, which requires all construction and demolition activities, including pile driving, to occur only between 7 a.m. and 8 p.m. Monday through Saturday. H1 further requires a construction noise management plan, construction equipment capable of achieving noise levels at least 10 dBA below the noise assumptions used in the EIR analysis, use of mufflers and other noise attenuation devices, 10 dBA pile-driving noise attenuation

measures, temporary sound barriers and acoustical blankets capable of reducing construction noise by up to 20 dBA, location of staging and loading areas away from sensitive receptors, use of approved haul routes, and designation of a construction relations officer. These measures collectively reduce both average and peak construction noise levels experienced by nearby receptors.

The 2022 SEIR also adopted Mitigation Measure H4, which requires a qualified construction monitor to oversee compliance, provide construction notifications, maintain public complaint procedures, administer a 24-hour hotline, monitor staging locations, and prepare regular compliance reports. H4 functions as the implementation and enforcement mechanism for the broader construction-noise mitigation program.

The Proposed Project would continue to involve generally the same categories of construction activities evaluated in the 2022 SEIR, including remediation activities, grading, excavation, utility installation, road improvements, and warehouse construction. Although the site plan would be modified, the Proposed Project would not expand beyond the PA3 development envelope evaluated in the 2022 SEIR and would not introduce construction-related noise sources not previously analyzed.

Accordingly, the impact mechanism identified in the 2022 SEIR remains substantially unchanged. Mitigation Measures H1 and H4 therefore remain directly applicable to the Proposed Project and would continue to reduce temporary construction noise impacts. Because the Proposed Project does not increase construction intensity beyond the range evaluated in the 2022 SEIR, no new construction-noise mitigation measures are required.

Construction Vibration

The 2022 SEIR determined that DDC activities, pile driving, and operation of heavy construction equipment could result in potentially significant vibration impacts if mitigation were not implemented. To address this impact, the 2022 SEIR adopted Mitigation Measure H3.

Mitigation Measure H3 requires continuous vibration monitoring during DDC and pile-driving activities and establishes vibration thresholds of 0.2 inch per second PPV at the residential side of the Torrance Lateral and 2.0 inches per second PPV at DD3. If vibration levels exceed those thresholds, construction activities must immediately cease until modified construction methods capable of reducing vibration levels are implemented. H3 therefore serves as an adaptive management measure that ensures vibration remains within the levels evaluated in the 2022 SEIR.

If pile driving, DDC, or similar ground-improvement methods are utilized by the Proposed Project, the same vibration impact mechanism evaluated in the 2022 SEIR would continue to exist. Under that circumstance, Mitigation Measure H3 remains directly applicable and would continue to reduce vibration impacts to the significance levels determined in the 2022 SEIR. However, DDC is not a planned construction component of the Proposed Project.

Accordingly, vibration impacts would remain less than significant with mitigation, and no new vibration mitigation measures are required. If final engineering eliminates pile driving or DDC, the impact mechanism addressed by H3 would no longer occur and implementation of H3 may not be necessary.

Operational Noise

The 2022 SEIR evaluated operational noise associated with truck circulation, loading activities, parking areas, industrial operations, mechanical equipment, transportation refrigeration units, and related site activities and concluded those impacts would be less than significant. Because impacts were determined to be less than significant, no operational noise mitigation measures were adopted for warehouse operations or truck activity.

The 2022 SEIR specifically states that Mitigation Measure H7 is no longer required because daytime and nighttime operational impacts, including truck operations, were evaluated and determined to be less than significant without mitigation. Likewise, Mitigation Measure H5 was determined unnecessary because parking-lot noise impacts were found to be less than significant without mitigation. These measures were therefore not relied upon to support the 2022 SEIR significance determination.

Although no operational noise mitigation measures were required, the 2022 Project incorporated numerous PDFs that reduce operational noise. These include:

- PDF-O8, requiring electric cargo-handling equipment
- PDF-O9, limiting truck idling
- PDF-O10, requiring electric transportation refrigeration units
- PDF-O12, restricting truck queuing
- PDF-O16, requiring transition to cleaner truck fleets
- PDF-O17, requiring buildings, walls, or vegetation between loading areas and sensitive receptors

These PDFs reduce equipment noise, idling noise, truck noise, refrigeration-unit noise, and loading-area noise and formed part of the operational assumptions evaluated in the 2022 SEIR.

The Proposed Project would eliminate Carson Country Mart commercial and recreation uses and replace those uses with additional industrial development already analyzed in the 2022 SEIR with no increase in square footage or development intensity. The same operational noise sources evaluated in the 2022 SEIR would therefore continue to occur.

Because the 2022 SEIR determined operational noise impacts to be less than significant without mitigation, and because the Proposed Project would continue implementing the operational PDFs relied upon in the 2022 SEIR analysis, operational noise impacts would remain less than significant and no new mitigation measures are required.

Parking Structures and Loading Areas

The 2022 SEIR identified potentially significant parking-structure noise impacts adjacent to residential receptors and adopted Mitigation Measure H6 to address those impacts. H6 requires parking structures to be set back a minimum of 150 feet from nearby residences or incorporate solid walls, acoustical louvers, or equivalent noise-reduction features. H6 functions by increasing attenuation between parking-structure activity and nearby residential receptors.

The Proposed Project would continue to include parking facilities associated with industrial development. To the extent parking structures are proposed near sensitive receptors, the impact mechanism addressed by H6 would continue to exist and H6 remains applicable.

Therefore, consistent with the 2022 SEIR, parking-structure noise impacts would remain less than significant with mitigation, and no new mitigation measures are required. If future site plans eliminate parking structures adjacent to sensitive receptors, H6 would no longer be relevant because the underlying impact mechanism would not occur.

Traffic Noise

The 2022 SEIR evaluated traffic noise associated with the approved project circulation system. Unlike construction noise and vibration impacts, the 2022 SEIR ultimately concluded that additional mitigation measures specifically addressing operational traffic noise were not required.

The Proposed Project would eliminate substantial portions of the customer-serving commercial and recreation trips associated with the Carson Country Mart. Although trip composition would change, the Project remains within the overall development envelope evaluated in the 2022 SEIR and continues to implement truck-routing, clean-truck, anti-idling, and transportation-demand-management measures incorporated into the 2022 Project. Given that the proposed overall light industrial and ancillary office square footage remains the same as was previously analyzed, operational attributes for those uses, including truck trips, would be the same as was assumed for the 2022 Project. Therefore, the traffic-noise impact mechanisms remain within the range evaluated by the 2022 SEIR and would continue to be less than significant. No additional traffic-noise mitigation measures are required.

Mitigation Measures

2022 SEIR Mitigation Measures

To reduce potentially significant construction noise and construction vibration impacts associated with remediation activities, grading, excavation, utility installation, heavy construction equipment operation, pile driving, and deep dynamic compaction (DDC), the 2022 SEIR adopted the mitigation measures summarized below:

> **Mitigation Measure H1 (Construction Noise Reduction Program)** requires construction activities to occur only during permitted hours; use of quieter equipment and noise attenuation devices; implementation of pile-driving noise reduction measures; installation of temporary acoustical barriers; location of staging and loading areas away from sensitive receptors; use of approved haul routes; and designation of a construction relations officer. This measure was adopted to reduce potentially significant construction noise impacts to less-than-significant levels.
>
> **Mitigation Measure H3 (Construction Vibration Monitoring Program)** requires continuous vibration monitoring during DDC and pile-driving activities and establishes vibration thresholds requiring immediate cessation of work if exceeded. This measure was adopted to reduce potentially significant construction vibration impacts to less-than-significant levels.
>
> **Mitigation Measure H4 (Construction Monitoring and Compliance Program)** requires implementation of a construction-monitoring program, periodic reporting, public notification procedures, complaint response protocols, and maintenance of a construction hotline. This

measure was adopted to ensure compliance with construction-related noise and vibration mitigation requirements.

Mitigation Measure H6 (Parking Structure Noise Attenuation) requires parking structures near residential receptors to maintain minimum setbacks or incorporate acoustical louvers, solid walls, or equivalent noise-reduction measures. This measure was adopted to reduce parking-structure-related operational noise impacts to less-than-significant levels.

Additional 2026 Mitigation Measures

None required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. Relative to the 2022 Project, the Proposed Project would eliminate the Carson Country Mart commercial, restaurant, recreational, and event-related uses. Although the mix of operational activities would change, the Proposed Project would not expand beyond the previously approved PA3 development envelope, would not increase the approved industrial development capacity previously analyzed in the 2022 SEIR, and would not introduce new categories of construction or operational noise sources that were not previously evaluated.

Based on the analysis presented above, the Proposed Project would continue to implement the applicable noise and vibration mitigation measures and Project Design Features adopted as part of the 2022 SEIR. Construction noise, construction vibration, and parking-structure-related noise impacts would therefore remain less than significant with mitigation, consistent with the conclusions of the 2022 SEIR. Operational noise impacts would remain less than significant without mitigation, consistent with the conclusions of the 2022 SEIR. No new significant impacts or substantially more-severe impacts would occur, and no new mitigation measures are required.

The environmental setting has not changed in a manner that would create new noise- or vibration-related impact pathways, and no new information of substantial importance has been identified indicating that noise impacts would be substantially more severe than those disclosed in the 2022 SEIR. Therefore, the conclusions of the 2022 SEIR remain valid, and the Proposed Project satisfies the requirements of CEQA Guidelines Sections 15162 and 15168(c)(2). No subsequent or supplemental EIR is required with respect to noise.

Population and Housing

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
12. Population and Housing. Would the project:					
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	2021 DSEIR pages VI-39 to VI-42	No	No	No	N/A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	2021 DSEIR pages VI-39 to VI-42	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Population and Housing

The Proposed Project would maintain the previously approved development envelope and would not increase the approved residential development evaluated in the 2022 SEIR. No changes are proposed to PA1 (Residential), and the Proposed Project would not increase the number of dwelling units, create new residential neighborhoods, or extend infrastructure into undeveloped areas that could induce substantial unplanned population growth.

Relevant Changes to Environmental Setting

The population and housing setting has not materially changed since certification of the 2022 SEIR. The project site remains within an urbanized area of the City of Carson and continues to be surrounded by established residential, commercial, industrial, and transportation uses. No substantial changes have occurred in local housing conditions, development patterns, or planning assumptions that would alter the conclusions of the prior environmental analysis regarding population growth and housing displacement.

Comparative Impacts Discussion

The 2022 SEIR evaluated potential impacts related to population growth, housing demand, and displacement of existing residents or housing. The analysis concluded that impacts would be less than significant. The Proposed Project would not increase the approved residential component of the Specific Plan, alter the residential development program evaluated in the 2022 SEIR, or create new growth-inducing infrastructure beyond that previously analyzed. In addition, the Proposed Project would not remove existing housing, displace residents, or require construction of replacement housing. The removal of the previously approved commercial component and refinement of the industrial development program do not change the population and housing assumptions that formed the basis of the prior analysis. Consistent with CEQA Guidelines Sections 15168(c)(2) and 15162, the Proposed Project would not result in new significant population and housing impacts, substantially more-severe impacts, changed circumstances creating new impacts, or new information of substantial importance requiring major revisions to the 2022 SEIR.

Mitigation Measures

2022 SEIR Mitigation Measures

The 2022 SEIR determined that population and housing impacts would be less than significant and did not identify topic-specific mitigation measures or a separate series of project design features (PDFs) for population and housing. The prior analysis relied on the approved Specific Plan development program, adopted planning documents, and the project's consistency with regional and local growth projections. These conclusions remain applicable because the Proposed Project does not increase the approved residential development program, induce substantial unplanned population growth, or displace existing housing or residents.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. The Proposed Project consists primarily of refinements to the industrial component of PA3 and does not increase residential development, induce substantial unplanned population growth, or displace existing residents or housing. The environmental setting has not changed in a manner that would create new population or housing impact pathways. Accordingly, the Proposed Project would not result in new significant population and housing impacts or substantially more-severe impacts than those identified in the 2022 SEIR. There are no new information of substantial importance and no changed circumstance requiring major revisions to the prior environmental document. Therefore, the conclusions of the 2022 SEIR remain valid and the Proposed Project satisfies the requirements of CEQA Guidelines Section 15168(c)(2). No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for population and housing.

Public Services

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
13. Public Services. Would the project:					
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire protection?	2021 DSEIR pages VI-42 to VI-52	No	No	No	Yes
Police protection?	2021 DSEIR pages VI-42 to VI-52	No	No	No	Yes
Schools?	2021 DSEIR pages VI-42 to VI-52	No	No	No	N/A
Parks?	2021 DSEIR pages VI-42 to VI-52	No	No	No	N/A
Other public facilities?	2021 DSEIR pages VI-42 to VI-52	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Public Services

Relative to the 2022 Project, the Proposed Project would reduce commercial and recreational activity, eliminate the Carson Country Mart commercial, restaurant, entertainment, and event-related uses, reduce customer- and visitor-serving trips, and increase the proportion of PA3 devoted to warehouse, logistics, fulfillment, distribution, and ancillary office uses.

The Proposed Project would not increase the approved industrial development capacity evaluated in the 2022 SEIR and would continue to be developed within the same PA3 development envelope previously analyzed. Accordingly, while the mix of employees, visitors, truck operators, and site users may differ from that evaluated for the 2022 Project, the Proposed Project would not introduce a new land use category or substantially increase the intensity of development beyond that evaluated in the 2022 SEIR.

Construction activities would remain generally consistent with those evaluated in the 2022 SEIR and would include remediation, grading, utility installation, roadway improvements, parking facilities, and warehouse construction. Construction-related demands on fire protection, police protection, and emergency response services would therefore remain similar to those evaluated in the 2022 SEIR.

Relevant Changes to Environmental Setting

The environmental setting related to public services has not materially changed in a manner that would alter the conclusions of the 2022 SEIR. The Project Site remains within the same service areas and

jurisdictions evaluated in the 2022 SEIR, including the Los Angeles County Fire Department (LACoFD), Los Angeles County Sheriff's Department, and City of Carson public services providers.

The Project Site remains an undeveloped former landfill site undergoing remediation-related activities and remains subject to the same emergency access, fire protection, law enforcement, and public service requirements that applied to the 2022 Project.

Comparative Impacts Discussion

The 2022 SEIR evaluated impacts to fire protection services, police protection services, parks and recreation facilities, and library services associated with development of the approved project. The analysis considered increases in service demands generated by residential, commercial, recreational, entertainment, and industrial land uses throughout the Project Site.

The 2022 SEIR identified potentially significant impacts to fire protection, police protection, parks and recreation, and library services and adopted mitigation measures requiring facility design features, emergency access improvements, service funding mechanisms, security programs, and fair-share contributions to offset project-related service demands. These measures were relied upon in the 2022 SEIR to reduce public service impacts to less-than-significant levels.

The Proposed Project would eliminate the Carson Country Mart commercial and recreational components and would not introduce residential uses. Consequently, several public service demand generators evaluated in the 2022 SEIR would be reduced or eliminated. The following discussion evaluates whether the public service impacts identified in the 2022 SEIR remain applicable to the Proposed Project, whether previously adopted mitigation measures remain relevant, and whether any new mitigation measures would be required.

Fire Protection Services

The 2022 SEIR identified potentially significant impacts associated with the demand for fire protection services and emergency response capabilities. To address those impacts, the 2022 SEIR adopted Mitigation Measures I.11 through I.1-18, which require review and approval of building plans by LACoFD; provision of adequate emergency access; compliance with fire code requirements; installation of fire sprinkler systems; provision of adequate fire flow, hydrants, access roadways, and turning radii; emergency detour planning; maintenance of fire lanes; coordination during utility disruptions; and other emergency-access improvements. These measures were adopted to ensure that future development is capable of being adequately served by fire protection providers and to reduce fire protection impacts to less-than-significant levels.

The Proposed Project would continue to include large industrial and warehouse buildings requiring fire protection services, emergency access infrastructure, and compliance with applicable fire code requirements. Accordingly, the same impact mechanisms evaluated in the 2022 SEIR would continue to exist. The previously adopted fire protection mitigation measures therefore remain directly applicable to the Proposed Project and would continue to reduce fire protection impacts.

Because the Proposed Project would not increase development intensity beyond that evaluated in the 2022 SEIR and would continue implementing applicable fire protection mitigation measures, impacts to fire

protection services would remain less than significant with mitigation. No new fire protection mitigation measures are required.

Police Protection Services

The 2022 SEIR identified potentially significant impacts associated with police protection service demands and adopted Mitigation Measures I.21, I.23, I.24, I.25, I.27, and I.28. These measures require private security services, installation of surveillance systems, preparation of community-policing and security plans, coordination with law enforcement agencies, crime-prevention programs, and annual Community Facilities District (CFD) contributions to offset project-related demands on Sheriff's Department facilities, services, and equipment. These measures were relied upon in the 2022 SEIR to reduce police protection impacts to less-than-significant levels.

The Proposed Project would eliminate entertainment, recreation, and event-oriented uses that could generate substantial visitor activity. At the same time, it would continue to include industrial and employment-generating uses requiring ongoing security and law-enforcement services. Accordingly, the same general service-demand mechanisms evaluated in the 2022 SEIR would continue to exist, although certain visitor-serving demands may be reduced.

The previously adopted police protection mitigation measures remain applicable because industrial development would continue to require security planning, surveillance, police coordination, and CFD funding contributions. Therefore, impacts to police protection services would remain less than significant with mitigation, consistent with the conclusions of the 2022 SEIR. No additional mitigation measures are required.

Parks and Recreation

The 2022 SEIR identified potentially significant impacts associated with residential population growth and corresponding demands on parks and recreation facilities. To address those impacts, the 2022 SEIR adopted Mitigation Measures I.41, I.42, and I.43, requiring parkland provision, private recreational facilities, open-space amenities, and payment of applicable development impact fees. These measures were adopted specifically to offset recreational demands associated with residential development.

The Proposed Project does not include residential uses and would not increase residential population or demand for recreational uses beyond that evaluated in the 2022 SEIR.

Accordingly, the underlying impact mechanism addressed by Mitigation Measures I.41 through I.43 would not be applicable to the Proposed Project. Because the Proposed Project would not generate new residential recreational demands, parks and recreation impacts would remain less than significant, and no mitigation measures are required.

Library Services

The 2022 SEIR identified potentially significant impacts associated with additional library service demands from residential population growth and adopted Mitigation Measure I.51 requiring payment of a fair-share contribution for library facilities. This measure was adopted to offset library service demands associated primarily with residential uses.

The Proposed Project does not include residential development and would not increase residential population. Accordingly, the impact mechanism addressed by Mitigation Measure I.51 does not apply to the Proposed Project.

Because the Proposed Project would not generate substantial new library demand beyond that evaluated in the 2022 SEIR, impacts to library services would remain less than significant, and implementation of Mitigation Measure I.51 would not be necessary for the Proposed Project.

Mitigation Measures

2022 SEIR Mitigation Measures

To reduce potentially significant impacts on public services, the 2022 SEIR adopted mitigation measures that remain relevant to the Proposed Project and PA3, which are summarized below:

Fire Protection

Mitigation Measures I.11–I.1-18 (Fire Protection and Emergency Access Program) require LACoFD review of development plans; emergency access improvements; fire-flow, hydrant, roadway, and fire-lane requirements; sprinkler systems; emergency detour planning; and coordination during utility disruptions. These measures were adopted to reduce potentially significant fire protection impacts to less-than-significant levels.

Police Protection

Mitigation Measure I.21 (Private Security Services) requires private security services within occupied commercial and industrial areas.

Mitigation Measure I.23 (Video Monitoring Systems) requires installation of surveillance systems accessible to law-enforcement personnel.

Mitigation Measure I.24 (Community Policing Plan) requires preparation of a coordinated policing strategy.

Mitigation Measure I.25 (Private Security Plan) requires preparation of a security plan with Sheriff's Department input.

Mitigation Measure I.27 (Crime Prevention Coordination) requires consultation with law-enforcement crime-prevention personnel.

Mitigation Measure I.28 (CFD Contribution Program) requires annual fair-share funding contributions to offset police service demands. These measures collectively were adopted to reduce police protection impacts to less-than-significant levels.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. Based on the analysis presented above, the Proposed Project would continue to implement the applicable fire protection and police protection mitigation measures adopted as part of the 2022 SEIR. Impacts on fire protection

and police protection services would therefore remain less than significant with mitigation, consistent with the conclusions of the 2022 SEIR. Parks and recreation and library service impacts would remain less than significant without mitigation because the Proposed Project does not include residential development and the impact mechanisms that warranted those mitigation measures would not occur.

The environmental setting has not changed in a manner that would create new public-service-related impact pathways, and no new information of substantial importance has been identified indicating that public service impacts would be substantially more severe than those disclosed in the 2022 SEIR. Therefore, the conclusions of the 2022 SEIR remain valid, and the Proposed Project satisfies the requirements of CEQA Guidelines Sections 15162 and 15168(c)(2). No subsequent or supplemental EIR is required with respect to public services.

Recreation

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
14. Recreation. Would the project:					
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	2021 DSEIR pages VI-53 to VI-56	No	No	No	N/A
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	2021 DSEIR pages VI-53 to VI-56	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Recreation

The Proposed Project would maintain the previously approved development envelope and would not increase the approved residential development evaluated in the 2022 SEIR. No changes are proposed to PA1 (Residential) that would result in additional residential uses. Because the Proposed Project does not increase the residential population beyond the level previously evaluated, it would not increase demand for parks or recreational facilities beyond that anticipated in the 2022 SEIR.

Relevant Changes to Environmental Setting

The recreation setting has not materially changed since certification of the 2022 SEIR. Existing neighborhood parks, regional parks, recreational facilities, and open-space resources serving the project area remain generally consistent with those evaluated in the prior environmental document. No substantial changes to recreational resources, service areas, or planning assumptions have occurred that would alter the conclusions of the 2022 SEIR regarding recreation demand and facility capacity.

Comparative Impacts Discussion

The 2022 SEIR evaluated potential impacts related to increased use of existing neighborhood and regional parks, demand for recreational facilities, and construction or expansion of recreational facilities that could result in adverse physical environmental effects. The analysis concluded that recreation impacts would be less than significant. The Proposed Project would not increase the number of approved residential units, population levels, or employment-generating uses beyond the overall development assumptions evaluated in the 2022 SEIR. In fact, the removal of the previously approved commercial component would modestly reduce visitor-serving activity within PA3. Because the Proposed Project would not introduce new residential land uses that result in an increased demand beyond that previously analyzed, it would not increase the use of existing parks or recreational facilities such that substantial physical deterioration would occur or be accelerated. Likewise, the Proposed Project would not require construction or expansion of recreational facilities beyond those contemplated in the 2022 SEIR. Consistent with CEQA

Guidelines Sections 15168(c)(2) and 15162, the Proposed Project would not result in new significant recreation impacts, substantially more-severe impacts, changed circumstances creating new impacts, or new information of substantial importance requiring major revisions to the 2022 SEIR.

Mitigation Measures

2022 SEIR Mitigation Measures

The 2022 SEIR determined that recreation impacts would be less than significant and did not identify topic-specific mitigation measures or a separate series of project design features (PDFs) for recreation. The prior analysis relied on the approved development program, existing and planned recreational resources, applicable City planning requirements, and the recreational facilities framework evaluated for the Specific Plan area. These requirements remain applicable to the Proposed Project and continue to support the conclusion that recreation impacts would remain less than significant.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. The Proposed Project consists primarily of site-plan refinements within PA3 and does not increase the approved residential population, which would generate increased demand for parks and recreational facilities beyond the level previously analyzed. The environmental setting has not changed in a manner that would create new recreation-related impact pathways. Accordingly, the Proposed Project would not result in new significant recreation impacts or substantially more-severe impacts than those identified in the 2022 SEIR. There are no new information of substantial importance and no changed circumstance requiring major revisions to the prior environmental document. Therefore, the conclusions of the 2022 SEIR remain valid and the Proposed Project satisfies the requirements of CEQA Guidelines Section 15168(c)(2). No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for recreation.

Transportation/Traffic

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
15. Transportation/Traffic. Would the project:					
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	2021 DSEIR pages IV.C-7 to IV.C-19	No	No	No	Yes
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, Subdivision (b)	2021 DSEIR pages IV.C-7 to IV.C-19	No	No	No	Yes
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) (evaluated in 2022 SEIR Chapter VI, *Effects Found Not to Be Significant*)?	2021 DSEIR pages IV.C-7 to IV.C-19	No	No	No	Yes
d. Result in inadequate emergency access (evaluated in Chapter VI, *Effects Found Not to Be Significant*)?	2021 DSEIR pages IV.C-7 to IV.C-19	No	No	No	Yes

Discussion

Relevant Changes to Project Related to Transportation/Traffic

Relative to the 2022 Project, the Proposed Project would eliminate the Carson Country Mart commercial, restaurant, entertainment, and recreational uses and replace those uses with additional light industrial and ancillary office development within PA3. As a result, the Proposed Project would reduce customer- and visitor-serving trips associated with commercial, restaurant, and recreational activities and would eliminate event-related trips.

The Proposed Project would not increase the approved industrial development capacity evaluated in the 2022 SEIR and would continue to be developed within the same PA3 development envelope previously analyzed. More specifically, the light industrial square footage and ancillary office square footage would remain the same as was previously analyzed. Thus, employment levels, worker trips, and truck trips associated with those uses would be the same as were analyzed in the 2022 SEIR. Accordingly, while the composition of trips would change due to the reduction of trips previously attributed to the Carson Country Mart, the remaining truck trips and worker trips attributed to light industrial uses from the 2022 Project would be the same as were analyzed in the 2022 SEIR. Therefore, the Proposed Project would not introduce a new transportation use type or increase the approved development intensity previously evaluated in the 2022 SEIR, and the Proposed Project would have a reduction in overall operational traffic within PA3.

Construction activities would remain generally consistent with those evaluated in the 2022 SEIR and would include remediation, grading, excavation, utility installation, roadway construction, parking improvements, and building construction. Construction-related truck trips and temporary transportation impacts would therefore remain similar in nature to those evaluated in the 2022 SEIR.

Relevant Changes to Environmental Setting

The environmental setting related to transportation has not materially changed in a manner that would alter the conclusions of the 2022 SEIR. The Project Site continues to be served by the same regional and local roadway network evaluated in the 2022 SEIR, including primary access routes serving PA3.

The Project Site remains within the same transportation planning context evaluated in the 2022 SEIR and continues to be subject to the same transportation regulations, circulation infrastructure, truck access routes, transit services, bicycle facilities, and pedestrian facilities previously analyzed.

No information reviewed for the Proposed Project indicates that substantial changes have occurred in the transportation network that would create new transportation impact mechanisms not previously evaluated in the 2022 SEIR.

Comparative Impacts Discussion

The 2022 SEIR evaluated construction-period transportation impacts, operational transportation impacts, vehicle miles traveled (VMT), truck circulation, roadway access, site circulation, bicycle facilities, transit accessibility, pedestrian facilities, and transportation demand management strategies associated with implementation of the approved project. The transportation analysis was prepared pursuant to SB 743 and evaluated transportation impacts primarily through the lens of VMT reduction and multimodal accessibility rather than level of service.

The 2022 SEIR determined that construction-related transportation impacts could occur during implementation of the approved project and adopted mitigation measures to manage construction traffic and maintain safe operation of the transportation system. The 2022 SEIR also adopted Transportation Mitigation Measure C-18, which established a comprehensive Transportation Demand Management (TDM) Program to reduce project-generated vehicle travel and support consistency with VMT reduction objectives.

The 2022 SEIR further incorporated numerous project design features intended to reduce transportation impacts, including bicycle facilities, pedestrian connectivity improvements, ride-share programs, transit-supportive measures, clean vehicle infrastructure, electric vehicle charging facilities, truck-management requirements, and employee transportation programs. These measures formed part of the transportation assumptions evaluated in the 2022 SEIR.

The following discussion evaluates whether the transportation impacts identified in the 2022 SEIR remain applicable to the Proposed Project, whether previously adopted mitigation measures remain relevant, and whether any new mitigation measures would be required.

Construction Transportation Impacts

The 2022 SEIR identified temporary transportation impacts associated with construction activities and adopted Mitigation Measure C-1, which requires preparation and implementation of a Construction

Traffic Management Plan. C-1 requires, among other things, construction truck staging procedures, scheduling of deliveries during non-peak travel periods, implementation of traffic-control plans where temporary closures occur, maintenance of vehicular, bicycle, and pedestrian access, coordination with emergency service providers, and protection of access to adjacent properties. These requirements were adopted to reduce temporary construction transportation impacts during implementation of the approved project.

The Proposed Project would continue to involve remediation, grading, excavation, utility installation, roadway improvements, and building construction that would generate temporary construction truck trips and construction traffic similar to those evaluated in the 2022 SEIR. Accordingly, the same construction transportation impact mechanism would continue to exist.

Because the Proposed Project would involve the same general categories of construction activity analyzed in the 2022 SEIR, Mitigation Measure C-1 remains directly applicable to the Proposed Project and would continue to reduce temporary construction transportation impacts. Construction transportation impacts would remain less than significant with mitigation, and no new mitigation measures are required.

Vehicle Miles Traveled (VMT)

The 2022 SEIR evaluated project-generated transportation impacts through a VMT framework and adopted Mitigation Measure C-18, which requires implementation of a Transportation Demand Management (TDM) Program. C-18 includes unbundled parking programs, rideshare programs, transit pass discount programs, bicycle facilities, bicycle parking, bicycle-share opportunities, and car-share programs. The measure was adopted to discourage single-occupancy vehicle trips and reduce VMT associated with project development.

The Proposed Project would eliminate the Carson Country Mart commercial and recreational uses and replace those uses with industrial development that was already evaluated as part of the 2022 SEIR development program. While the mix of trips would change, resulting in an overall reduction, the Proposed Project would remain within the approved development envelope previously analyzed and would continue to implement the TDM framework relied upon in the 2022 SEIR.

In addition, the Proposed Project would continue to incorporate transportation-related PDFs, including PDF-O5, which requires bicycle facilities, pedestrian access improvements, rideshare programs, employee transportation programs, preferential clean-air vehicle parking, carpool coordination programs, and other trip reduction strategies. These measures formed part of the transportation assumptions evaluated in the 2022 SEIR.

Accordingly, the VMT impact mechanism evaluated in the 2022 SEIR remains substantially unchanged, and Transportation Mitigation Measure C-18 and PDF-O5 remain directly applicable to the Proposed Project. VMT impacts would remain less than significant with mitigation, and no additional mitigation measures are required.

Site Access, Truck Circulation, and Internal Circulation

The 2022 SEIR evaluated site access, truck circulation, loading activities, and internal circulation associated with industrial uses within PA3. The analysis incorporated several project design features intended to reduce transportation conflicts and improve circulation efficiency.

Relevant transportation PDFs include:

> **2021 SEIR PDF-O9**, which limits truck idling and operational queuing.
>
> **2021 SEIR PDF-O12**, which restricts truck queuing and requires truck-management procedures.
>
> **2021 SEIR PDF-O18**, which requires truck-routing and operational signage identifying designated entry and exit points and limiting truck parking within surrounding neighborhoods.

These measures reduce circulation conflicts, improve truck operations, reduce unnecessary queuing, and support efficient operation of the transportation network surrounding PA3. They also formed part of the transportation assumptions evaluated in the 2022 SEIR.

The Proposed Project would continue to include warehouse, logistics, fulfillment, and distribution uses that rely upon truck circulation and loading activities. Therefore, the same transportation impact mechanisms analyzed in the 2022 SEIR would continue to exist.

Because the Proposed Project would continue to implement the circulation-related PDFs and would remain within the transportation development envelope analyzed in the 2022 SEIR, truck circulation and site access impacts would remain less than significant, and no additional mitigation measures are required.

Bicycle, Pedestrian, and Transit Facilities

The 2022 SEIR evaluated bicycle, pedestrian, and transit accessibility and incorporated transportation-demand-management measures intended to encourage alternative travel modes. These measures are primarily implemented through PDF-O5 and Transportation Mitigation Measure C-18 and include bicycle parking, bicycle paths, pedestrian accessibility improvements, rideshare programs, transit-supportive measures, and employee transportation programs.

The Proposed Project would continue to implement these transportation-supportive measures and would not remove or substantially alter the multimodal circulation framework evaluated in the 2022 SEIR.

Accordingly, bicycle, pedestrian, and transit-related transportation impacts would remain less than significant, consistent with the conclusions of the 2022 SEIR. No new mitigation measures are required.

Mitigation Measures

2022 SEIR Mitigation Measures

To reduce transportation impacts associated with construction activities and project-generated vehicle travel, the 2022 SEIR adopted the mitigation measures summarized below:

> **Mitigation Measure C-1 (Construction Traffic Management Plan)** requires preparation and implementation of a construction traffic management program, including truck staging procedures, off-peak deliveries, traffic control plans, maintenance of vehicular, bicycle, and pedestrian access, and coordination with emergency service providers. This measure was adopted to reduce temporary construction transportation impacts to less-than-significant levels.

Mitigation Measure C-18 (Transportation Demand Management Program) requires implementation of a TDM program that includes unbundled parking, rideshare programs, transit pass programs, bicycle facilities, bicycle parking, bike-share programs, and car-share opportunities. This measure was adopted to reduce project VMT and transportation impacts associated with vehicle travel.

In addition to the adopted mitigation measures, the 2022 SEIR incorporated transportation-related project design features including PDF-O5 (transportation demand management measures and bicycle facilities), PDF-O9 (truck idling restrictions), PDF-O12 (truck-queuing management requirements), and PDF-O18 (truck-routing and circulation signage requirements). Collectively, these measures reduce VMT, improve multimodal accessibility, reduce truck circulation conflicts, and support efficient transportation system operations. These PDFs formed part of the transportation assumptions evaluated in the 2022 SEIR.

The Proposed Project would continue to involve the same general categories of industrial development, employee travel, truck circulation, and logistical operations evaluated in the 2022 SEIR. Accordingly, Mitigation Measures C-1 and C-18 and the transportation-related PDFs remain applicable to the Proposed Project and should continue to be implemented.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. Based on the analysis presented above, the Proposed Project would continue to implement the applicable transportation mitigation measures and Project Design Features adopted as part of the 2022 SEIR. No new significant transportation impacts or substantially more-severe transportation impacts would occur, and no new mitigation measures are required. The environmental setting has not changed in a manner that would create new transportation-related impact pathways, and no new information of substantial importance has been identified indicating that transportation impacts would be substantially more severe than those disclosed in the 2022 SEIR. Therefore, the conclusions of the 2022 SEIR remain valid, and the Proposed Project satisfies the requirements of CEQA Guidelines Sections 15162 and 15168(c)(2). No subsequent or supplemental EIR is required with respect to transportation.

Tribal Cultural Resources

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
16. Tribal Cultural Resources. Would the project:					
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	2021 DSEIR pages VI-59 to VI-56	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Tribal Cultural Resources

The Proposed Project would maintain the previously approved development envelope and would not expand the limits of ground disturbance beyond the areas evaluated in the 2022 SEIR. The Proposed Project does not introduce new uses or development areas that would increase the potential to affect tribal cultural resources beyond the impacts previously analyzed.

Relevant Changes to Environmental Setting

The environmental setting related to tribal cultural resources has not materially changed since certification of the 2022 SEIR. The project site remains a remediated former landfill located within a highly urbanized portion of the City of Carson. No new tribal cultural resources have been identified

within the project site since certification of the 2022 SEIR, and there have been no substantial changes to the regulatory framework or consultation record that would alter the conclusions of the prior analysis.

Comparative Impacts Discussion

The 2022 SEIR evaluated the potential for project-related impacts to tribal cultural resources, including resources identified through the tribal consultation process and resources that may qualify as tribal cultural resources pursuant to Public Resources Code Section 21074. The prior analysis concluded that impacts would be less than significant with implementation of applicable regulatory controls. The Proposed Project would not increase the extent of ground disturbance, expand development into previously unevaluated areas, or create new impact pathways affecting tribal cultural resources. Development would continue within the same previously disturbed area evaluated in the 2022 SEIR. Accordingly, the Proposed Project would not result in a substantial adverse change to the significance of a tribal cultural resource, nor would it create new significant impacts or substantially increase the severity of previously identified impacts. Consistent with CEQA Guidelines Sections 15168(c)(2) and 15162, the Proposed Project would not result in new significant tribal cultural resource impacts, substantially more-severe impacts, changed circumstances creating new impacts, or new information of substantial importance requiring major revisions to the 2022 SEIR.

Mitigation Measures

2022 SEIR Mitigation Measures

The 2022 SEIR determined that tribal cultural resources impacts would be less than significant and did not identify topic-specific mitigation measures or a separate series of project design features (PDFs) for tribal cultural resources. The 2022 SEIR determined that protection of tribal cultural resource is subject to applicable provisions of the California Public Resources Code, California Health and Safety Code, and other applicable laws and regulations. Because the Proposed Project does not introduce new areas of disturbance or new tribal cultural resource impact pathways, the conclusions of the 2022 SEIR remain valid and no additional mitigation measures are required

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. The Proposed Project consists primarily of site-plan refinements within PA3 and does not alter the development footprint, increase ground disturbance beyond previously analyzed areas, or introduce new potential impacts to tribal cultural resources. Existing regulatory controls remain applicable and effective. Accordingly, the Proposed Project would not result in new significant tribal cultural resource impacts or substantially more-severe impacts than those identified in the 2022 SEIR. There are no new information of substantial importance and no changed circumstance requiring major revisions to the prior environmental document. Therefore, the conclusions of the 2022 SEIR remain valid and the Proposed Project satisfies the requirements of CEQA Guidelines Section 15168(c)(2). No subsequent or supplemental EIR is required pursuant to CEQA Guidelines Section 15162 for tribal cultural resources

Utilities and Service Systems

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More-Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More-Severe Impacts?	Any New Information of Substantial Importance?	Prior Environmental Documents Mitigations Implemented or Address Impacts?
17. Utilities and Service Systems. Would the project:					
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	2021 DSEIR pages VI-61 to VI-80	No	No	No	N/A
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	2021 DSEIR pages VI-61 to VI-80	No	No	No	N/A
c. Result in a determination by the wastewater treatment provider, which serves or may serve the project, that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	2021 DSEIR pages VI-61 to VI-80	No	No	No	N/A
d. Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	2021 DSEIR pages VI-61 to VI-80	No	No	No	N/A
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	2021 DSEIR pages VI-61 to VI-80	No	No	No	N/A

Discussion

Relevant Changes to Project Related to Utilities and Service Systems

The Proposed Project would not increase the approved industrial development capacity evaluated in the 2022 SEIR and would continue to be developed within the same PA3 development envelope previously analyzed. Retail and restaurant uses would be eliminated as part of the Proposed Project in PA3(b). Accordingly, while the composition of utility demand may change, the Proposed Project would not increase overall development intensity or associated utility demand beyond that evaluated in the 2022 SEIR.

Construction activities would remain generally consistent with those evaluated in the 2022 SEIR and would include remediation, grading, utility installation, roadway construction, parking improvements, and building construction. Construction-related demands on water, wastewater, and solid waste systems would therefore remain similar in nature to those evaluated in the 2022 SEIR.

Relevant Changes to Environmental Setting

The environmental setting related to utilities and service systems has not materially changed in a manner that would alter the conclusions of the 2022 SEIR. The Project Site remains within the same water, wastewater, stormwater, and solid waste service areas evaluated in the 2022 SEIR and would continue to rely on the same utility providers and infrastructure systems previously analyzed.

The Project Site remains an undeveloped former landfill site undergoing remediation-related activities and remains subject to the same utility service requirements, infrastructure planning assumptions, and regulatory requirements applicable to the 2022 Project.

Comparative Impacts Discussion

The 2022 SEIR evaluated impacts related to water supply, water infrastructure, wastewater collection and treatment, stormwater facilities, and solid waste generation associated with implementation of the approved project. The analysis considered utility demands generated by residential, commercial, recreational, entertainment, and industrial land uses throughout the Project Site.

The 2022 SEIR identified potentially significant impacts related to water supply, wastewater infrastructure, and solid waste generation and adopted mitigation measures requiring water conservation, reclaimed water use, utility infrastructure design standards, wastewater system improvements, and waste reduction and recycling programs. These measures were relied upon by the 2022 SEIR to reduce utility impacts to less-than-significant levels.

Water Supply

The 2022 SEIR identified potentially significant impacts associated with water demand and water supply and adopted Mitigation Measures J.11 through J.17 to reduce project water consumption and improve water-use efficiency. These measures require implementation of water-conserving fixtures, compliance with water-efficient landscape requirements, use of reclaimed water where feasible, xeriscape landscaping, efficient irrigation systems, recycling of cooling-system water, and use of reclaimed water during construction activities. These measures were adopted to reduce project-related water demand and reliance on potable water supplies.

The Proposed Project would continue to require water service but would eliminate several water-intensive commercial, restaurant, and recreational uses associated with the Carson Country Mart. While industrial and warehouse uses would continue to consume water, the overall utility demand would remain within the development envelope evaluated in the 2022 SEIR.

Accordingly, the same water-supply impact mechanism evaluated in the 2022 SEIR would continue to exist. Mitigation Measures J.11 through J.17 therefore remain applicable to the Proposed Project and would continue to reduce water demand. Water supply impacts would remain less than significant with mitigation, consistent with the conclusions of the 2022 SEIR. No additional mitigation measures are required.

Wastewater Collection and Treatment

The 2022 SEIR identified potentially significant impacts associated with wastewater generation and wastewater infrastructure and adopted Mitigation Measures J.2-1 through J.2-4. These measures require wastewater infrastructure to be designed in accordance with applicable agency standards, payment of connection fees, implementation of water-conserving fixtures, and use of reclaimed water where

available. These measures were adopted to ensure adequate wastewater capacity and reduce wastewater generation.

The Proposed Project would continue to generate wastewater associated with employee-serving facilities and ancillary office uses; however, restaurant, entertainment, and recreational uses that would have generated higher wastewater demands would no longer occur.

Because the same wastewater service systems evaluated in the 2022 SEIR would continue to serve the Project Site, the impact mechanism remains substantially unchanged. Mitigation Measures J.2-1 through J.2-4 remain applicable and would continue to reduce wastewater impacts. Wastewater impacts would remain less than significant with mitigation, and no new mitigation measures are required.

Solid Waste

The 2022 SEIR identified potentially significant impacts associated with solid waste generation and adopted Mitigation Measures J.31 through J.3-6. These measures require source-separated recycling systems, recycling collection facilities, ongoing recycling programs, recycling of roadway materials during redevelopment, compaction facilities for non-recyclable materials, and recycling of construction debris where feasible. These measures were adopted to reduce disposal demand and promote compliance with state and local waste-diversion requirements.

The Proposed Project would continue to generate solid waste associated with industrial operations, warehouse activities, and employee-serving uses. However, the elimination of commercial, restaurant, and event-related activities would reduce several waste-generating activities evaluated in the 2022 SEIR.

Accordingly, the same solid-waste impact mechanism evaluated in the 2022 SEIR would continue to exist. Mitigation Measures J.31 through J.3-6 remain directly applicable and would continue to reduce solid waste impacts. Solid waste impacts would remain less than significant with mitigation, consistent with the conclusions of the 2022 SEIR. No additional mitigation measures are required.

Utility Infrastructure and Service Capacity

The 2022 SEIR evaluated the ability of existing and planned utility infrastructure to accommodate development of the approved project and concluded that required utility improvements could be provided through implementation of the adopted mitigation framework and applicable infrastructure requirements.

The Proposed Project would remain within the same PA3 development envelope previously evaluated and would continue to rely on the same utility systems and service providers. The Proposed Project would not require a new off-site utility system, new wastewater treatment facility, new water supply source, or new solid waste disposal facility that was not previously analyzed.

Accordingly, utility infrastructure impacts would remain within the range evaluated in the 2022 SEIR and would remain less than significant. No new mitigation measures are required.

Mitigation Measures

2022 SEIR Mitigation Measures

To reduce potentially significant impacts associated with water supply, wastewater service, and solid waste generation, the 2022 SEIR adopted the mitigation measures summarized below.

Water Supply

Mitigation Measures J.11–J.17 (Water Conservation and Water Supply Program) requires water-efficient fixtures, water-efficient landscaping, reclaimed water use, xeriscaping, irrigation efficiency measures, cooling-water recycling, and reclaimed water use during construction. These measures were adopted to reduce project-related water demand and water supply impacts to less-than-significant levels.

Wastewater

Mitigation Measures J.2-1–J.2-4 (Wastewater Infrastructure and Conservation Program) require wastewater infrastructure improvements, utility connection requirements, water-conserving fixtures, and reclaimed water use. These measures were adopted to reduce wastewater generation and ensure adequate wastewater service capacity.

Solid Waste

Mitigation Measures J.31–J.3-6 (Solid Waste Reduction and Recycling Program) require recycling facilities, source separation, roadway material recycling, construction debris recycling, compaction facilities, and ongoing recycling programs. These measures were adopted to reduce disposal demands and maintain consistency with waste-diversion objectives.

The Proposed Project would continue to rely on the same utility systems and would continue to generate water demand, wastewater flows, and solid waste similar (if not less) in type to those evaluated in the 2022 SEIR. Accordingly, the utility mitigation measures adopted in the 2022 SEIR remain applicable to the Proposed Project and should continue to be implemented.

Additional 2026 Mitigation Measures

No additional mitigation measures are required.

Conclusion

The Proposed Project remains within the scope of development evaluated in the 2022 SEIR. Restaurant, entertainment, and recreational uses that would have generated higher utility demands would no longer occur. Although the composition of utility demand would change, the Proposed Project would not increase approved development intensity, would remain within the utility service envelope evaluated in the 2022 SEIR, and would not introduce new utility-related impact mechanisms that were not previously analyzed. Based on the analysis presented above, the Proposed Project would continue to implement the applicable utility mitigation measures adopted as part of the 2022 SEIR. Water supply, wastewater, and solid waste impacts would therefore remain less than significant with mitigation, consistent with the conclusions of the 2022 SEIR. Utility infrastructure and service-capacity impacts would remain less than significant, consistent with the conclusions of the 2022 SEIR. No new significant impacts or substantially more-severe impacts would occur, and no new mitigation measures are required. The environmental setting has not changed in a manner that would create new utility-related impact pathways, and no new information of substantial importance has been identified indicating that utility impacts would be substantially more severe than those disclosed in the 2022 SEIR. Therefore, the conclusions of the 2022 SEIR remain valid, and the Proposed Project satisfies the requirements of CEQA Guidelines Sections 15162 and 15168(c)(2). No subsequent or supplemental EIR is required with respect to utilities and service systems.

VI. Section 15168 Consistency Determination

The City has determined that the Proposed Project constitutes a later activity within the scope of the development program evaluated in the certified 2022 Supplemental Environmental Impact Report (2022 SEIR) for The District at South Bay Specific Plan Amendment and has therefore evaluated the Proposed Project pursuant to CEQA Guidelines Section 15168(c).

As documented in this Environmental Checklist, the Proposed Project would remain within PA3, the same geographic area evaluated in the 2022 SEIR, and would not expand development beyond the boundaries of the Specific Plan area previously analyzed. The Proposed Project would continue to implement land uses expressly evaluated in the 2022 SEIR by retaining light industrial, warehousing, logistics, fulfillment, distribution, and ancillary office uses within PA3. While the Proposed Project would eliminate the previously approved Carson Country Mart commercial, restaurant, recreation, entertainment, and open-space components, it would not introduce a new land use type, development activity, or infrastructure system that was not previously contemplated and analyzed as part of the 2022 SEIR development program.

The Proposed Project would also remain consistent with the overall development intensity evaluated in the 2022 SEIR. The Project would maintain the previously approved maximum development program for PA3 and would not increase the total approved industrial floor area, development capacity, or development intensity beyond that previously analyzed. In addition, the Proposed Project would continue to rely upon the same roadway network, utility systems, drainage facilities, flood control infrastructure, remediation systems, landfill gas collection and treatment systems, groundwater extraction and treatment systems, and other supporting infrastructure evaluated in the 2022 SEIR.

Based on the analysis contained in this Environmental Checklist, none of the conditions identified in CEQA Guidelines Section 15162 requiring preparation of a subsequent or supplemental EIR have occurred. Specifically:

- No substantial changes are proposed in the Project that would require major revisions to the 2022 SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- No substantial changes have occurred with respect to the circumstances under which the Proposed Project would be undertaken that would require major revisions to the 2022 SEIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and
- No new information of substantial importance has been identified that shows:
  - The Proposed Project would result in one or more significant effects not discussed in the 2022 SEIR;
  - Significant effects previously examined would be substantially more severe than shown in the 2022 SEIR;

- Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the project proponents decline to adopt such measures; or
- Mitigation measures or alternatives considerably different from those analyzed in the 2022 SEIR would substantially reduce one or more significant effects, but the project proponents decline to adopt such measures.

As demonstrated throughout this Environmental Checklist, the environmental effects of the Proposed Project would either remain within the range of impacts previously evaluated in the 2022 SEIR or would be reduced relative to those previously analyzed. Where the 2022 SEIR identified impacts that were reduced to less-than-significant levels through mitigation, the applicable mitigation measures remain available and adequate to address the same impact mechanisms associated with the Proposed Project. Where impacts were determined to be less than significant without mitigation, the Proposed Project would remain within the assumptions and impact framework evaluated in the 2022 SEIR. No new mitigation measures have been identified as necessary to avoid or substantially lessen environmental impacts associated with the Proposed Project beyond those previously adopted.

Accordingly, the City finds that the Proposed Project is within the scope of the development program evaluated in the certified 2022 SEIR and satisfies the requirements of CEQA Guidelines Section 15168(c)(2). The analyses conducted and conclusions reached in the 2022 SEIR remain applicable and valid. The Proposed Project remains subject to all applicable mitigation measures, project design features, and conditions of approval adopted as part of the 2022 SEIR and identified in this Environmental Checklist. Therefore, no subsequent EIR or supplemental EIR is required pursuant to CEQA Guidelines Section 15162, and no additional environmental review is required beyond this evaluation prepared pursuant to CEQA Guidelines Section 15168(c).

THE DISTRICT AT SOUTH BAY SPECIFIC PLAN (SP-10)

retail ■ entertainment ■ restaurant ■ residential ■ light industrial

FINAL
~~MAY, 2022~~
AUGUST, 2026

ADOPTED FEBRUARY 8, 2006

AMENDMENT No. 1: APRIL 5, 2011

AMENDMENT No. 2: APRIL 3, 2018

AMENDMENT No. 3: MAY 23, 2022

AMENDMENT No. 4: _____, 2026

CITY OF CARSON

The District at
South Bay Specific Plan

FORMERLY KNOWN AS THE CARSON MARKETPLACE SPECIFIC PLAN (ADOPTED IN 2006), RENAMED AS THE BOULEVARDS AT SOUTH BAY SPECIFIC PLAN (PER A 2011 AMENDMENT), AND LATER RENAMED AS THE DISTRICT AT SOUTH BAY SPECIFIC PLAN (PER AN AMENDMENT ADOPTED IN 2018)

~~**May 23, 2022**~~

August, 2026

Adopted by the Carson City Council Ordinance No. ~~22-2207~~26-_____

Prepared for:

City of Carson

2011 Amendment Prepared by:

The Planning Center

2018 Amendment Prepared by:

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CHAPTER 1
Introduction

1.1 Purpose and Background

In 2006, the City of Carson (City) adopted the Carson Marketplace Specific Plan (by Ordinance No. 06-1341) to govern the development of a 168-acre property in the City of Carson (the Specific Plan Area); the City amended it in 2011, 2018, and ~~2018~~2022. The 2011 Specific Plan amendment (by Ordinance No. 11-1469) renamed it as the "Boulevards at South Bay Specific Plan"[1] ~~(the 2011 Specific Plan Amendment)~~; the 2018 amendment (by Resolution No. 18-2621) renamed it as "The District at South Bay." ~~(~~

The 2011 Specific Plan Amendment divided the Specific Plan Area into three distinct Development Districts: (DD) DD1, DD2, and DD3. DD1 and DD2 are located on the 157-Acre Site (which consists of the former Cal Compact Landfill), which is located south of Del Amo Boulevard. DD1 and DD2 were further divided into three separate Planning Areas (PAs) under the 2018 Specific Plan Amendment~~)~~, each referred to as a Planning Area (also as PA1, PA2, and PA3), as depicted in Figure 3.1, *Planning Areas and DD3*. [2]

The purpose of the 2018 Specific Plan Amendment was to update the development standards and guidelines and to establish new regulations for the future development of the 157-acre portion of the Specific Plan Area

Project Background: A Brief History of Carson

Although the City of Carson has a long and colorful history that dates back to the founding of California, it is a very young community in terms of its age as an independent city. Carson was incorporated as a city in 1968, as compared to Carson's neighbor to the east, Long Beach, which incorporated almost a century earlier in 1888, or to its neighbor to the west, Torrance, which became a city in 1921. In those intervening years, the area that is now Carson remained an unincorporated portion of Los Angeles County, and as a result, the young City of Carson is still struggling to overcome the challenges that came with the delay to its incorporation.

The acronym "NIMBY" means "not in my back yard." While a society needs facilities such as garbage dumps, automotive dismantling centers, and waste treatment plants, when it comes time to build them, no one wants them located near where they live. So, when such certain undesired but essential facilities were needed in the South Bay of Los Angeles, incorporated cities of Los Angeles County such as Torrance and Redondo Beach had the ability to resist (and effectively prohibit, through their political representatives) the locations of such unwanted uses and projects within their city borders. Since Carson was an unincorporated area for so long, with little political representation, it ended up as the dumping ground (both literally and figuratively) for neighboring jurisdictions between 1959 and 1965. By the time Carson was finally incorporated as a city in 1968, its landscape was pockmarked with dozens of refuse dumps, landfills, and automotive dismantling plants that none of its neighbor cities would have in their own cities

Sprawl has forced cities to look long and hard at reclaiming the underutilized urban landscape. Everyone from the United States Environmental Protection Agency to the California Center for Land Recycling now understands that our society, to become more sustainable, needs to facilitate and support urban infill types of development where existing infrastructure, a strong employment base, and community support services are already in place. The District at South Bay Specific Plan represents an important opportunity to reclaim a former 157-acre landfill and replace it with a new, vibrant development that will provide for residential, commercial, recreational, retail, and jobs-

[1] Although the Specific Plan applies to the entire 168 acres of the Specific Plan Area, the 11-acre area located north of Del Amo Boulevard, formerly known as DD3, has been developed with a 300-unit apartment complex known as Evolve South Bay. Nothing in this ~~2021~~ Specific Plan Amendment restricts the previously approved entitlements for development of the 300 units of multifamily housing on the 11-acre site.

[2] Unless otherwise indicated, references to chapters, sections, tables, and figures are to chapters, sections, tables, and figures contained in this Specific Plan.

located south of Del Amo Boulevard, which was formerly operated as a landfill and currently lies vacant (such area is sometimes referred to herein as the 157-Acre Site).[2][3]

~~This Amendment No. 3 to the~~The 2022 Specific Plan ~~(the 2021 Amendment~~Amendment (approved by the City Council per Ordinance No. 22-2207) ~~is~~ primarily ~~intended to address~~addressed Planning Area ~~(~~PA3~~)~~, which constitutes an approximate 96-acre portion of the Specific Plan Area~~, since it allows for a different set of land uses than previously proposed under the 2018 Specific Plan Amendment and establishes new development standards and regulations for such area, but generally does not change any of the land uses and development standards set forth in the 2018 Specific Plan Amendment applicable to PA1 or PA2 (as defined below). This 2021~~. The 2022 Specific Plan Amendment ~~replaces~~replaced the general commercial and hotel uses (that were previously approved for PA3 under the 2018 Specific Plan Amendment) with light industrial uses (including ancillary office uses and an "Enhanced Parkway" (as further ~~defined and~~ described below)) and with a privately maintained, publicly accessible open space and community commercial use and amenity area referred to herein as the "Carson Country Mart~~" (described in detail below)~~.

~~All references in this document to "The District at South Bay Specific Plan," "the Specific Plan," "this Specific Plan Amendment," or "the 2021 Amendment" shall be deemed to refer to the Specific Plan as amended and restated by this 2021 Amendment.~~

~~The purpose of this 2021 Amendment is to implement the City's vision to repurpose a large site that has remained vacant and undeveloped for over 50 years (a majority of which consists of a former landfill) for new urban infill development through the establishment of land uses, design criteria, development regulations, infrastructure plans, and implementation procedures that will guide development in an orderly fashion, consistent with City policies and procedures. The purpose of this 2021 Amendment is also to implement and provide consistency with the goals, objectives, and policies of the City of Carson's General Plan (the General Plan).[3] Thus, this 2021 Amendment establishes the development standards, allowed land uses, character, location, and implementation strategy for the development of the 157-Acre Site. This Specific Plan Amendment is forward thinking in that it allows some degree of flexibility in its implementation to accommodate the inevitable changes in economic conditions, market dynamics, and technological advances that occur over time.~~

~~The 2011 Specific Plan Amendment divided the Specific Plan Area into three distinct Development Districts: (DD) DD1, DD2, and DD3. DD1 and DD2 are located on the 157-Acre Site (which consists of the former Cal Compact Landfill), which is located south of Del Amo Boulevard. DD1 and DD2 were further divided into three separate Planning Areas (PAs) under the 2018 Specific Plan Amendment, each referred to as a Planning~~

[2]-[3] In 2006, and in accordance with CEQA, the City of Carson Redevelopment Agency, as lead agency, certified a project-level FEIR for the Carson Marketplace Project (SCH No. 2005051059) in connection with development of the Specific Plan Area. The 300-unit development on DD3 was analyzed for CEQA purposes under the 2006 FEIR. In 2009, an Addendum to the 2006 FEIR was adopted. In 2011, the City, relying upon the 2006 FEIR, amended the Carson Marketplace Specific Plan and, as part of that amendment, renamed the 2006 Specific Plan to The Boulevards at South Bay Specific Plan. In 2018, The Boulevards at South Bay Specific Plan was amended and renamed The District at South Bay Specific Plan. The 2018 SEIR was prepared to supplement the previously approved 2006 FEIR. In April 2018, the City approved the 2018 SEIR to implement the 2018 Specific Plan Amendment and adopted The District at South Bay Specific Plan. The 2022 Supplemental Environmental Impact Report (2022 SEIR) was adopted in connection with ~~this 2021~~the 2022 Specific Plan Amendment, ~~which provides~~and provided an environmental analysis of the ~~new~~ proposed development project on PA3, a 96-acre portion of the 157-Acre Site (the 2021 Project~~,~~) ~~as set forth herein, in connection with~~, as well as the development previously allowed under the 2018 Specific Plan Amendment for PA1 and PA2.

[3] ~~A General Plan Amendment is required, concurrent with the adoption of this Specific Plan Amendment, for the purpose of amending the land uses allowed in PA3(a) to light industrial (LI) (refer to Section 2.3.1, General Plan). With approval from the Planning Commission and City Council, this 2021 Amendment shall be effective concurrent with the General Plan amendment.~~

~~Area (also as PA1, PA2, and PA3), as depicted in Figure 3.1, *Planning Areas and DD3*, of this 2021 Amendment.~~[4] ~~"~~ The land uses and development standards allowed for PA1 and PA2 under the 2018 Specific Plan Amendment ~~have~~were not ~~been~~ modified ~~under this 2021~~by the 2022 Specific Plan Amendment.

DD3 comprises approximately 11 acres of land north of Del Amo Boulevard, which is not within the boundaries of the former Cal Compact landfill site. In July 2017, a 300-unit residential development was approved for DD3 and, thereafter, was developed by a separate owner as an apartment complex known as Evolve South Bay. ~~This 2021~~The 2022 Specific Plan Amendment ~~will continue~~continued to apply to DD3, but all entitlements previously issued for such project ~~are~~were not modified by ~~this 2021~~the 2022 Specific Plan Amendment.

~~This 2021 Amendment does not change the residential and regional commercial uses located within PA1 and PA2 that were previously approved under the 2018~~The 2022 Specific Plan Amendment~~. Instead, it replaces~~ replaced the uses previously allowed within PA3 (which, pursuant to the 2018 Specific Plan Amendment, provided for a regional retail center, commercial recreation/entertainment, and hotel uses) with the following two separate classes of uses: (i) light industrial uses (including ancillary office uses), which ~~would allow~~allowed for e-commerce/fulfillment center facilities and distribution center/parcel hubs or similar light industrial uses, and the Enhanced Parkway, which ~~shall consist~~consisted of an approximately 20- to 40-foot-wide linear park including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk, and (ii) the Carson Country Mart, which ~~will consist~~consisted of commercial and community amenity uses, including the following: restaurants, food/beverage kiosks, retail, café, vehicular use/parking areas, a performance pavilion area, park amenities, active and passive open spaces, and pedestrian circulation/support areas.

Thus, under ~~this 2021~~the 2022 Specific Plan Amendment, PA3 ~~is~~was divided into two corresponding sub-planning areas: PA3(a) and PA3(b) (as depicted in Figure 3.2, *Planning Areas 3(a) and 3(b)*, of ~~this 2021~~the 2022 Specific Plan Amendment). PA3(a) ~~contains~~contained the light industrial uses (with ancillary office uses and the Enhanced Parkway), while PA3(b) ~~contains~~contained the Carson Country Mart.

This 2026 Specific Plan Amendment (2026 Amendment or Specific Plan) does not change the residential and regional commercial uses located within PA1 and PA2 that were previously approved under the 2018 Specific Plan Amendment. Additionally, it preserves the light industrial uses (including ancillary office uses), located within PA 3 that were previously approved under the 2022 Specific Plan Amendment. ~~previously allowed within PA3.~~ This 2026 Amendment reduces the number of buildings associated with the light industrial uses in PA 3 from six to five, and removes the Carson Country Mart and its commercial and community amenity uses previously approved in the 2022 Specific Plan Amendment.

~~.~~

Thus, under this 2026 Amendment, PA3 is no longer divided into two corresponding sub-planning areas (i.e., PA3(a) and PA3(b)) and is limited to only light industrial uses with ancillary office uses and the Enhanced Parkway within PA3. The ~~2021~~2026 Amendment ~~contains a series of~~preserves the development standards that will regulate the amount and types of development, the size and conceptual arrangement of buildings, on-site

~~[4] Unless otherwise indicated, references to chapters, sections, tables, and figures in this 2021 Amendment are to chapters, sections, tables, and figures contained in this 2021 Amendment.~~

circulation, and open space, as well as the general appearance of the development occurring within the 157-Acre Site.

This ~~2021~~2026 Amendment shall be adopted by an ordinance of the City Council and will continue to implement the existing SP-10 zoning for the Specific Plan Area. Going beyond the guidance typically found in a zoning ordinance, however, the Specific Plan provides project applicants/developer of any Planning Area (each, an Applicant), City staff, the public, and decision makers with information on the Specific Plan Area background, overall intent, design standards, and guidelines to facilitate review and implementation.

1.2 Specific Plan Amendment Overview

The District at South Bay Specific Plan represents a unique possibility to remediate a large former landfill site through uses that have the economic viability to develop a project upon the former Cal Compact landfill. This former landfill site has been a blight on the neighboring community for over 50 years, and as such, the development allowed under this ~~2021~~2026 Amendment has the opportunity to become an example of what redevelopment and environmental technology can achieve (given the high costs and constraints of development of a former landfill) by revitalizing the site. The mix of uses proposed within this ~~2021~~2026 Amendment would enable a vibrant mixed-use community comprising residential, commercial, light industrial, ~~community amenities,~~ and open space uses that would allow for a new, enlivened site with live, work, and ~~play~~retail uses, which would also provide for new tax-generating uses to serve the City and the community as a whole.

This ~~2021~~2026 Amendment provides development standards and guidelines that allow for a potential mix of land uses, including a maximum of 1,550 residential units (including the 300 units constructed in DD3 in 2019); approximately 711,500 square feet (sf) of commercial uses in PA2; and approximately 1,567,090 sf of light industrial with ancillary office uses in PA3~~(a); and approximately 11 acres dedicated to the Carson Country Mart in PA3(b)~~.

1.2.1 ~~2021~~2026 Specific Plan Amendment Land Use Changes

This ~~2021~~2026 Amendment ~~replaces~~preserves the previously approved ~~general commercial~~ uses under the ~~2018~~2022 Specific Plan Amendment within PA3 with ~~(i)~~ light industrial uses (with associated office space and the Enhanced Parkway) ~~and (ii) the Carson Country Mart~~. The previously approved 33,800 sf of commercial uses have been replaced by landscaped parking areas to service the light industrial buildings. The land uses allowed within PA3 are discussed as follows.

Light Industrial and Ancillary Office Spaces

This ~~2021~~2026 Amendment ~~allows for~~preserves light industrial development within PA3~~(a)~~ of the Specific Plan Area (and establishes development standards and guidelines for same)~~, which was not included in the previous 2018 Specific Plan Amendment~~. Approximately 1,567,090 sf of light industrial and ancillary office uses are permitted in PA3~~(a)~~ and are envisioned to be contained in ~~six~~five main buildings (Buildings A ~~F~~E) (as illustrated in Figure 4.1, *Conceptual Site Plan Illustrative*, of this ~~2021~~2026 Amendment). Buildings A, B, ~~C,~~ and ~~F~~C are anticipated to be used as e-commerce fulfillment centers or similar, including ancillary office

space; ~~Buildings~~Building D and E could be used for more-traditional distribution centers and parcel hubs or similar, including ancillary office space.[5]

~~Community Amenities/Active and Passive Open Spaces~~

~~The Carson Country Mart (located in PA3(b)) would consist of passive and active uses including a dog park, botanic garden, children's play area, plaza areas, garden terrace, flexible event/social lawn, performance pavilion, beer garden, water feature, sculpture garden, bioretention garden, games terrace, and pedestrian and bicycle pathways.~~

~~Commercial uses and activities will be integrated within the Carson Country Mart in PA3(b) to draw in patrons and visitors to activate and enliven the overall area. Specifically, the Carson Country Mart would include up to approximately 33,800 sf of commercial uses including retail, restaurants (with drive-through capability), food and beverage kiosks, and a walk-up cafe adjacent to a dog park and event lawn.~~

~~The commercial/retail and restaurant uses within the Carson Country Mart may also include alcohol sales (consistent with the requirements listed in Table 6.1, *Permitted Uses*, and Chapter 7, *Implementation*, p. 6-3 of this 2021 Amendment).~~

Public access to the ~~Carson Country Mart~~light industrial buildings with their ancillary office spaces would be provided along Lenardo Drive and would provide connections to Main Street and Avalon Boulevard; in addition, an access road with easements for operation and maintenance of the Torrance Lateral Flood Control Channel (Torrance Lateral) would be provided around the southern/western boundary ~~of~~nearest Building E and the ~~Carson Country Mart~~Utility Lot , adjacent to the Torrance Lateral.

Chapter 4, *Land Use Illustrative*, presents a conceptual illustrative land use plan (as illustrated in Figure 4.1, *Conceptual Site Plan Illustrative~~, of this 2021 Amendment~~*) that demonstrates a potential project configuration (including Table 4.1, *Land Use Summary: Planning Areas 1, 2, 3~~(a)~~, and 3~~(b)~~, and Development District 3*, ~~of this 2021 Amendment,~~ which provides a detailed land use summary). **Table 1.1, *Land Use Comparison***, compares the ~~2018~~2022 Specific Plan Amendment with this ~~2021~~2026 Amendment.

PA3~~(a) would~~ will also include landscaping and ~~an~~preserve the approximately 0.62-acre area consisting of an Enhanced Parkway. The proposed Enhanced Parkway would include an approximately 20- to 40-foot-wide linear park including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk along Lenardo Drive from Main Street to the western entrance to Building A in PA3~~(a)~~. This Enhanced Parkway would be expected to be utilized by the future residents of PA1 and the workers/employees for the light industrial uses of PA3~~(a)~~. A transit center could potentially be provided on the Enhanced Parkway which would offer convenient connections to employees and visitors to the Specific Plan Area (refer to Figure 5.1, *Vehicular Circulation Concept~~, of this 2021 Amendment~~*).

1.3 Authority to Prepare Specific Plan

This Specific Plan is established through the authority granted by California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Both Planning Commission and City Council hearings are required for the formal approval of this ~~2021~~2026 Amendment. This Specific Plan and all

[5] ~~The anticipated mix of fulfillment/distribution and building assignment may change, provided it is within the impact scope of the 2021 Project certified SEIR.~~

amendments must be adopted by an ordinance of the Carson City Council. This 2026 Amendment (Amendment No. 4) shall be effective upon the effective date of an ordinance adopted by the City Council approving this 2026 Amendment.

TABLE 1.1
LAND USE COMPARISON

Land Use	The District at South Bay ~~2018~~2022 Specific Plan Amendment	The District at South Bay ~~2021~~2026 Specific Plan Amendment
Commercial[a]	~~1,834,833~~745,300 sf	~~745,300~~711,500 sf[b]
Residential	1,550 units[c]	1,550 units
~~Hotel[d]~~	~~350 rooms~~	~~NA~~
Light Industrial and Ancillary ~~Office[e]~~Office[d]	~~NA~~1,567,090 sf	1,567,090 sf
Community Amenities/Passive and Active Open Space[f]	~~—~~6.29 acres / NA	~~6.29 acres~~
Enhanced Parkway[g]	~~NA~~0.62 acres	0.62 acres
Other[h]	~~NA~~4.06 acres	4.06 acres

NOTES:

[a] This ~~2021~~2026 Amendment reduces the amount of commercial development approved under the previous ~~2018~~2022 Specific Plan Amendment from ~~1.83 million~~745,300 sf ~~(including two hotels providing 350 rooms)~~ to approximately ~~745,300~~711,500 sf.

~~B~~ ~~Includes~~[b] Preserves 711,500 sf of commercial uses in PA2 ~~and 33,800 sf of commercial uses in PA3 (consisting of commercial/retail uses, restaurant (with drive-through capability) uses, walk-up café, and food and beverage kiosks~~. Unless otherwise specified in this ~~2021~~2026 Amendment, square footage for building area shall be calculated using gross building area (GBA); all square footages are approximate.

~~C~~[c] 300 units were specified for DD3 and have been developed. DD3 was developed as the Evolve South Bay project as allowed by the 2011 Carson Marketplace Specific Plan Amendment under an administrative approval.

~~D~~ ~~Hotel square footage was included in the 2018 Specific Plan Amendment commercial square footage but is not allowed under this 2021 Amendment.~~

~~E~~

[d] This ~~2021~~2026 Amendment ~~establishes~~preserves development standards and guidelines for light industrial development, ~~which was not included in~~consistent with the 2018 and 2022 Specific Plan ~~Amendment~~Amendments.

~~F~~ ~~The Carson Country Mart's approximate 273,906 sf (6.29 acres) of total active and passive open spaces is anticipated to include an arrival plaza, food and beverage plaza area, dog park, performance pavilion, botanic garden, children's play area, bioretention garden, beer garden, games terrace, event lawn, sculpture garden, water feature and iconic element. This area also includes planted open spaces and planted buffer areas on west and south sides of park. This area excludes vehicle use/parking areas. The program for Carson Country Mart is conceptual in nature and is subject to change.~~

~~G~~

[e] The approximately 273,906 sf (6.29 acres) of Community Amenities/Passive and Active Open Spaces and its shared parking facilities are being replaced with parking areas to more appropriately service the light industrial Building E.

[f] ~~—~~The proposed Enhanced Parkway includes an approximately 20- to 40-foot-wide linear park including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk along Lenardo Drive from Main Street to the western entrance to Building A in PA3~~(a)~~.

~~h~~[g] Includes square footage of vehicular use/parking areas and pedestrian circulation and additional support areas (such as restrooms and trash/recycling facilities). ~~These areas were included in total 2018 square footage, but exact areas were unknown, hence "NA."~~

~~A General Plan Amendment will be required, concurrent with the adoption of this Specific Plan Amendment, for the purpose of amending the land uses allowed in PA3(a) and ensure consistency between the two documents (refer to Section 2.3.1, *General Plan*). This 2021 Amendment (Amendment No. 3) shall be effective upon the adoption of an Ordinance by the City Council approving this 2021 Amendment.~~

~~This 2021 Amendment~~

This Specific Plan defines the zoning, allowed uses, development standards and regulations for the Specific Plan Area. Any development within the Specific Plan Area shall be required to comply with the requirements and regulations under the General Plan pursuant to Carson Municipal Code (CMC) Section 9111.3, as well as the requirements set forth in any future City ordinance related to hazardous substances once in effect and any other hazardous substances ordinance or regulations adopted by the City, subject to any vested rights in any applicable development agreement. Any project development within PA1, PA2, and PA3 will be required to

comply with the requirements set forth under the approved Remedial Action Plan (RAP), dated October 1995, approved by the Department of Toxic Substances Control (DTSC) and the other DTSC regulatory documents applicable to the 157-Acre Site (and all amendments/modifications thereto), as a condition to any future vertical development, including, without limitation the document entitled *Revised Management Approach to Phased Occupancy* (the Revised MAPO) ~~(File No. 01215078.02)~~, approved by DTSC on July 24, 2026, and which supersedes and replaces the MAPO approved by DTSC in April 2018 ~~and the letter regarding phased development matters, issued by DTSC to the Authority, dated October 17, 2017 (the Phased Development Letter)~~, as well as the Compliance Framework Agreement, dated as of September 28, 2006, as amended by the First Amendment to Compliance Framework Agreement dated as of December 31, 2007 (as so amended, the CFA). In the event the RAP, Revised MAPO, Phased Development Letter are amended or modified in the future to allow for greater flexibility with respect to the phasing of construction and/or occupancy of the 157-Acre Site, such changes shall be incorporated to the terms and conditions herein.

It is intended that local public works projects, design review plans, detailed site plans, grading permits and building permits, or any other action requiring ministerial or discretionary approvals applicable to the 157-Acre Site be carried out in accordance with the intent and specific development standards set forth in this ~~2021 Amendment~~Specific Plan and DTSC regulations/requirements.

Modifications to the conceptual development plan and proposed site plans contained herein are anticipated. Thus, the sketches and graphic representations contained in this ~~2021 Amendment~~Specific Plan are for conceptual purposes only and are to be used as general visual aids in understanding the basic intent of the guidelines/requirements contained herein. They are not meant to depict any actual lot or building design and are, therefore, subject to change. Minor changes, deviations, or modifications to this ~~2021 Amendment~~Specific Plan may be processed pursuant to Section 7.1.5, *Administrative Permits*, of this ~~2021 Amendment~~Specific Plan.

1.4 Environmental Clearance

The 2006 Carson Marketplace Specific Plan (and as amended in 2011) was evaluated in accordance with the California Environmental Quality Act (CEQA).~~6~~[4] The 2018 Specific Plan Amendment was also evaluated in accordance with the requirements of CEQA, pursuant to a Supplemental Environmental Impact Report (SEIR) prepared to analyze the impacts of the development proposed by the 2018 Specific Plan Amendment on the 157-Acre Site (consisting of former Cal Compact Landfill).

~~As a condition to the approval of this 2021 Amendment, the~~ The City Council ~~must review~~reviewed and ~~approve~~approved a new SEIR~~;~~ for the 2022 Specific Plan Amendment – The District at South Bay Specific Plan Amendment Final SEIR (the 2022 SEIR)~~, has been prepared to analyze the potential environmental impacts of the revised development proposal under this 2021 Amendment. The 2022 SEIR in part focuses on the environmental analysis on the changes in the land uses allowed within PA3 (since the land uses/development standards allowed for DD3, PA1, and PA2 under the 2018 Specific Plan Amendment have~~

~~6 In 2006, and in accordance with CEQA, the City of Carson Redevelopment Agency, as lead agency, certified a project-level FEIR for the Carson Marketplace Project (SCH No. 2005051059) in connection with development of the Specific Plan Area. The 300-unit development on DD3 was analyzed for CEQA purposes under the 2006 FEIR. In 2009, an Addendum to the 2006 FEIR was adopted. In 2011, the City, relying upon the 2006 FEIR, amended the Carson Marketplace Specific Plan and, as part of that amendment, renamed the 2006 Specific Plan to The Boulevards at South Bay Specific Plan. In 2018, The Boulevards at South Bay Specific Plan was amended and renamed The District at South Bay Specific Plan. The 2018 SEIR was prepared to supplement the previously approved 2006 FEIR. In April 2018, the City approved the 2018 SEIR to implement the 2018 Specific Plan Amendment and adopted The District at South Bay Specific Plan.~~

[4] Public Resources Code Section 21000 et seq.

not been modified under this 2021 Amendment), changes to the uses within PA3 (in comparison to those previously approved under the 2018 Specific Plan Amendment (i.e., the changes to allow for light industrial uses and the Carson Country Mart uses).

The adoption of this 2021 Amendment shall be subject to City Council approval, and CEQA clearance (as set forth in a Final SEIR approved by the Carson City Council). Any development projects on the 157 Acre Site shall be reviewed for consistency with this 2021 Amendment and the 2022 SEIR. Subsequent discretionary project approvals required by this 2021 Amendment, such as changes in the scope, scale, or intensity of development allowed herein or in the City's General Plan, will require appropriate environmental review under CEQA.[7]. Refer to the 2022 SEIR Mitigation Monitoring and Reporting Program (MMRP) for all Mitigation Measures (MMs) and Project Design Features (PDFs) required under the 2022 SEIR, which shall apply to all development within PA1, PA2, and PA3, and be reflected in the Section 15168(c)(2) CEQA Consistency Determination Memorandum for the 2026 Specific Plan Amendment.

Subsequent discretionary project approvals required by this Specific Plan, such as changes in the scope, scale, or intensity of development allowed herein or in the City's General Plan, will require appropriate environmental review under CEQA.[5]

[7] The 300 residential units on DD3 that have been developed will not require further discretionary action or environmental review under CEQA unless otherwise required by law. For any subsequent discretionary approvals requiring further CEQA review, the City as lead agency will rely on the certified 2022 SEIR together with any necessary errata, addenda or subsequent or supplemental EIR to the fullest extent permitted by CEQA. Tiering and CEQA streamlining for subsequent approvals is encouraged as permitted by law, including but not limited to, relying on CEQA Guideline Sections 15162, 15164, 15168(c), and 15182(c) and California Government Code Section 65457.

[5] The 300 residential units on DD3 that have been developed will not require further discretionary action or environmental review under CEQA unless otherwise required by law. For any subsequent discretionary approvals requiring further CEQA review, the City as lead agency will rely on the certified 2022 SEIR together with any necessary errata, addenda or subsequent or supplemental EIR to the fullest extent permitted by CEQA. Tiering and CEQA streamlining for subsequent approvals is encouraged as permitted by law, including but not limited to, relying on CEQA Guideline Sections 15162, 15164, 15168(c), and 15182(c) and California Government Code Section 65457.

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CHAPTER 2
Context and Conditions

2.1 Specific Plan Area Location and Surrounding Uses

The District at South Bay Specific Plan is proposed for a predominantly undeveloped site located at 20400 South Main Street in the City of Carson. The Specific Plan Area is located approximately 17 miles south of downtown Los Angeles and approximately 6.5 miles east of the Pacific Ocean. The overall Specific Plan Area~~, governed by this 2021 Amendment,~~ is comprised of approximately 168 acres located southwest of the San Diego Freeway (I-405 Freeway), north of the Avalon Boulevard interchange and east of Main Street. The majority of the Specific Plan Area consists of 157 acres, which is located south of Del Amo Boulevard (i.e., Planning Areas 1, 2, and 3) while the remaining 11 acres are located north of Del Amo Boulevard (i.e., DD3), which, subsequent to the 2018 Specific Plan Amendment, has been developed with a 300-unit apartment complex known as Evolve South Bay.

Figure 2.1, *Specific Plan Area Vicinity*, depicts the Specific Plan Area in its regional and local context, while in **Figure 2.2, *Specific Plan Area Aerial***, an aerial photograph of the Specific Plan Area shows the surrounding land uses and adjacent areas.

On a local scale, the Specific Plan Area is surrounded by a range of commercial and residential uses. East of the I-405 Freeway, land uses include neighborhood and regional retail, most notably the South Bay Pavilion at Carson. To the north and east of the Specific Plan Area are the Porsche Experience Center and the Victoria Golf Course, respectively. Residential areas, consisting of one-story and two-story detached residences and mobile homes, are located to the south and west of the Specific Plan Area. The residences are separated from the Specific Plan Area by the Torrance Lateral, a concrete-lined drainage channel which parallels the southern and western border of the Specific Plan Area. To the west of the Specific Plan Area, extending away from the Specific Plan Area on Torrance and Del Amo Boulevards, are commercial and light industrial uses. Land uses located further north on the west side of Main Street consist of light industrial uses, the Dignity Health Sports Park and California State University, Dominguez Hills.

2.2 Existing Specific Plan Area Conditions

The Specific Plan Area has been essentially vacant since the closing and covering of the former Cal Compact Landfill in 1965 with the exception of the construction of a 300-unit residential development in DD3 and the remediation-related improvements described in Section 5.3.5, *Grading, Subsurface Remediation, and Cap*~~, of this 2021 Amendment~~. With respect to the 157-Acre Site, which remains undeveloped, such area is predominantly bare soil that becomes green with nonnative grasses following winter rains and turns brown by summer. The Specific Plan Area's elevation is nearly at grade with Del Amo Boulevard to the north and is approximately 20 feet uphill of the I-405 Freeway, which is immediately to the east. It sits approximately 16

feet above the top of the Torrance Lateral and the neighborhoods to the south and west, while it is approximately 8 feet uphill from the Main Street grade elevation to the west.

SOURCE: ESA 2021

Figure 2.1 Specific Plan Area Vicinity

PEPSI BOTTLING/WASTE MANAGEMENT
PORSCHE EXPERIENCE CENTER
GOLF COURSE
SINGLE FAMILY RESIDENTIAL
PARKING
NURSERY
OFFICE
STORAGE/ TRUCK RENTAL
VACANT
MOBILE HOMES
SOUTH BAY PAVILION
CARSON TOWN CENTER NORTH
CARSON TOWN CENTER
MULTI AND SINGLE FAMILY RESIDENTIAL
Hamilton Ave
Figueroa St
Main St
Torrance Blvd
Del Amo Blvd
E Torrance St
E Gladwick St
E Denwall Dr
Avalon Blvd
Leapwood Ave
Menlo Ave
Shearer Ave
Margaret St
Jamison Ave
Bolsa Ave
Dolores St
Neptune Ave
Grace Ave
W 212th St
213th St
Moneta Ave
DOMINGUEZ CHANNEL
110
405
N
0
1,000
Feet
Specific Plan Boundary (168 acres)
Planning Areas 1, 2, & 3 (157 acres)
Development District 3 Boundary (11 acres)
Torrance Lateral Drainage Canal

PEPSI BOTTLING/WASTE MANAGEMENT
PORSCHE EXPERIENCE CENTER
GOLF COURSE
SINGLE FAMILY RESIDENTIAL
PARKING
NURSERY
OFFICE
STORAGE/ TRUCK RENTAL
VACANT
MOBILE HOMES
SOUTH BAY PAVILION
CARSON TOWN CENTER NORTH
CARSON TOWN CENTER
MULTI AND SINGLE FAMILY RESIDENTIAL
Hamilton Ave
Figueroa St
Main St
Torrance Blvd
Del Amo Blvd
E Torrance St
E Gladwick St
E Denwall Dr
Avalon Blvd
Leapwood Ave
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DOMINGUEZ CHANNEL
110
405
N
0
1,000
Feet
Specific Plan Boundary (168 acres)
Planning Areas 1, 2, & 3 (157 acres)
Development District 3 Boundary (11 acres)
Torrance Lateral Drainage Canal

SOURCE: ~~ESA 2021~~AO 2026

Figure 2.2 Specific Plan Area Aerial

The 157-Acre Site is relatively flat with elevations varying in a somewhat random pattern between 26 and 50 feet above the invert of the Torrance Lateral. Generally, the Specific Plan Area is elevated above existing grades at the edges (except on the north where it abuts Del Amo Boulevard) and generally slopes inward. Due to certain grading in preparation for future development, there exists large amounts of dirt and landfill cap materials have been stockpiled on site.

There is an existing street circulation pattern that was established for the former Cal Compact landfill within the 157-Acre Site (where the site soils underlying such streets consists of native/non-toxic/contaminated soils) offering access points to both Del Amo Boulevard and Main Street (which will be maintained under this ~~2021~~2026 Amendment), via Lenardo Drive and Stamps Drive. Such streets originally functioned as a haul road system for trash trucks traveling within the Cal Compact landfill. Access to the Evolve South Bay project (located on DD3) is gained off of Del Amo Boulevard to the north at Stamps Drive.

2.3 Existing Land Use Designations

2.3.1 General Plan

~~In 2006, the Specific Plan Area was designated as Mixed Use – Residential (MU-R) in the City's General Plan. The MU-R land use designation allows for horizontal or vertical retail, commercial, office, and residential mixed uses, but does not require uses to be mixed (within any given planning area). Per the General Plan, the MU-R land use designation allows for a maximum of 60 residential dwelling units per acre (du/ac), which is consistent with this 2021 Amendment. However, an applicant may request the right to develop residential uses in certain portions of the Specific Plan Area at densities greater than 60 du/ac, provided that a General Plan Amendment permitting such increase in density is approved by the City. A further explanation of this process is provided in Section 2.4, *Consistency with the General Plan*, of this 2021 Amendment.~~

~~As described previously, the purpose of this Specific Plan Amendment is to update the development standards and guidelines and to establish new regulations for the development of PA3, which consists of a 96-acre portion of the Specific Plan Area. Concurrent with the adoption of this 2021 Amendment, the General Plan will be amended to change the allowed land uses for PA3(a) to light industrial (LI). The land uses proposed by this 2021 Amendment for PA3(b) (i.e., the Carson Country Mart) are permitted by the existing MU-R General Plan designation applicable under the General Plan for the Specific Plan Area.~~

~~With the approval of this Specific Plan Amendment and the concurrent General Plan Amendment, the development of light industrial uses in PA3(a) would not conflict with the City's General Plan. Although the City is currently undergoing a General Plan update process; it is anticipated that the goals and objectives of this 2021 Amendment will be consistent with the Carson 2040 General Plan, which is currently proposed to designate the 157-Acre Site with a "Flex District" land use designation.~~

~~The Flex District designation permits a wide range of uses including offices, research and development, light industrial uses, 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 the I-405 Freeway. Warehouse and distribution facilities including logistics uses would be permitted within portions of the 157-Acre Site. Residential uses would be permitted as part of a cohesive plan that considers the long-term development potential of adjacent properties and present a strategy for transition of industrial uses to residential uses~~

The General Plan land use designation for the Specific Plan Area is Flex District. A portion of the Specific Plan Area is also designated as a Flex District Housing Element Site.

2.3.2 Zoning

The area governed by this Specific Plan has been zoned Existing Specific Plan ~~SP-10 since 2006~~Area and ~~will continue to be zoned as such under the City of Carson Zoning Code pursuant to this 2021 Amendment~~a portion of the Specific Plan area is zoned with a FLX Housing Element Site Overlay.

2.4 Consistency with the General Plan

State law requires that a specific plan be consistent with and demonstrate implementation of the General Plan. This Specific Plan Amendment is consistent with and furthers a number of goals and objectives identified in the General Plan.

Overall, this ~~2021 Amendment~~Specific Plan represents a unique opportunity to productively reuse a former landfill / brownfield site compatible with surrounding urban and residential uses. This ~~2021 Amendment~~Specific Plan offers Carson residents new opportunities for recreation, employment, and commercial activities through the plan's proposed commercial (retail/restaurant) uses, residential development, light industrial uses, and open space uses. As such, ~~including the Carson Country Mart; the intent of which is to provide a privately maintained, publicly accessible area with commercial uses and community amenities.~~this Specific Plan is also consistent with the General Plan's Community Health and Environmental Justice Element, in particular CHE-G-6, which encourages the City to "explore opportunities and seek funding to remediate and redevelop brownfields as sites to spur economic development, expand natural open spaces and parks, community gardens, and other similar health-promoting community revitalization activities, particularly in underserved neighborhoods."

The Flex District designation permits a wide range of uses including (but not limited to) offices, research and development, light-industrial, hotels, local and regional retail commercial uses, commercial entertainment uses, and gas/charging stations in mid- and high-intensity settings, as well as residential uses in appropriate locations. As such, this Specific Plan is consistent with the General Plan's Land Use and Revitalization Element, in particular LUR-P-8, under which the City is to: "Prioritize development of office and commercial spaces … especially in the Flex District... and on vacant industrial and closed landfill sites." Also, residential uses are permitted in the Flex District on sites included in the housing sites inventory in the City's Housing Element, where they are permitted as part of a specific plan, master plan, or other cohesive plan that considers the long-term development potential of adjacent properties and presents a strategy for transition of industrial uses to residential uses.

The Flex District land use designation specifically allows residential uses at a density of 60 units per acre on the property located at the southeast corner of Main Street and Del Amo Boulevard, constituting approximately 15 acres within the Specific Plan Area.

With respect to residential uses, the 168-acre Specific Plan Area includes the allowance for up to 1,550 residential units (300 of which units have been already developed on DD3 as an apartment complex known as Evolve South Bay), with 1,250 residential units permitted within PA1 (and potentially on PA2, though a Land Use Covenant for PA2 is presently being amended to prohibit residential uses thereon)[6] which would serve to bring needed housing to the City of Carson and assist the City with fulfilling its Regional Housing Needs Assessment (RHNA) requirements.

Consistent with the ~~City of Carson MU-R~~Flex District General Plan designation for the Specific Plan Area, this ~~2021 Amendment~~Specific Plan provides a maximum residential dwelling unit density of 60 du/ac in PA1 and PA2, ~~(~~or portions thereof~~)~~, where residential is allowed, and in DD3. Densities above 60 du/ac and up to 80 du/ac are authorized by this ~~2021 Amendment~~Specific Plan only in PA1 and only upon a General Plan Amendment. Portions of PA2 can accommodate certain residential uses up to 60 du/ac in the northern portion of PA2 with issuance of an administrative permit and CEQA review as applicable. Residential uses are not permitted in PA3. (It should be noted that on the date this 2026 Specific Plan is approved, the LUC for PA2 may have been amended to prohibit residential uses.)

The intention is for a Ministerial Process with respect to Administrative Permit Issuance; however, a Director determination is required and if the applicable Administrative Permit requires discretionary action or further CEQA review, such actions will take place in accordance with the process outlined in Section 7.1.5, *Administrative Permits*, of this ~~2021 Amendment~~Specific Plan.

The unique mix of uses proposed by this ~~2021 Amendment~~Specific Plan would create a lively mixed-use setting that would serve as a signature project for the City of Carson, and create an active ~~live, work, and play~~ environment to live and work.

[6] This Land Use Covenant ("Covenant") would be made by and between Carson Reclamation Authority (the "Covenantor"), the current owner of the Property, and DTSC pursuant to Civil Code section 1471. DTSC may consider the LUC reasonably necessary to protect present or future human health or safety or the environment as a result of the presence on the land of hazardous materials as defined in Health and Safety Code section 25260

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CHAPTER 3
Conceptual Land Use Plan

3.1 Introduction

This Specific Plan ~~Amendment~~ provides for a variety of land uses within the Specific Plan Area ~~that will implement the various objectives of this 2021 Amendment as described in Section 3.2, *Specific Plan Amendment Objectives*~~. The mix of land uses allowed herein includes approximately 711,500 sf of regional commercial and restaurant uses (within PA2); up to 1,550 residential units (300 units have already been constructed within DD3, and up to 1,250 units are allowed within PA1 and portions of PA2), approximately 1,567,090 sf of light industrial uses and ancillary office uses (within PA3~~(a)~~); and 0.62 acres consisting of the Enhanced Parkway (within PA3~~(a)); and approximately 11 acres of privately maintained, publicly accessible open space and community commercial uses and amenity areas known as the Carson Country Mart (within PA3(b)). The Carson Country Mart is envisioned to include neighborhood-serving commercial/retail uses, a restaurant/café, restaurants with drive-through capabilities,[8] food and beverage kiosks, vehicular use/parking areas, park amenities/active and passive open spaces, and pedestrian circulation/support areas. The passive and active open space uses within the Carson Country Mart may include, but are not limited to, a dog park, botanic garden, children's play area, plaza gardens, a garden terrace, event and social lawn, a performance pavilion, a beer garden, a water feature, a sculpture garden, a bioretention garden, a games terrace, and pedestrian and bicycle pathways~~).

The Conceptual Land Use Plan contained herein (and illustrated conceptually in Figure 4.1, *Conceptual Site Plan Illustrative*~~, of this 2021 Amendment~~) is designed to accommodate these uses within three Planning Areas (PA1, PA2, and PA3) and Development District 3 (DD3) (refer to **Figure 3.1, *Planning Areas and DD3***). As noted previously, DD3 has been fully developed and built out with a 300-unit apartment complex known as Evolve South Bay. The PA1 and PA2 Planning Areas within the 157-Acre Site remain subject to the Mixed-Use Marketplace (MU-M) and Commercial Marketplace (CM) land use designations~~, but~~ in this ~~2021~~Specific Plan, respectively. This 2026 Amendment ~~revises such designations to provide for a~~combines the prior PA3(a) and PA3(b) Planning Areas into a single PA3 Planning Area, which is governed in its entirety by the Light Industrial (LI) land use designation ~~for PA3(a) only (such designations are defined in Sections 3.4 of this 2021 Amendment)~~. The MU-M, CM, and LI land use categories are specifically tailored herein to allow for a variety of land uses with customized development standards.

~~[8] The restaurant drive-through/pick-up feature would be required to cater to upscale "fast-casual" type restaurant tenants as opposed to conventional fast-food-type establishments as they are only permitted subject to certain Specific Conditions as outlined in Chapter 7, Implementation.~~

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 3.1 Planning Areas and DD3

3.2 Specific Plan Amendment Objectives

The following is a list of objectives that apply to the development authorized by this Specific Plan Amendment.

1. Provide a diversity of both short-term and long-term employment opportunities for local residents by approving a development that will generate substantial construction work opportunities and long-term light industrial and commercial jobs.
2. Improve the housing stock by approving a development that includes a substantial residential component.
3. Provide a development that contributes to the creation of a vibrant urban core for the City of Carson and takes advantage of the Specific Plan Area's proximity to the San Diego Freeway (I-405 Freeway).
4. Develop the Specific Plan Area in a manner that enhances the attractiveness of the City of Carson's freeway corridor and the major arterials that adjoin the development.
5. Provide a development that includes a variety of residential, commercial, and retail uses with the potential to generate increased sales and property tax revenue.
6. Develop the Specific Plan Area with a balanced mix of land uses that stimulate economic activity, commerce, and new development opportunities in and around the Specific Plan Area.
7. Promote an economically viable development in the Specific Plan Area that will enable a future developer to pay for the substantial costs associated with environmental remediation and development of a former landfill, as well as construction and maintenance of required infrastructure improvements.

8. ~~Provide a development that contains vibrant and attractive community amenities, passive and active park/recreational areas, and gathering spaces that are directly accessible to residents and constitute a regional draw for other visitors to the Specific Plan Area~~ Improve the environmental health of the City by remediating and redeveloping a closed landfill.
9. Provide a development that is consistent with a live~~,~~ /work~~, and play~~ environment through uses that provide for residential occupancy, substantial job opportunities, and attractive ~~recreational/~~retail amenities.

3.3 Planning Areas and Development District 3

As shown on Figure 3.1, the Specific Plan Area is divided into three "Planning Areas," PA1, PA2, and PA3, and a separate Development District, DD3 (DD3 has been previously developed as the Evolve South Bay Project). Allowed uses and development standards for each Planning Area and DD3 are dictated by their assigned land use designation (as described and defined herein).

The 157-Acre Site that constitute PA1, PA2, and PA3 are undeveloped but were used as a landfill site between 1959 and 1965 (known as the Cal Compact Landfill), prior to the incorporation of the City of Carson, for the deposition of waste/refuse from areas throughout Los Angeles County. Therefore, the 157-Acre Site has been subject to certain regulatory requirements, including, without limitation, those imposed by DTSC, which have required the performance of remedial activities on the site.

DD3 constitutes 11 acres located north of Del Amo Boulevard and was recently developed as a 300-unit apartment complex project known as Evolve South Bay and will continue to be designated as DD3 in this Specific Plan ~~Amendment~~.

The exact location of uses within each Planning Area will be determined during the development review process to allow for flexibility.~~9~~[7] The graphics contained herein illustrating the proposed location of buildings are for conceptual purposes only, to illustrate a likely development plan that can occur within the controls established by the development standards contained herein. It is anticipated that each development of a project within a Planning Area will require a specific site plan approved by the City that is consistent with the requirements herein. The following is a brief description of the conceptual uses proposed within the three Planning Areas and DD3.

3.3.1 Planning Area 1

PA1 comprises approximately 15 acres located north of Lenardo Drive and abuts the eastern edge of Main Street and the southern edge of Del Amo Boulevard (Figure 3.1). PA1 is designated for Mixed-Use Marketplace (MU-M) uses, which allows for residential uses or, with the approval of an administrative permit and CEQA review as applicable, commercial uses. Such commercial uses may be primary, not ancillary, to any residential uses. However, the MU-M designation is intended to enable integration of both residential and commercial uses (vertically and/or horizontally). For example, commercial uses such as a gym/health club could be located on the ground floor of PA1 with multifamily apartments on the floors above. Residential uses are not permitted on the ground floor of any project development within PA1 but may be located above a non-residential use or parking garage located on the ground floor. The MU-M designation does not, however, require a mix of uses and PA1 could be dedicated entirely to residential or commercial uses as allowed by the MU-M designation. Residential density is authorized up to 60 dwelling units per acre (du/ac) by right, and up to a maximum of 80 du/ac with a General Plan Amendment, which would allow for a maximum of 1,250 residential units in PA1.

3.3.2 Planning Area 2

PA2 is comprised of approximately 46 acres with its primary frontage running along the I-405 Freeway (Figure 3.1). This area is adjacent to PA1 to the northwest, the I-405 Freeway to the east, and PA3 to the southwest. ~~Under this 2021 Amendment,~~ PA2 ~~will remain~~is designated for Commercial Marketplace (CM) uses and may contain any combination of commercial uses, including without limitation, regional commercial (which may include outlets), neighborhood commercial, restaurant, and entertainment and hospitality uses. In addition, portions of PA2 can accommodate certain residential uses up to 60 du/ac in the northern portion of the Planning Area with issuance of an administrative permit and CEQA review as applicable.~~10~~[8]

~~9~~[7] The Community Development Director is authorized by administrative permit to approve a minor change, deviation, or modification to the ~~2021 Amendment~~Specific Plan to allow the following: Expansion or reduction of the net acreage covered by a given Planning Area within the Specific Plan Area by a maximum of 10 percent (and accompanying expansion or reduction of the net acreage covered by a given Land Use Category).

~~10~~[8] Residential uses are only permitted for the northernmost portion of PA2, as shown in Figure 6a, *Permitted Residential Areas~~, of this 2021 Amendment~~*.

To date, some of the required environmental remedial phase work has been completed for PA2 with approximately ~~6-8~~6-18 months remaining to complete the required remediation activities once they re-commence.[~~11~~9]

Within PA2 exists an "embankment lot", which is comprised of a 5-acre strip of land, along the I-405 Freeway between the freeway and the commercial uses on PA2 (as shown on Figure 3.1). The embankment lot provides a location for future freeway signage which would ~~acommodate~~accommodate both on-site and off-site advertising.

3.3.3 Planning Area 3

PA3 constitutes approximately 96 acres and is bounded on the west and south by the Torrance Lateral, and to the north and east by Lenardo Drive (Figure 3.1). It comprises landfill Cells 3, 4, and 5 of the former Cal Compact Landfill.[~~12~~10] Aside from the already-installed remedial improvements on Cells 3 and 5, no remediation activities have occurred in Cells 3, 4, and 5.

As part of ~~this 2021~~the 2022 Amendment, PA3 ~~is being further~~was divided into PA3(a) and PA3(b) ~~(as shown on **Figure 3.2, *Planning Areas 3(a) and 3(b)*)**.~~, with PA3(a) ~~would include~~including light industrial with supportive office uses and PA3(b) ~~is~~was envisioned to contain the Carson Country Mart~~, which includes, restaurant, commercial, park/open space uses and community amenity areas.~~. However, this 2026 Amendment is removing the Carson Country Mart and recombining the PA3(a) and PA3(b) Planning Areas to create a single PA3 Planning Area ~~3~~governed in its entirety by the Light Industrial (~~a~~LI) land use designation.

Uses allowed within PA3~~(a)~~ include approximately 1,567,090 sf of light industrial (LI) uses (along with ancillary office uses which would comprise up to approximately 75,000 sf) and would be contained in ~~six~~five buildings (Buildings A through ~~F~~E) ~~distributed over approximately 74 acres~~. Buildings A, B, ~~C,~~ and ~~F~~C, totaling 877,751 sf, are envisioned for e-commerce/fulfillment center facilities; ~~the remaining buildings,~~ Buildings D and E, totaling 689,339 sf, would be designated for distribution center/parcel hub uses.[~~13~~11] An approximately 1-acre utility lot is also included in PA3~~(a)~~ (as shown on ~~Figure 3.2 and~~ Figure 5.16, *Storm Drainage Concept*). PA3~~(a)~~ is also envisioned to include the Enhanced Parkway (described above). Figure 4.3, *Proposed Enhanced Parkway*, ~~of this 2021 Amendment~~ provides a concept illustrative of the Enhanced Parkway.

~~Planning Area 3(b)~~

~~PA3(b) includes the Carson Country Mart which consists of approximately 11 acres of privately maintained, publicly accessible open space and community commercial uses and amenity areas. The program for the Carson Country Mart has been contemplated to include up to approximately 33,800 sf of commercial uses including retail catered to pets and animals, restaurants (with drive-through and/or pick-up capability) food and beverage kiosks, and a café and is subject to change. The restaurant drive through would be required to cater to upscale "fast-casual" type restaurant tenants as opposed to traditional fast-food type establishments.~~

[~~11~~9] Refer to The District at South Bay Specific Plan 2021 Project Draft SEIR Project Description, Section II.F, *Remediation Activities*, for a description of these improvements.

[~~12~~10] A landfill cell is defined as a single, waste-holding unit within the larger landfill property.

[~~13~~11] There is flexibility with respect to building use, between fulfillment and distribution, provided a determination is made that the use is within the scope of the approved 2022 SEIR.

~~The remaining areas of PA3(b) would be dedicated to programmed spaces, parking/vehicular use areas, open space/park amenity spaces, and pedestrian circulation/support areas. Such programmed spaces could include an arrival plaza, food and beverage plaza area, dog park, performance pavilion, botanic garden, children's play area, bioretention garden, beer garden, games terrace, event lawn, and sculpture garden. The open space and park amenity areas within PA3(b) could also include restrooms, walkways, planted spaces, and planted buffers. Amplified music would be allowed within a performance pavilion and event lawn area. Pedestrian/bicycle pathways would provide site circulation within the Carson Country Mart's programmed park/open space area.~~

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 3.2 Planning ~~Areas 3(a) and 3(b)~~Area PA 3

As noted previously, the exact location of uses within each Planning Area will be determined during the development review process to allow for flexibility. The graphics showing the proposed location of buildings contained within the 157-Acre Site (as shown on Figure 4.1, *Conceptual Site Plan Illustrative~~, of this 2021 Amendment~~*) are for conceptual purposes only, in order to illustrate a likely development plan that can occur within the controls established by the development standards contained herein.

3.3.4 Development District 3

DD3 constitutes approximately 11 acres and is designated for Mixed-Use Marketplace (MU-M) uses. DD3 was not formerly used as a landfill site and thus, is unaffected by the land use restrictions and regulations imposed by DTSC (which apply to PA1, PA2, and PA3 since they comprise the former Cal Compact Landfill site). DD3 was included as a development district (i.e., DD1, DD2, and DD3) as part of a final environmental impact report (FEIR) that was approved in 2006. As noted above, DD3 has been developed as a 300-unit apartment complex known as Evolve South Bay. In 2017, the Evolve South Bay project was subject to site plan and design review and was ultimately administratively approved under the 2011 Specific Plan. The 300 unit Evolve South Bay project was developed in 2019.

3.4 Specific Plan Land Use Categories

The following includes a brief description of each land use category allowed under this Specific Plan Amendment and the location of each land use by Planning Area. An illustration of the land use categories is provided in **Figure 3.3, *Specific Plan Land Use Categories***.

3.4.1 Commercial Marketplace (CM)

This land use category allows for a range of commercial uses intended to serve a broad population base and offer a wide range of services to both the local community and the surrounding region as a whole. Typical uses in this land use category include regional commercial uses such as retail outlets, major department stores and promotional retail-type stores, smaller neighborhood commercial uses, food and beverage uses, grocery stores, passive and active spaces, programmed areas, open space and park/community amenity areas, and event/performance spaces. Additional uses include commercial recreation and entertainment uses (such as movie theaters and arcades), hotels, restaurants and highway-oriented and smaller neighborhood retail and service uses. Residential uses with densities of up to 60 du/ac are permitted in portions of PA2, as shown in Figure 6.1, *Permitted Residential Areas*, ~~of this 2021 Amendment,~~ with the approval of an administrative permit and CEQA review as applicable. The densities and intensities will vary within this land use designation based on proposed uses. However, the maximum overall floor area ratio (FAR) allowed for commercial uses established pursuant to this land use category shall be 0.5 FAR. Except as otherwise noted,~~14~~[12] the uses permitted in this land use category are allowed in PA2~~ and PA3(b)~~.

The density and floor area limitations established pursuant to this Specific Plan Amendment shall be calculated separately for each Planning Area and construction of residential units will not reduce commercial square footage allocated to such Planning Area, and construction of commercial uses will not reduce permitted residential unit counts.

~~14~~[12] Refer to Table 6.1, *Permitted Uses*, ~~of this 2021 Amendment~~ for a complete list of permitted uses in each Planning Area and DD3.

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 3.3 Specific Plan Land Use Categories

3.4.2 Mixed-Use Marketplace (MU-M)

The Mixed-Use Marketplace (MU-M) land use category solely applies to PA1 (and DD3 which has already been developed with the Evolve South Bay project), which allows for residential uses, and with an administrative permit and applicable CEQA review, provides for the allowance of commercial development. Commercial uses are intended to be vertically or horizontally integrated with the residential development. The MU-M land use designation does not, however, require a mix of uses and development can consist entirely of either residential or, with an administrative permit, commercial uses (whether the commercial use is mixed-use or standalone). The densities and intensities will vary within this land use designation based on actual uses proposed. Residential densities up to 60 du/ac are permitted by right, and densities up to 80 du/ac may be constructed in PA1 only, with the approval of a General Plan Amendment. In addition, stand-alone retail uses of greater than 50,000 sf are permitted in the MU-M category in PA1 only, with approval of an administrative permit and CEQA review as applicable.

3.4.3 Light Industrial (LI)

The Light Industrial (LI) land use category in this Specific Plan Amendment allows for distribution warehouses/centers, parcel hubs, fulfillment centers, logistics facilities, and e-commerce facilities within PA3~~(a)~~, as well as ancillary office uses and associated parking for employees and trucks. This Specific Plan ~~Amendment~~ allows up to approximately 1,567,090 sf of LI uses within PA~~3(a)~~. The maximum overall FAR allowed for the LI uses established pursuant to this land use category shall be 0.5 FAR.

The LI land use category also includes the provision for a 0.62-acre Enhanced Parkway along Lenardo Drive that would include landscaping and a meandering walking path, west of the light industrial buildings on PA3~~(a)~~ and east of Main Street.

3.5 Transfers of Residential Units

Table 4.1, *Land Use Summary: Planning Areas 1, 2, ~~3(a),~~ and 3~~(b)~~, and Development District 3*, ~~of this 2021 Amendment~~ establishes maximum permitted residential unit counts, commercial marketplace, mixed-use marketplace and light industrial square footage within each Planning Area and DD3. In addition, this Specific Plan Amendment allows for transfers of the maximum allowable residential units ~~under this 2021 Amendment~~ between PA1 and the portions of PA2 where residential uses are permitted, with the approval of an administrative permit, CEQA review.

No transfers of residential units shall result in allowable residential densities exceeding 60 du/ac on PA1 or PA2, except that, on PA1, with a General Plan Amendment, residential densities of up to 80 du/ac are permitted within PA1.

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CHAPTER 4
Land Use Illustrative

In order to provide a conceptual representation of what could be developed under this ~~2021 Amendment~~Specific Plan, the following figures present conceptual drawings of building footprints~~, parks and amenity areas,~~ and locations for each. It is important to note that the illustrative plans as presented in the figures contained in this document, are conceptual and the final development plans for each Planning Area may vary provided they comply with the regulations proposed herein, as further described in Section 1.3, *Authority to Prepare Specific Plan~~, of this 2021 Amendment~~*. The development standards and guidelines allowed within the Specific Plan Area under this ~~2021 Amendment~~Specific Plan (discussed in Chapter 6, *Development Standards~~, of this 2021 Amendment~~*) permit a range of uses and intensities.

Table 4.1, *Land Use Summary: Planning Areas 1, 2, 3~~(a), and 3(b)~~, and Development District 3*, provides a summary of the permitted mix of land uses and establishes maximum allowed development for the Specific Plan Area, summarized by each Planning Area and DD3. The permitted mix of uses is subject to the ability to transfer residential units as noted in Section 3.5, *Transfers of Residential Units~~, of this 2021 Amendment~~*.

Figure 4.1, *Conceptual Site Plan Illustrative*, presents a conceptual site plan for each Planning Area and DD3. The intent of the illustrative site plan is to provide for a conceptual development plan that includes a vibrant mix of residential, commercial, light industrial, ~~and park amenities/active~~ and passive open space uses to further the goals and objectives of the City in activating the site, providing housing, employment opportunities, and a variety of other opportunities for residents and visitors to shop, dine, and recreate within the site.

~~The Carson Country Mart is intended to provide an area for residents and regional visitors to shop, dine, and gather at the site (**Figure 4.2, *Carson Country Mart Conceptual Illustrative Plan***). The integration of the various attractive uses proposed by the Carson Country Mart is intended to draw in residents, patrons and visitors into the site and to activate and enliven the overall area.~~

Further to this, landscaping along Lenardo Drive would be improved to include the Enhanced Parkway in PA3~~(a)~~, which would provide a convenient recreational area for the residents of PA1 and the surrounding community (**Figure ~~4.3~~4.2, *Enhanced Parkway***).

TABLE 4.1
LAND USE SUMMARY: PLANNING AREAS 1, 2, 3~~(A), AND 3(B)~~, AND DEVELOPMENT DISTRICT 3

Land Use Type by Planning Area and DD3	Specific Plan Amendment Land Use Category	Maximum Units, Square Footage (sf)
Development District 3 (11 Acres)[a]		
Residential	MU-M	300 units
Planning Area 1 (15 Acres)		
Residential	MU-M[b]	1,250 units[c]
Planning Area 2 (46 Acres)		
Regional Commercial/Outlet	CM[d]	696,500 sf
Regional Commercial/Restaurant	CM[d]	15,000 sf[e]
Planning Area 3 (96 Acres)		
Light Industrial (Including Ancillary Office) (PA3~~(a)~~) [f]		
Ancillary Office	LI	75,000 sf
E-Commerce/Fulfillment Center / Distribution Center/Parcel Hub	LI	1,492,090 sf
Enhanced Parkway	LI	~~27,000~~27,500 sf
~~**Commercial Marketplace (PA3(b))**~~		
~~Neighborhood-Serving Commercial/Retail/Restaurants/F+B Kiosks[g]~~	~~CM~~	~~33,800 sf~~
~~Park Amenities/Active and Passive Open Spaces[h]~~	~~CM~~	~~273,906 sf~~
Totals		~~2,312,390~~2,278,590 **sf of buildings** ~~**300,906 sf of park amenities/open space**~~ 27,500 sf of enhanced parkway **1,550 residential units**

NOTES:

Variations in square footage and types of commercial uses and location and number of residential units in each Planning Area may occur at the time of final design, depending upon the product identified for ultimate development. Change of restaurant uses to regional commercial uses is permitted and change of commercial square footage to restaurant square footage is also allowed, subject to the approval of an administrative permit, and any further environmental review required under CEQA, as applicable.

Residential units may be transferred from PA1 to the portion of PA2 shown in Figure 6.1~~a~~, *Permitted Residential Areas*, ~~of this 2021 Amendment~~ provided such transfer does not cause an exceedance of the allowable residential density under the General Plan or this Specific Plan, or the maximum unit count of 1,250 units. The transfer of residential units shall not require a corresponding decrease in maximum permitted commercial square footage.

[a] DD3 has been developed as a 300-unit apartment complex known as Evolve South Bay.

[b] PA1 is designated MU-M, which allows for residential or, with approval of an administrative permit and CEQA review as necessary, commercial uses.

[c] Residential uses in PA1 are permitted by right up to 60 du/ac, which would allow for 900 residential units. The remaining units (up to 1,250 residential units) can be constructed in PA1 with a General Plan Amendment to increase the maximum permitted dwelling unit density to 80 du/acre or can be transferred to and constructed in specific areas of PA2 (which is zoned CM) with an administrative permit, with CEQA review, as applicable.

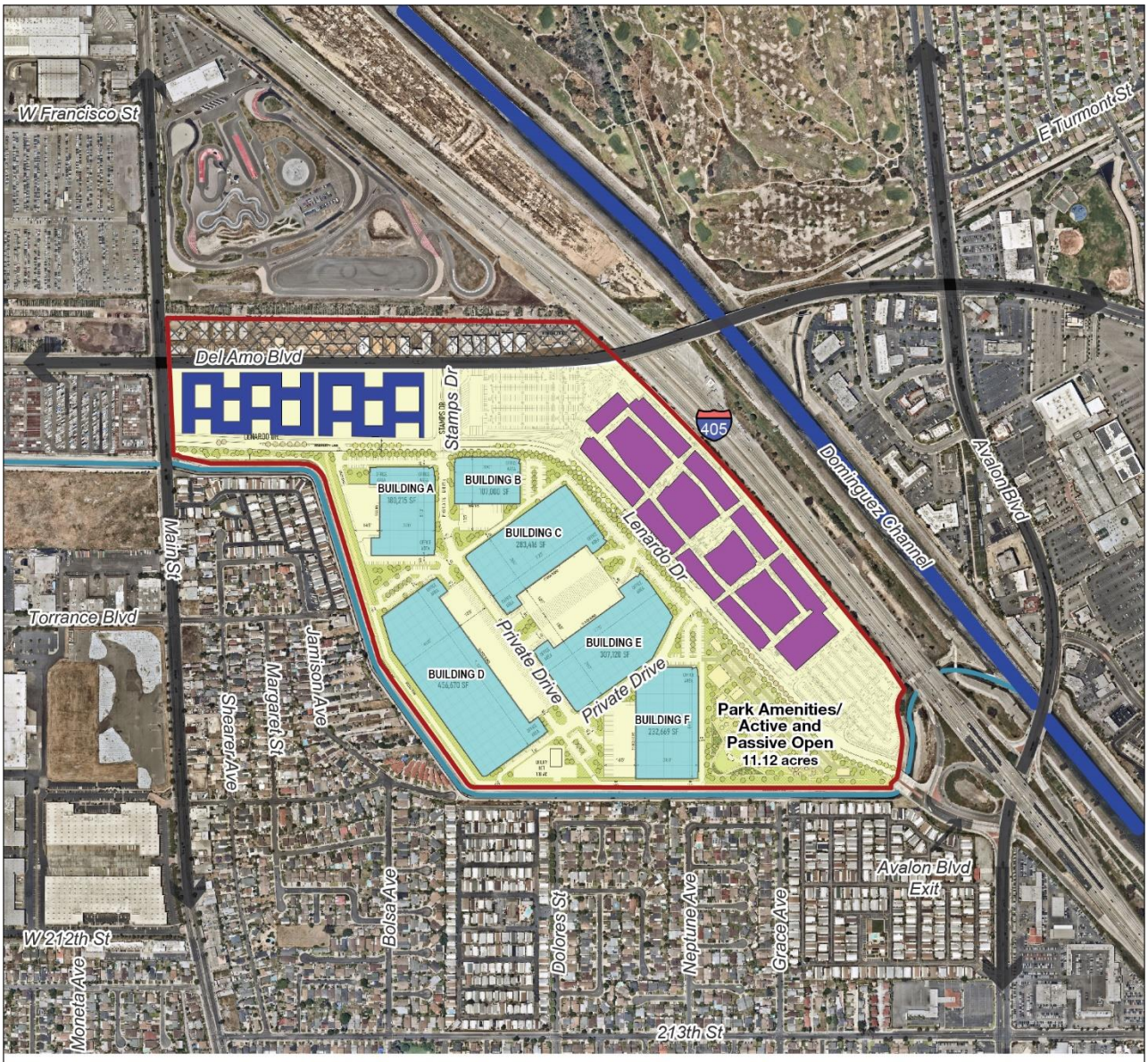
[d] A variety of regional commercial uses is permitted in the CM land use designation, including outlet and restaurant uses.

[e] The 15,000 sf allocated for "restaurant" uses are intended to address full-service restaurant uses in PA2, if any. All other food service uses, including, without limitation, VIP lounges, food halls, kiosks, and similar food or beverage serving uses, shall be included in the gross building area (GBA) square footage for regional commercial established above for PA2.

[f] Note that this area shall include the landfill gas collection and control system (LGCCS), groundwater extraction and treatment system (GETS), and Landfill Operations Center (LOC) are located on an approximately 1-acre lot (the "utility lot") in PA3~~(a)~~ (refer to ~~Figure 3.2, *Planning Areas 3(a) and 3(b),* and~~ Figure 5.16, *Storm Drainage Concept*), adjacent to the Torrance Lateral.

~~[g] These uses within the overall 11.12-acre Carson Country Mart area is envisioned to include commercial/retail uses as follows: single retail use, restaurants (with drive through capability) food and beverage kiosks, and a café. All numbers are approximate.~~

~~[h] The Carson Country Mart's approximately 273,906 sf (6.29 acres) of total active and passive open spaces are envisioned to include: an arrival plaza, food and beverage plaza area, dog park, performance pavilion, botanical garden, children's play area, bioretention garden, beer garden, games terrace, event lawn, sculpture garden, water feature and iconic design element, and planted open spaces and buffers. In addition, this area would also include planted open spaces and planted buffer areas on the west and south sides of the park. This program is conceptual and subject to change.~~



Specific Plan Boundary (168 acres)

Planning Areas 1, 2, & 3 (157 acres)

Torrance Lateral Drainage Canal

Light Industrial with Ancillary Office

Residential

Regional Commercial

N

0 1,000 Feet

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

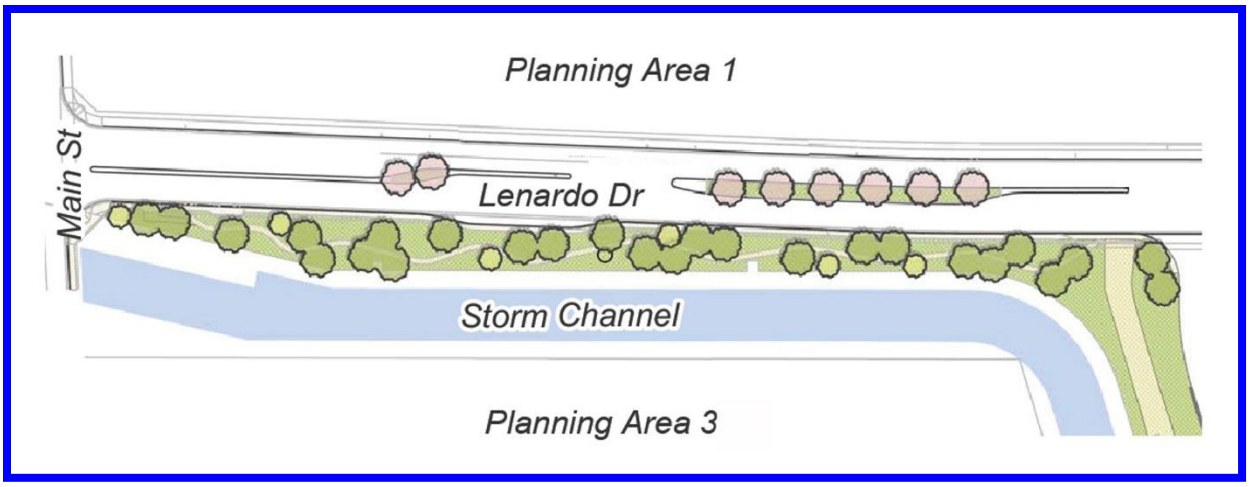
not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 4.1 Conceptual Site Plan Illustrative

1 RETAIL / SERVICE STORE
2 DRIVE THRU RESTAURANTS
3 ARRIVAL PLAZA
4 F&B KIOSKS
5 F&B PUBLIC PLAZAS
6 WATER FEATURE
7 PARK RESTROOMS
8 ICONIC ELEMENT
9 DRIVE LANE WITH PERMEABLE PARKING
10 OUTDOOR TRASH/RECYCLING
11 DOG PARK & PAWS CAFE
12 PERFORMANCE PAVILION AREA
13 BOTANIC GARDENS
14 ICONIC PLAY AREA WITH NATURAL PLAY
15 BIORETENTION GARDEN
16 BEER GARDEN
17 GAMES TERRACE
18 FLEXIBLE EVENT LAWN AREA
19 SCULPTURE GARDEN
20 POTENTIAL COMMUNITY BRIDGE
21 OVERFLOW PARKING
22 BUS PAD & BUS SHELTER
23 ADJACENT FIRE ACCESS ROAD
24 OVERHEAD STRUCTURES PER ARCHITECT
BUS PAD / SHELTER
LENARDO DR
Fire Access
N
0
100
Feet

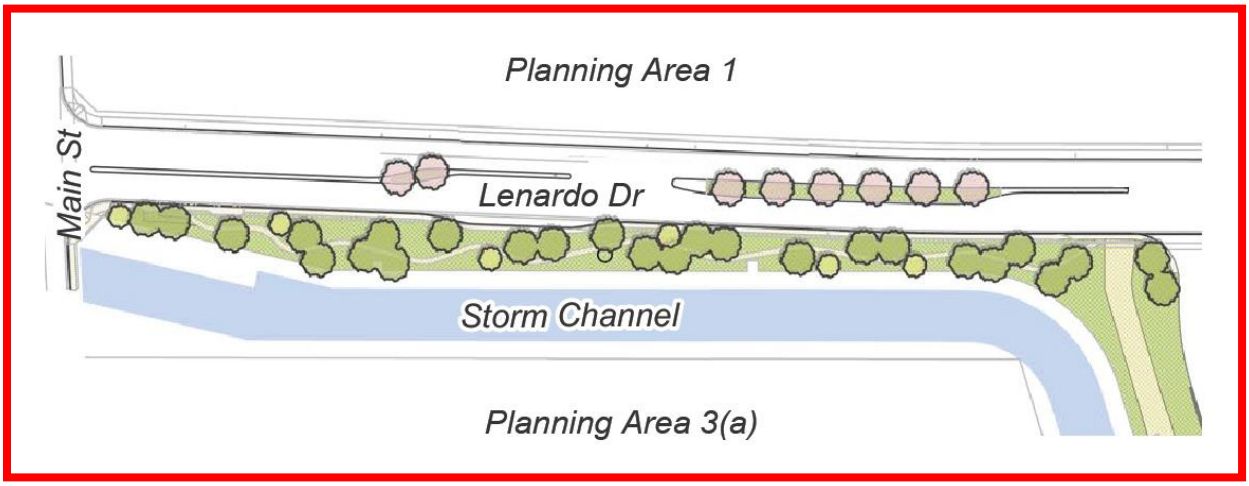
~~SOURCE~~



SOURCES: RGA, ~~OJB, OU, MBI, and~~AO, ESA ~~2021~~

~~NOTE: This is a graphic representation of a planning concept and is for illustrative purposes only. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.~~

~~Figure 4.2 Carson Country Mart Conceptual Illustrative Plan~~



~~SOURCE: RGA, OJB, OU~~, MBI~~, and ESA 2021~~ 2026

NOTE: A transit center could potentially be provided on the Enhanced Parkway (refer to Figure 5.1 ~~of this 2021 Amendment~~). This is a graphic representation of a planning concept and is for illustrative purposes only. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure ~~4.3~~4.2 (Renumbered) Enhanced Parkway

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CHAPTER 5
Plan Elements

In addition to the land use plan previously described, this ~~2021 Amendment~~Specific Plan contains a number of additional elements such as circulation, open space and recreation, infrastructure and utilities, and public services which are critical to the success of any project development under this ~~2021 Amendment~~Specific Plan. These plan elements are discussed in this Chapter 5.

5.1 Circulation Concept

The circulation concept for this ~~2021 Amendment~~Specific Plan is an integral part of the overall land use plan and has been developed consistent with a number of circulation objectives of the City. Foremost among these are the following:

1. To reinforce and serve the land use concepts.
2. To provide adequate accessibility for internal and external trips by future residents, tenants, trucks, and visitors.
3. To provide a sufficient amount of convenient parking for the uses allowed hereunder for PA1, PA2, and PA3.
4. To provide opportunities for a variety of transportation and mobility options.
5. To provide an aesthetically pleasing environment while achieving the above objectives.

5.1.1 Regional Access

The San Diego Freeway (I-405 Freeway), Harbor Freeway (I-110 Freeway), Artesia Freeway (SR-91 Freeway), and Long Beach Freeway (I-710 Freeway) provide regional access to the Specific Plan Area. The I-405 Freeway is located adjacent to the Specific Plan Area's eastern boundary, the I-110 Freeway is located approximately 0.5 miles west of the Specific Plan Area, and the SR-91 Freeway is located approximately 2.5 miles north. The I-710 Freeway, which is located on Carson's eastern boundary, links Carson with the City and Port of Long Beach, whereas the I-110 Freeway provides direct access to the City and Port of Los Angeles. Locally, access to the Specific Plan Area is available via Main Street (a north–south thoroughfare on the western side of the Specific Plan Area), Avalon Boulevard (an exit from the I-405 Freeway and a major north–south arterial), and Del Amo Boulevard (an east–west arterial that bisects the northern portion of the Specific Plan Area).

The Avalon Boulevard/I-405 Freeway interchange was improved following the approval of the 2006 Carson Marketplace Specific Plan and provides direct access to the Specific Plan Area and the areas surrounding it. Interchange improvements included: (1) the extension of Lenardo Drive to Avalon Boulevard (with final improvements to Lenardo Drive currently in process), (2) realignment and reconfiguration of the I-405 Freeway southbound on- and off-ramps, (3) a new I-405 Freeway southbound on-ramp that serves as the east leg of the

new Avalon Boulevard/Lenardo Drive intersection, and (4) reconfiguration of the I-405 Freeway northbound off-ramp to allow left turns onto southbound Avalon Boulevard (the traffic signal located at the off-ramp is in the process of being activated).

5.1.2 Internal Circulation

Access to the Specific Plan Area and the proposed internal circulation system are shown on **Figure 5.1, *Vehicular Circulation Concept***. Internal circulation will be provided by two primary routes, Lenardo Drive and Stamps Drive, which continues as "Private Drive" south of Lenardo Drive providing local access to the light industrial uses. Lenardo Drive connects the Main Street entry with the Avalon Boulevard/I-405 Freeway entry. Stamps Drive begins at Del Amo Boulevard and ends at Lenardo Drive, before entering the light industrial uses. Lenardo Drive will be a public street and will retain a similar alignment to the original haul road. The alignment of Stamps Drive is an adaptation of the current roadway, which was originally a haul road for the Cal Compact Landfill. The portion of Stamps Drive north of Lenardo Drive and south of Del Amo Boulevard (also referred to as the "Del Amo Entrance") has been shifted west of the location shown in the 2018 Specific Plan; the new alignment corresponds to the location of the original haul road for the Cal Compact Landfill. This portion of Stamps Drive will be a public street, while the continuation of the roadway south of Lenardo Drive (the Private Drive) will be privately owned and maintained.

Vehicular access to the site, internal circulation, and parking lots should consider the following:

- Short-term parking for delivery of mail and small shipments shall be provided so as not to impede overall circulation.
- Shared access drives between adjacent parcels should be encouraged to minimize curb cuts, where feasible.
- Reciprocal access easements for vehicles, pedestrians, and shared parking facilities between adjacent uses should be encouraged, where feasible.
- The determination of adequate stacking for project entry driveways shall account for security gates, checkpoints, and guard shacks, if applicable.
- Conflicts between truck traffic and employee and visitor parking should be minimized by installing clear signage at proper locations.
- Site circulation and access shall allow for and facilitate emergency access to the site and all buildings.
- To prevent speeding and vehicular conflicts with pedestrians, extended lengths of drives aisles for straight sections of a parking lot should be avoided.
- Lots shall be accessed via public roads, private roads or access easements.

As indicated in **Figure 5.2, *Concept Circulation Sections***, diagrammatic circulation sections are set forth in **Figures 5.3 through 5.14**, depicting conceptual designs for Specific Plan Area entrances (see Figures 5.3, *Section A – Del Amo Entrance*; 5.9, *Section E1 – Lenardo Drive Entrance*; 5.10, *Section E2 – Avalon Boulevard Entrance*; and 5.14, *Section H – Main Street Entrance*), Del Amo Boulevard (see Figure 5.4, *Section B – Del Amo Boulevard*), certain portions of Lenardo Drive and Stamps Drive (see Figures 5.5, *Section C1 – Lenardo Drive without Multipurpose Trail*, and 5.6, *Section C2 – Lenardo Drive with Multipurpose Trail*), the Private Drive (Figures 5.7, *Section D1 – Private Drive without Parking*, and 5.8, *Section D2 – Private Drive with Parking*), the I-405 Freeway edge (see Figure 5.11, *Section F – Freeway*

Edge (I-405 Freeway/Specific Plan Area Interface)), the adjacent slope of the Torrance Lateral (see Figures 5.12, *Section G1 – Channel-Adjacent Slope [Adjacent Residential/Specific Plan Area Interface – Condition 1]*, and 5.13, *Section G2 – Channel-Adjacent Slope [Adjacent Residential/Specific Plan Area Interface – Condition 2]*).

Each entry into the Specific Plan Area must be attractively landscaped (as further addressed in Section 6.4, *Landscaping*) and, with respect to the entrances along Stamps Dr. and Lenardo Dr., signed for automobiles, pedestrians, bicyclists, and truck access (to direct trucks to the appropriate truck routes). Tree wells may be added in the public rights-of-way of Main Street and/or Del Amo Boulevard at the discretion of the City Engineer and the Community Development Director.

The term, "parkway," as used in this ~~2021 Amendment~~Specific Plan, shall be defined as the distance between the front of curb and the property line, and may include sidewalks and walkways, landscaping, or both.

Access points into the Specific Plan Area would include the Del Amo Boulevard/Stamps Drive and Main Street/Lenardo Drive intersections, as well as the Avalon Boulevard exit from the I-405 Freeway. The primary ingress and egress location for DD3 is provided at the Del Amo Boulevard/Stamps Drive intersection, where the north leg of the intersection would provide for entry and exit.

While a conceptual circulation configuration has been provided (pursuant to Figures 5.1 and 5.2), the internal circulation system is subject to approval by the Community Development Director and City Engineer and will be finalized with the approval of development plans for each project within the Specific Plan Area. Subject to CEQA review if applicable, half-street improvements to Lenardo Drive and Stamps Drive may be approved by the City Engineer and the Community Development Director to allow for the phasing of the construction of the streets to accommodate the phased development of projects within the Specific Plan Area. The internal roadways, drive aisles, on-site intersection spacing, access openings, sidewalks, and pedestrian and bike paths shall be constructed pursuant to the standards set forth under this Specific Plan and in accordance with all City requirements (as approved by the City Engineer).

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 5.1 Vehicular Circulation Concept

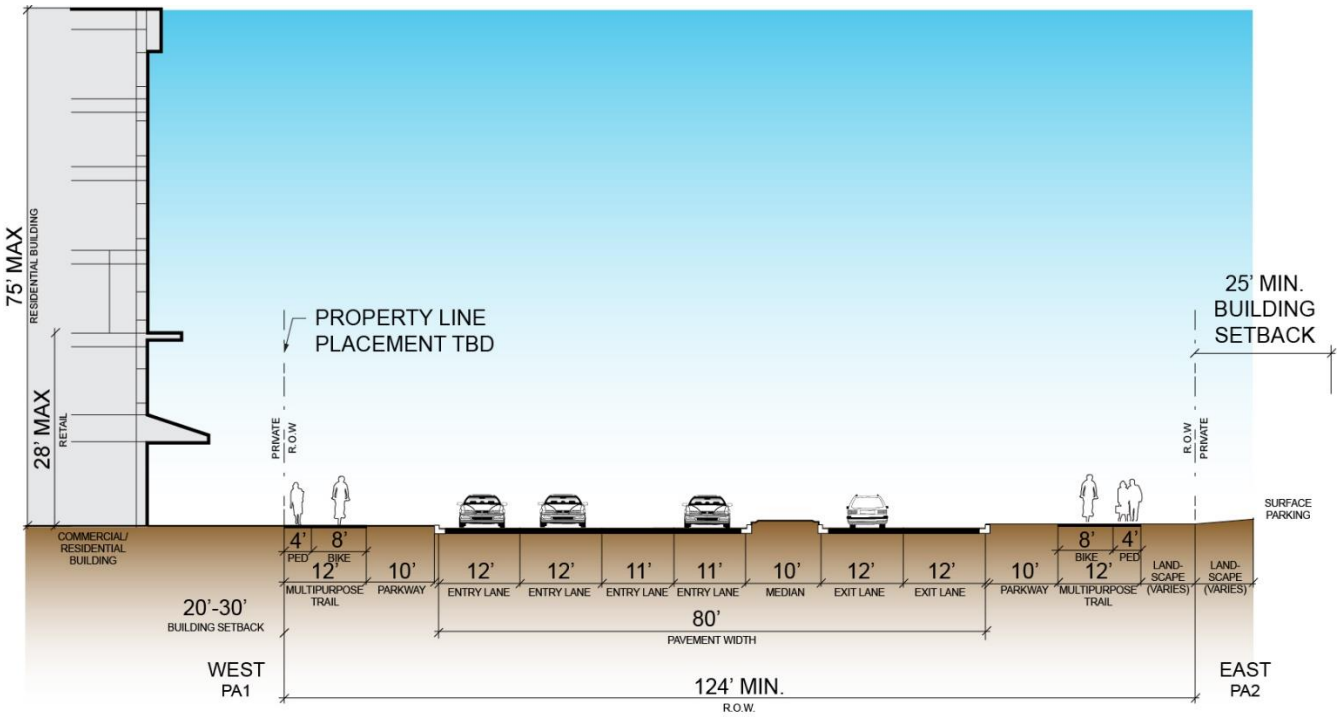
Note: The C1 street section shall be the typical street section for Lenardo Drive between Main Street and Stamps Drive. The C2 street section shall be the typical street section for Lenardo Drive between Stamps Drive and the Avalon Boulevard Entrance.

Note: This is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan and design review and other permit and mapping processes.

~~SOURCE~~

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 5.2 Concept Circulation Sections

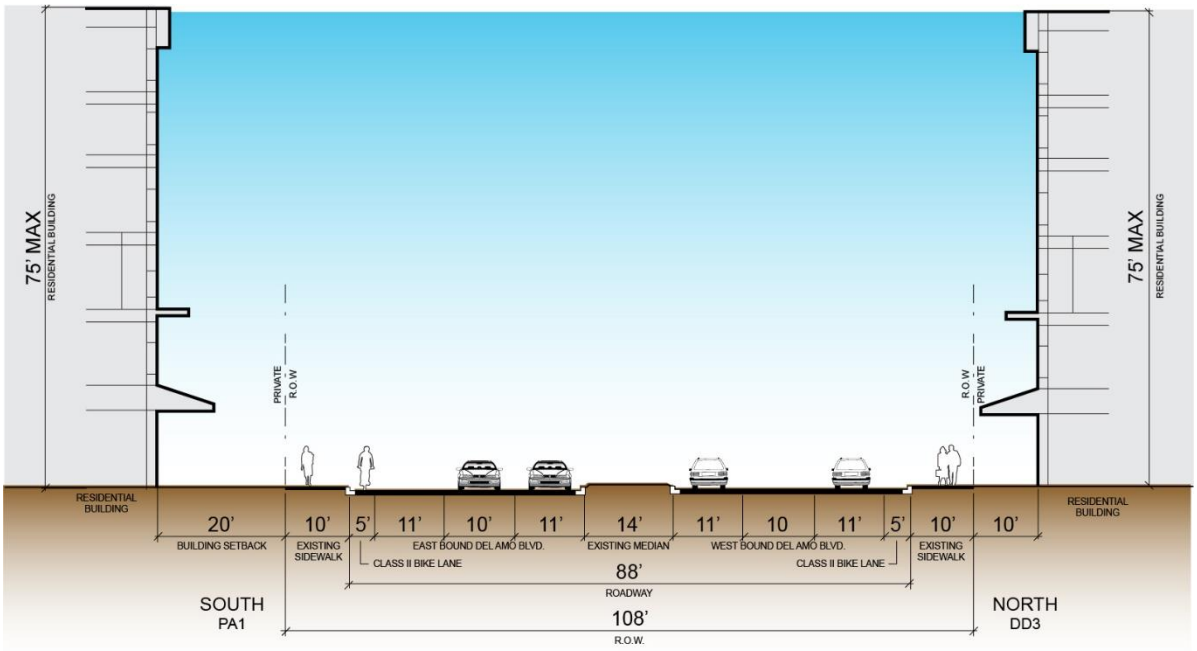


~~SOURCE~~SOURCES: AO, ESA ~~2021~~2026

NOTES: The building setbacks of 20 to 30 feet vary according to the height of the building adjacent to the roadway. The setback is 20 feet for buildings up to 28 feet in height. For buildings above 28 feet in height, a 30-foot setback is required. Building heights refer to the base building height as defined in Table 6.2.

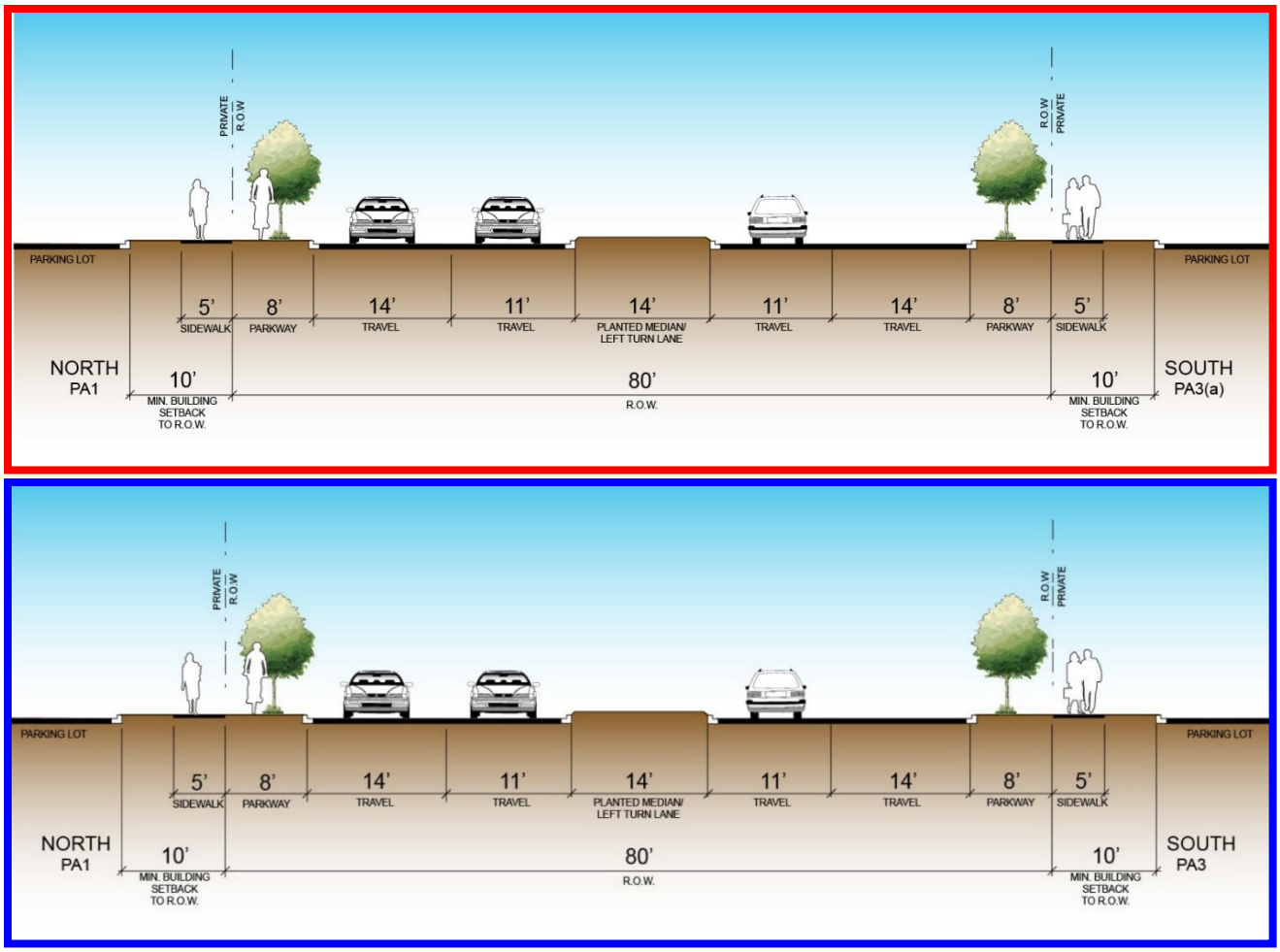
These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.3 Section A – Del Amo Entrance



~~SOURCE:~~ SOURCES: AO, ESA ~~2021~~2026

Figure 5.4 Section B – Del Amo Boulevard



SOURCE: AO, ESA ~~2021~~2026

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access.

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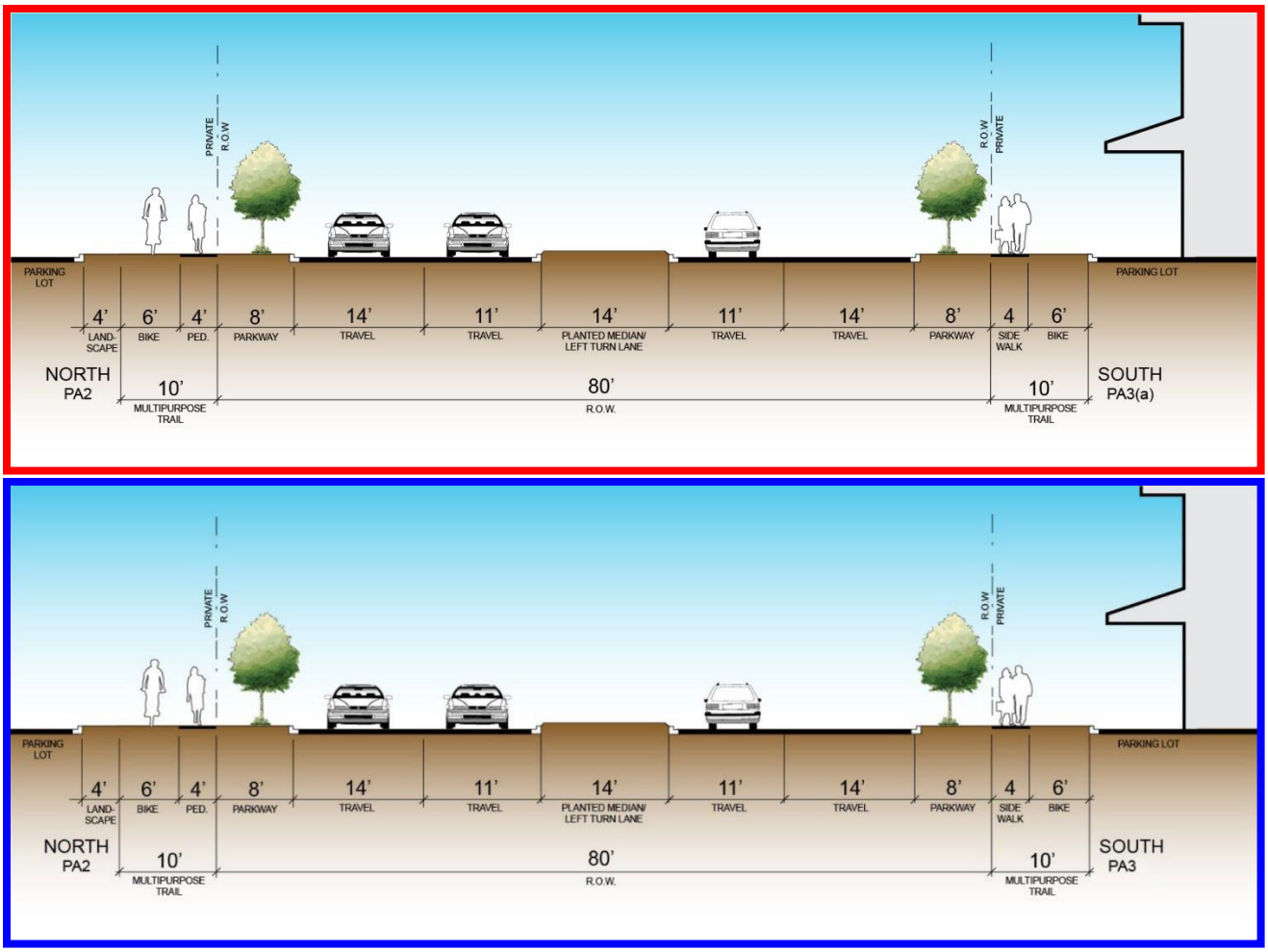
Figure 5.5 Section C1 – Lenardo Drive without Multipurpose Trail



SOURCE: AO, ESA ~~2021~~2026

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access.

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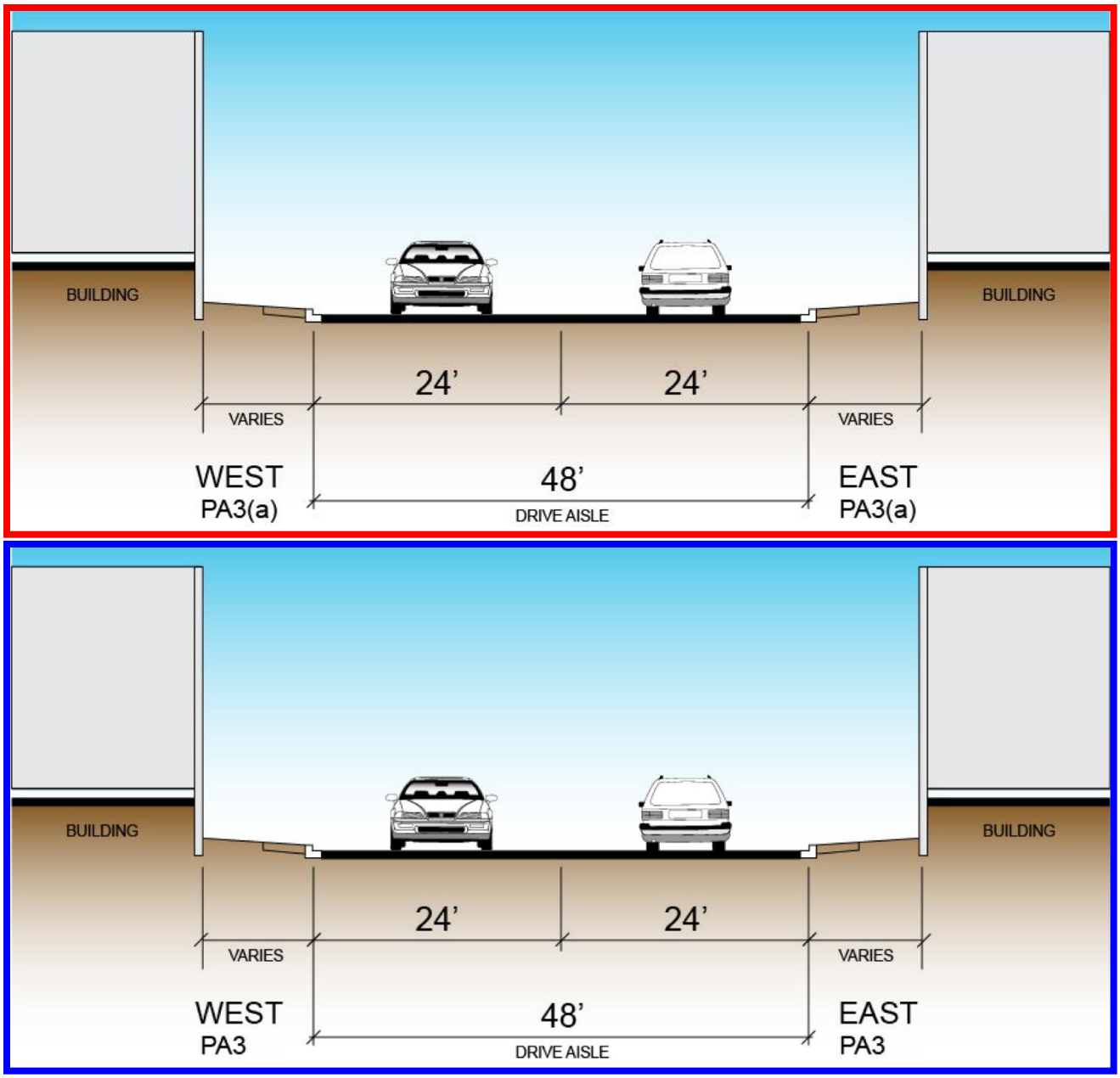
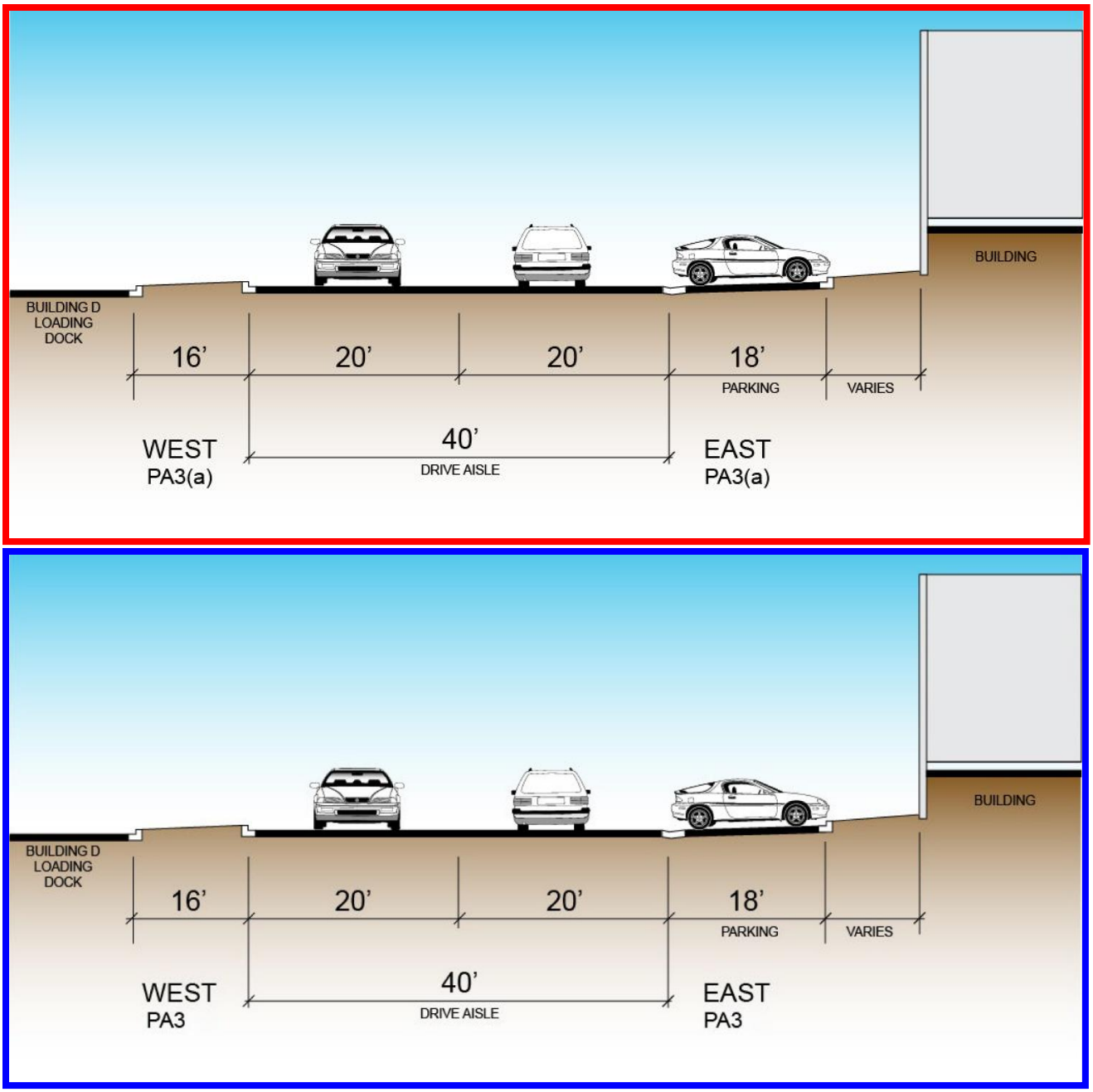
Figure 5.6 Section C2 – Lenardo Drive with Multipurpose Trail



SOURCE: AO, ESA ~~2021~~2026

NOTE: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

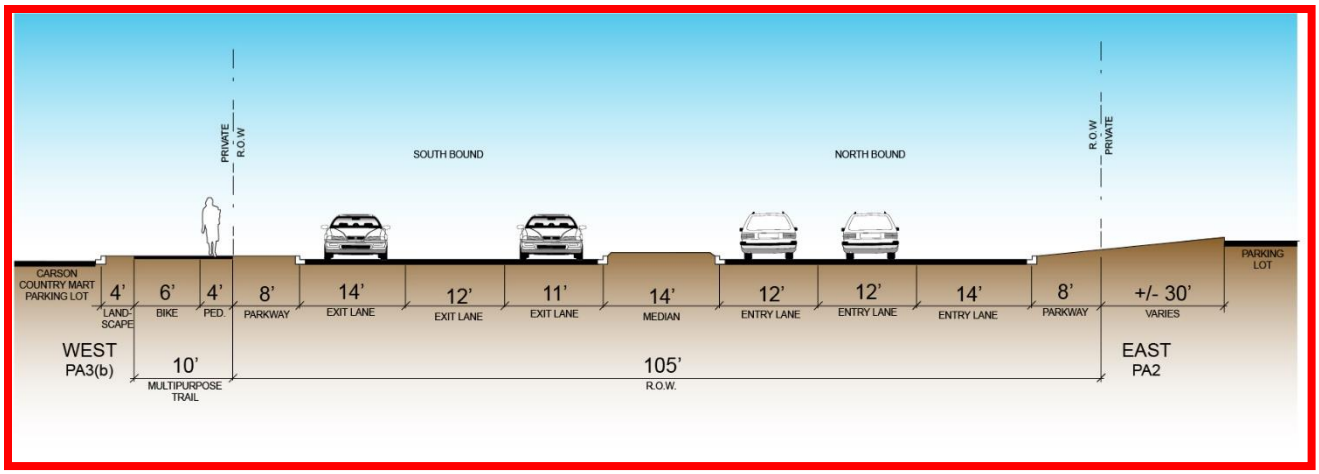
Figure 5.7 Section D1 – Private Drive without Parking



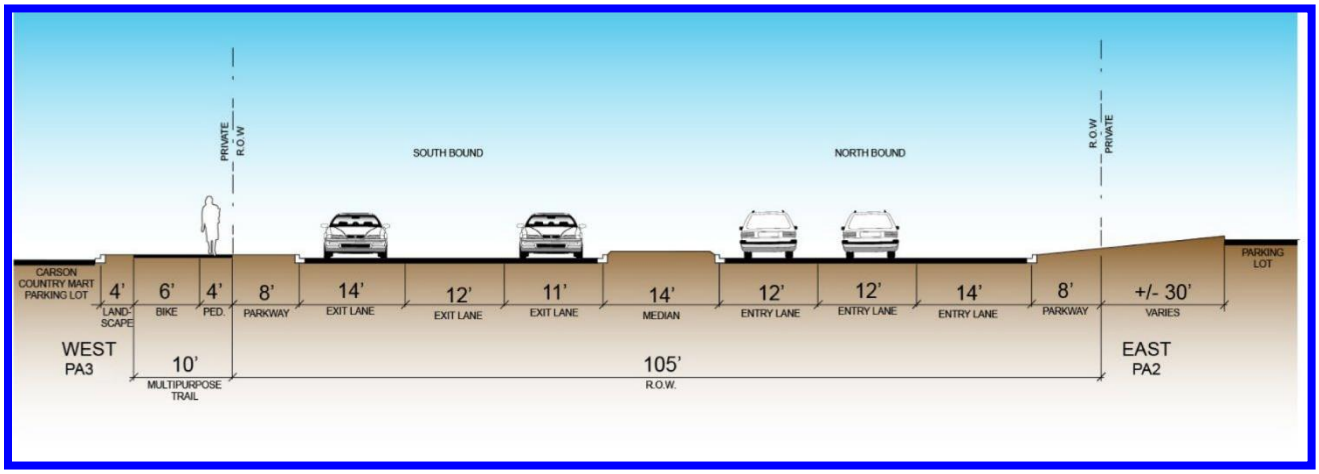
SOURCE: AO, ESA ~~2021~~2026

NOTE: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.8 Section D2 – Private Drive with Parking



~~SOURCE~~

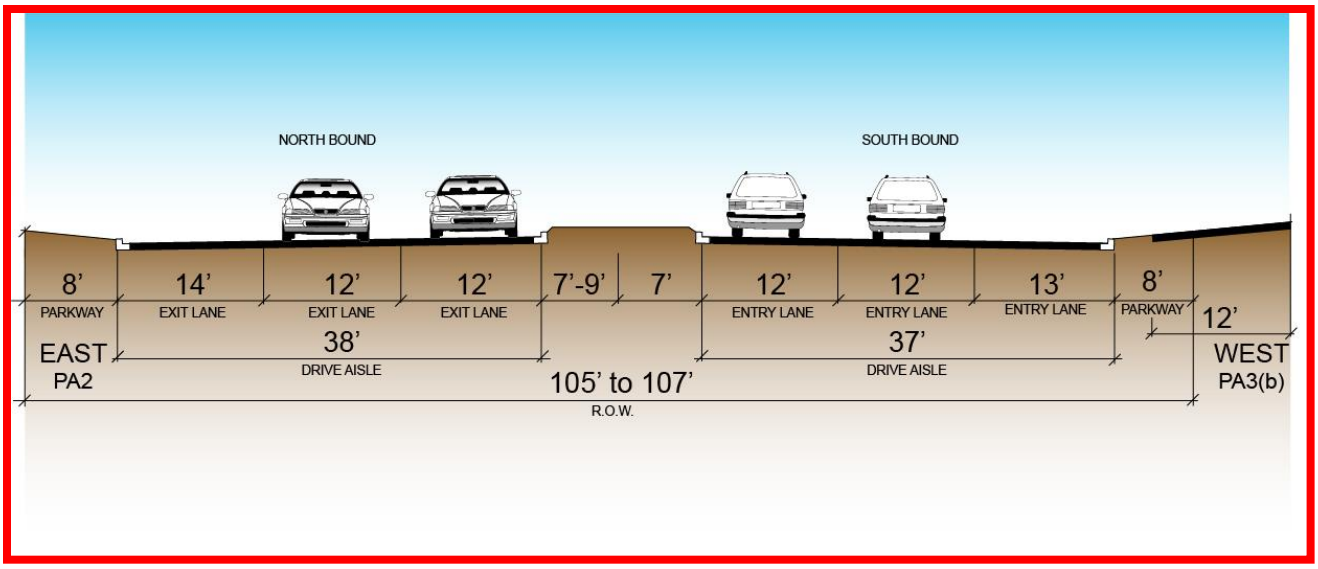


SOURCES: AO, ESA ~~2021~~2026

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access.

These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.9 Section E1 – Lenardo Drive Entrance



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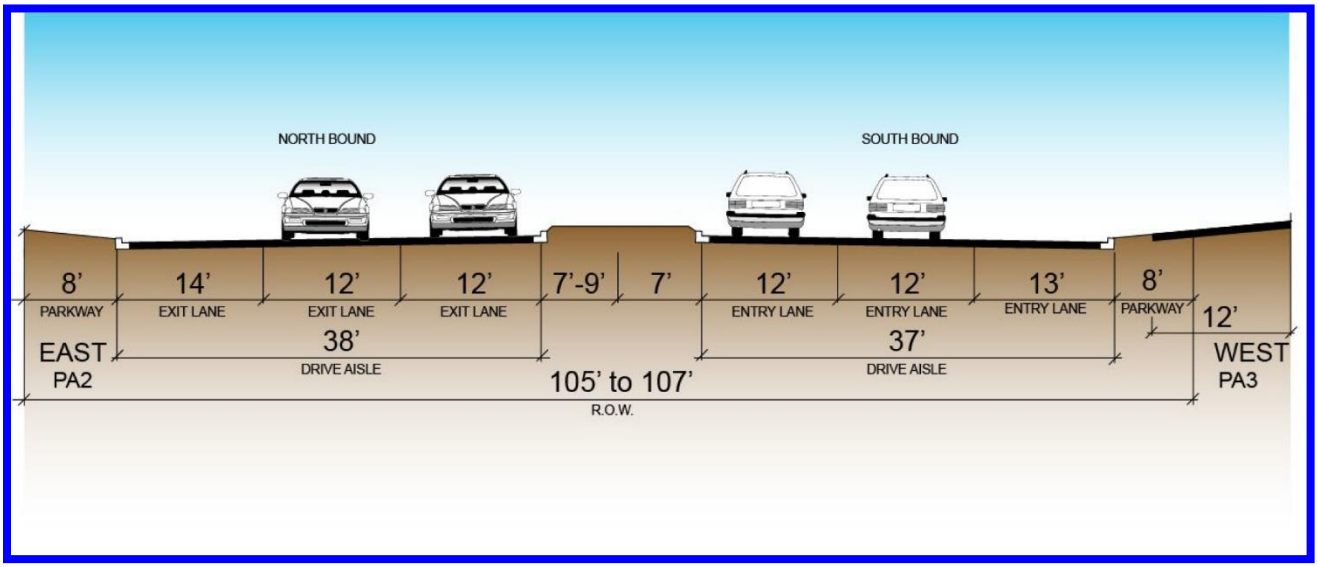
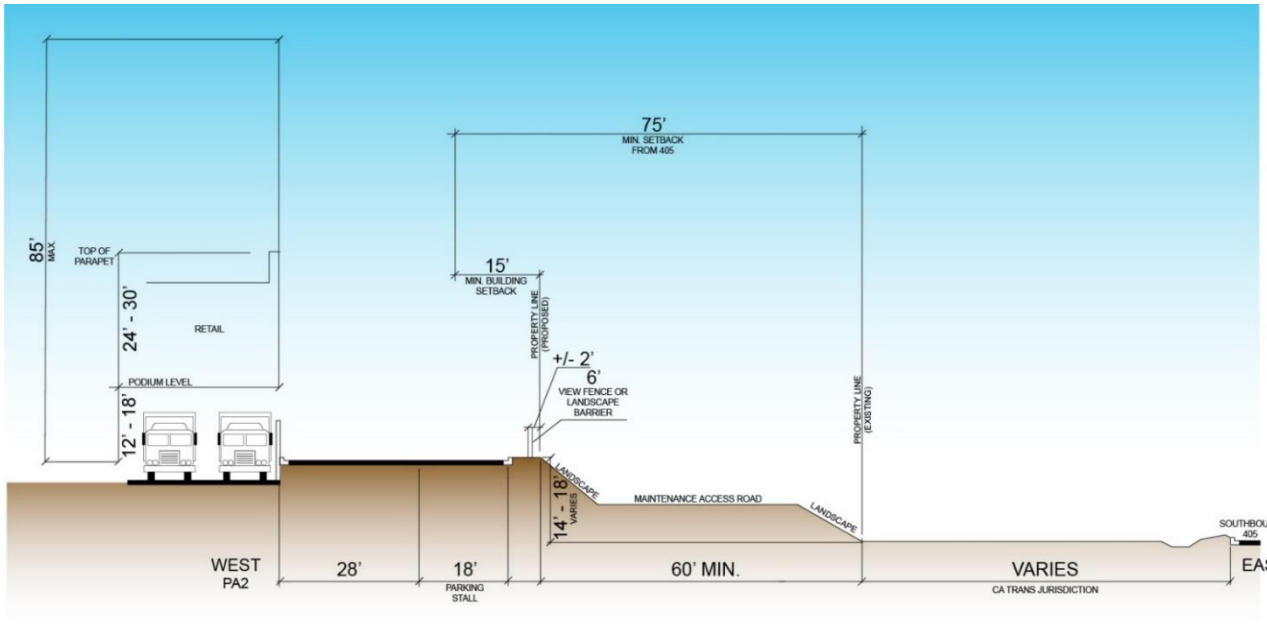


SOURCES: AO, ESA ~~2021~~2026

NOTE: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.10 Section E2 – Avalon Boulevard Entrance

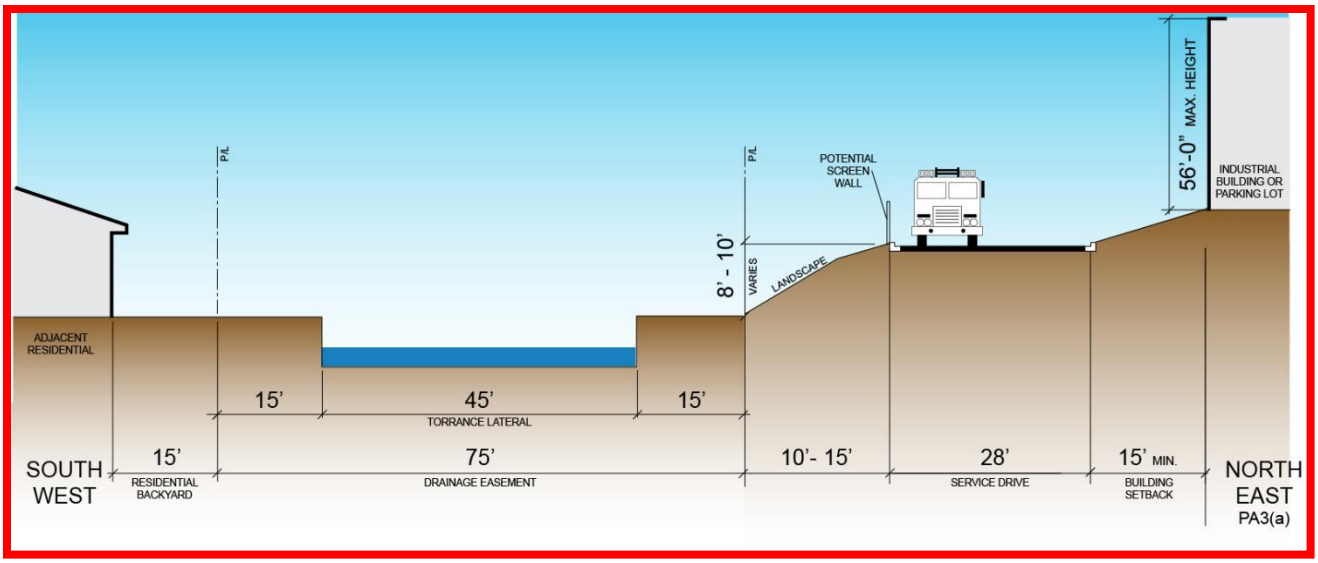


~~SOURCE:~~ SOURCES: AO, ESA ~~2021~~2026

NOTES: Parking stall and 6-foot-high view fence or landscape screen presence vary according to location of section along freeway edge. Parking stall is optional. Refer to Figure 6.11, *Conceptual Sign Locations: Option A*, for potential perimeter wall, view fence, or landscape screen location.

These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.11 Section F – Freeway Edge (I-405 Freeway/Specific Plan Area Interface)



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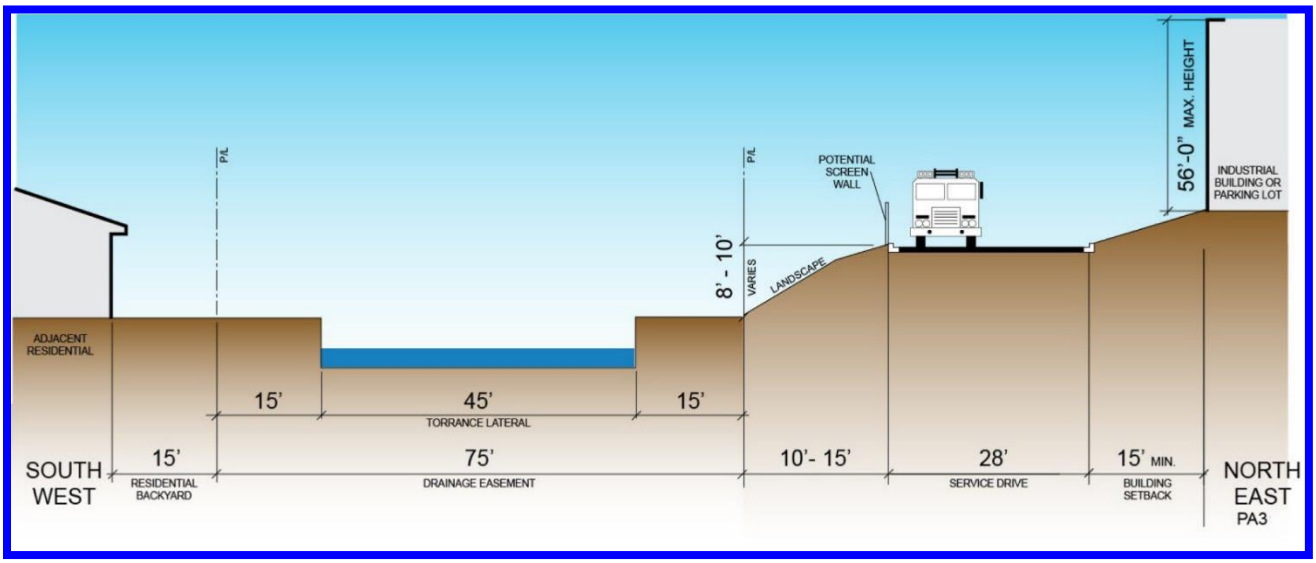
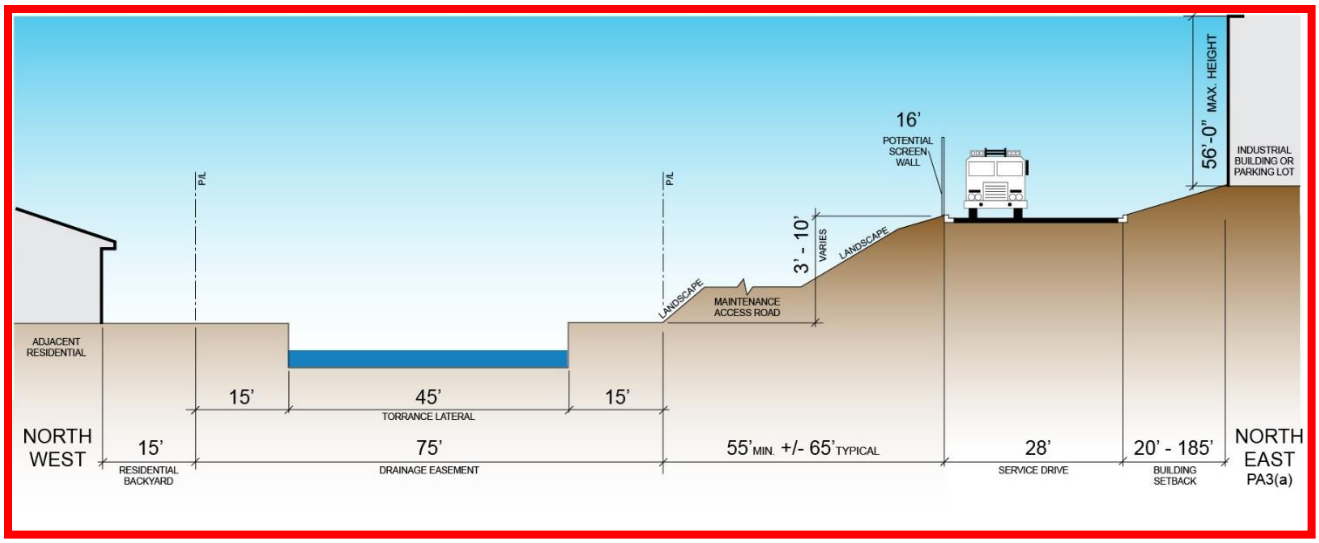


SOURCES: AO, ESA ~~2021~~2026

NOTES: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.12 Section G1 – Channel-Adjacent Slope (Adjacent Residential/Specific Plan Area Interface – Condition 1)



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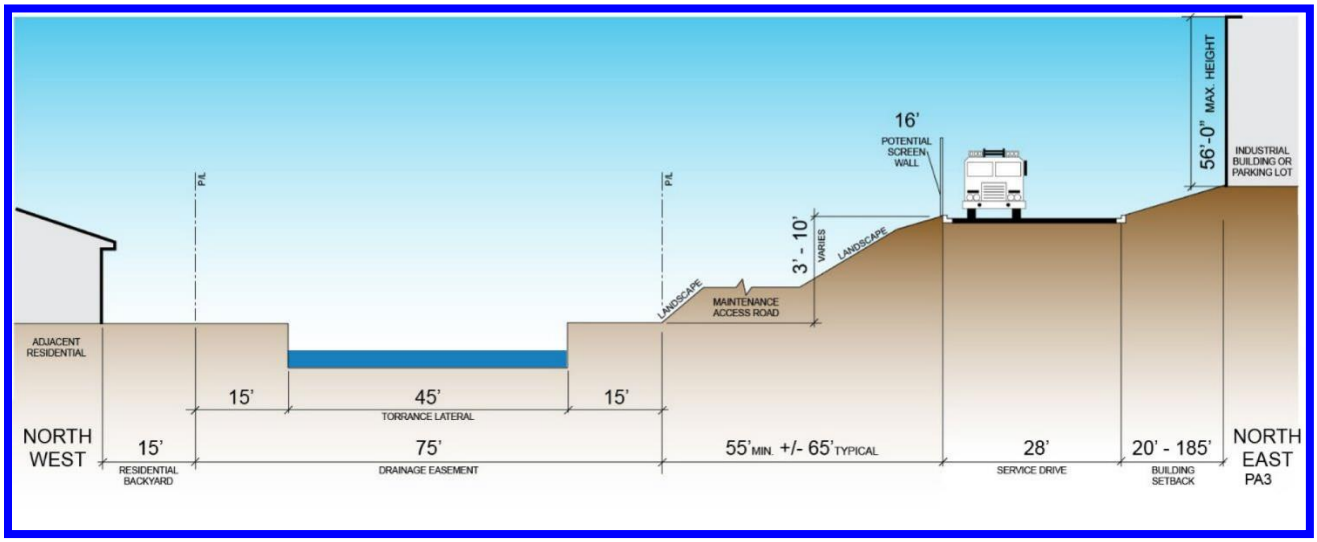
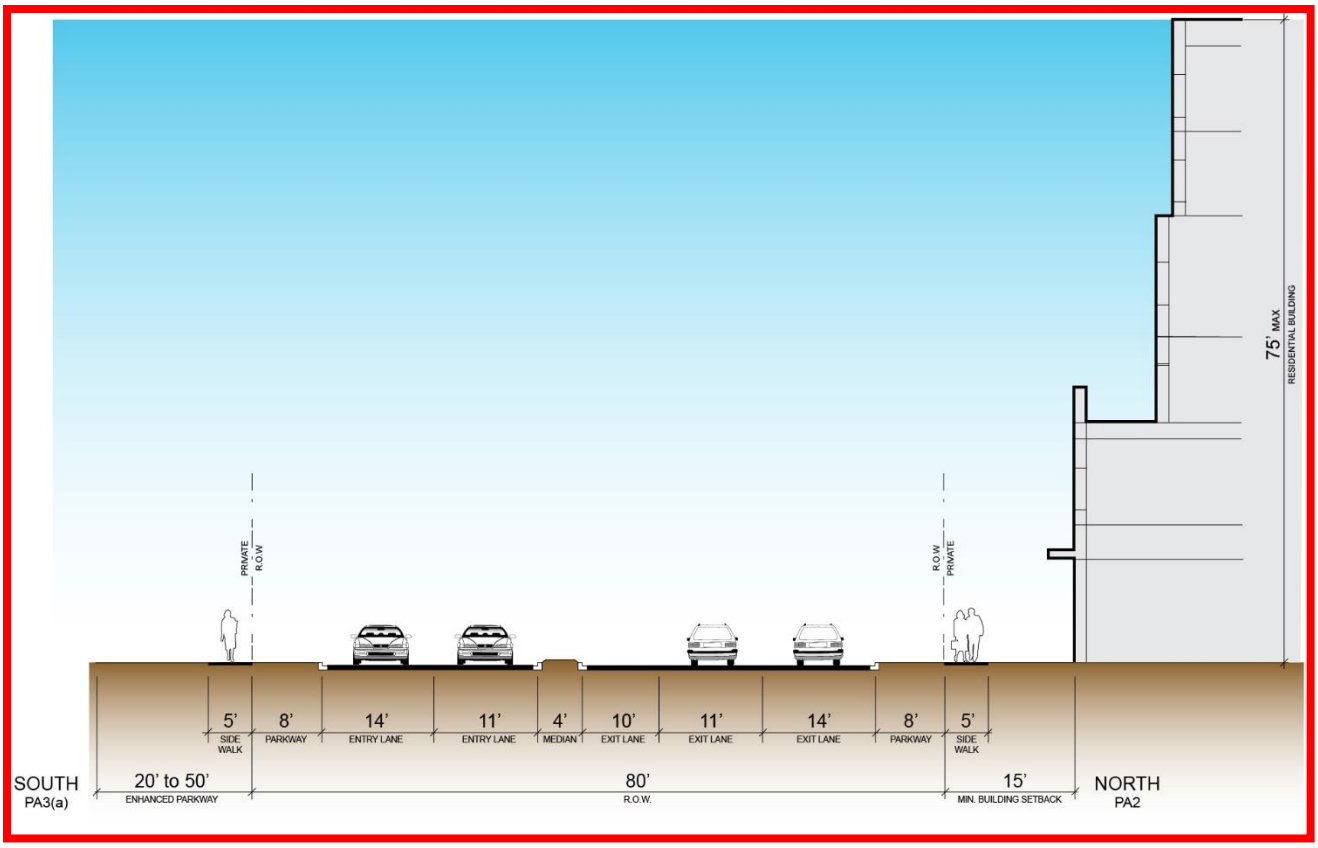


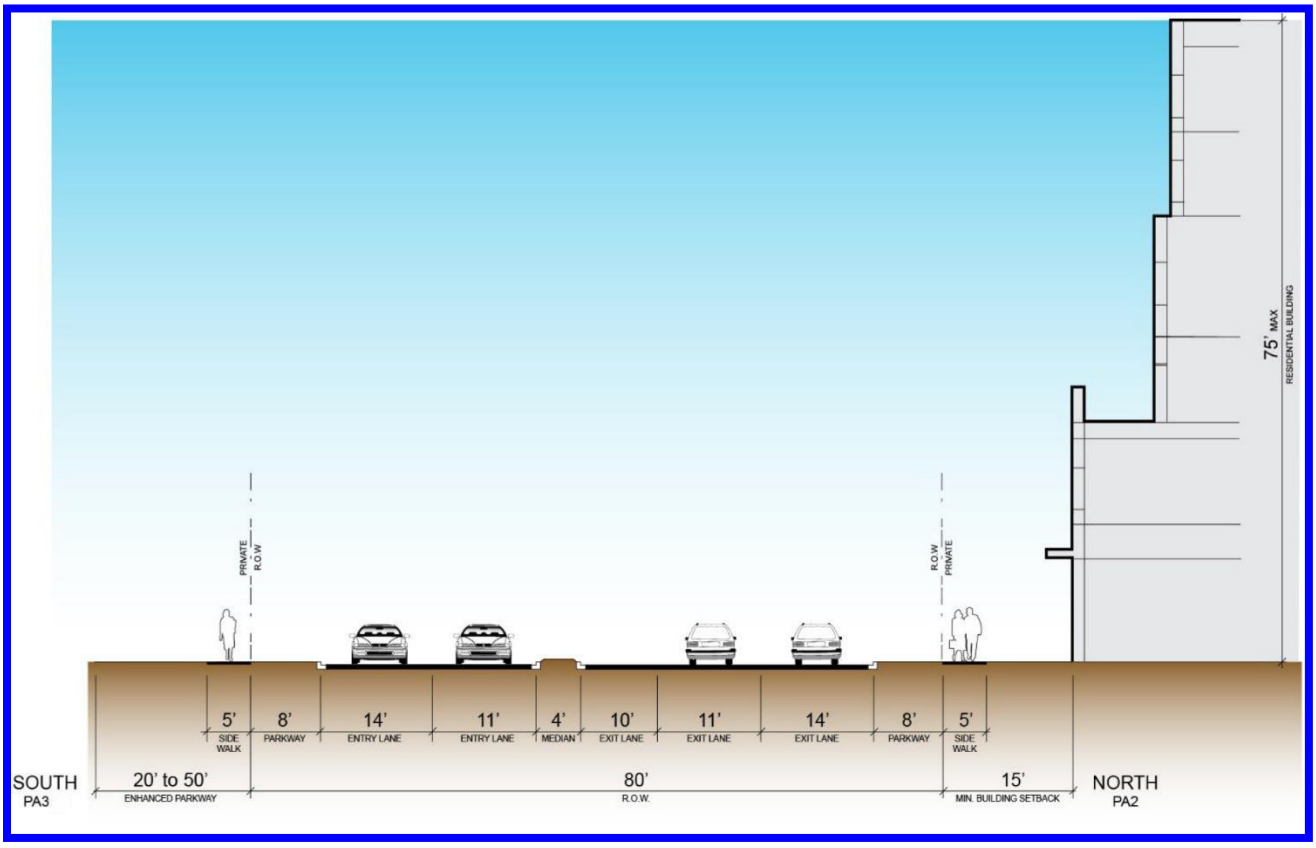
SOURCES: AO, ESA ~~2021~~2026

NOTES: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.13 Section G2 – Channel-Adjacent Slope (Adjacent Residential/Specific Plan Area Interface – ~~Condition~~Condition 2)


75' MAX
RESIDENTIAL BUILDING
PRIVATE R.O.W
R.O.W PRIVATE
5' SIDE WALK
8' PARKWAY
14' ENTRY LANE
11' ENTRY LANE
4' MEDIAN
10' EXIT LANE
11' EXIT LANE
14' EXIT LANE
8' PARKWAY
5' SIDE WALK
SOUTH PA3(a)
20' to 50' ENHANCED PARKWAY
80' R.O.W.
15' MIN. BUILDING SETBACK
NORTH PA2

~~SOURCE~~


75' MAX
RESIDENTIAL BUILDING
PRIVATE R.O.W
R.O.W PRIVATE
5' SIDE WALK
8' PARKWAY
14' ENTRY LANE
11' ENTRY LANE
4' MEDIAN
10' EXIT LANE
11' EXIT LANE
14' EXIT LANE
8' PARKWAY
5' SIDE WALK
SOUTH PA3
20' to 50' ENHANCED PARKWAY
80' R.O.W.
15' MIN. BUILDING SETBACK
NORTH PA2

SOURCES: AO, ESA ~~2021~~2026

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access.

These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.14 Section H – Main ~~Street~~Street Entrance

5.1.3 Parking

The various uses allowed within PA1, PA2, and PA3 will be required to meet the parking standards specified in Chapter 6 of this ~~2021 Amendment~~Specific Plan. The number of parking spaces will be calculated using the parking ratios shown in Table 6.2, *General Development Standards*, of this ~~2021 Amendment~~Specific Plan. Parking will be provided through a combination of open surface parking and parking structures, with the structures having a maximum height limit of 50 feet, and parking under elevated podium (which shall not be subject to the 50-foot height limitation). A minimum width of 24 feet shall be provided for circulation aisles in all parking areas, unless larger aisles are required by the Los Angeles County Fire Department (LACoFD). A minimum width of 28 feet shall be provided for main entry aisles from the street(s) to satisfy LACoFD's access requirements to designated fire lanes, which shall also have a minimum width of 28 feet.

At least eight (8) percent of all at-grade commercial parking spaces shall be designated for carpool/vanpool and/or clean air vehicles.

As described in Table 6.2, shared parking is permitted to help maximize the efficiency of parking utilization within the site. ~~This 2021 Amendment specifically requires that 41 parking spaces within the parking lot adjacent to Building F in PA3(a) shall be shared with PA3(b) in order to serve parking demand from the Carson Country Mart (PA3(b)). Additional shared~~Shared parking allowances between or among any Planning Areas, shall require a parking demand study approved by the Community Development Director, prior to issuance of a building permit.

5.1.4 Pedestrian and Bicycle Circulation

This ~~2021 Amendment~~Specific Plan intends to provide connectivity between the diverse uses within the Specific Plan Area for pedestrians and bicyclists. External bicycle access will be primarily from unbuffered bicycle lanes along Main Street and buffered and painted bike lanes on Del Amo Boulevard, while external pedestrian access will come from sidewalks on those same streets. A multipurpose path, which provides for concurrent, side-by-side use by both bicyclists and pedestrians, is proposed from Avalon Boulevard into the Specific Plan Area's southeastern entrance along Lenardo Drive. From the Avalon Boulevard entrance to its intersection with Stamps Drive, the multipurpose path will continue along the west side of Lenardo Drive, and pedestrian and bicyclist pathways within the multipurpose path internal to the 157-Acre Site will be divided using pavement striping/symbols for safety.

Internally within the 157-Acre Site, bicycle circulation is provided along Stamps Drive in the form of a multipurpose trail between Del Amo Boulevard and Lenardo Drive. From the intersection of Lenardo Drive/Stamps Drive to the Avalon Boulevard entrance, bike lanes are provided as part of the multipurpose trail described above.

Pedestrian circulation will be provided throughout the Specific Plan Area via sidewalks and pathways. In addition, the Enhanced Parkway proposed in PA3~~(a)~~, includes an approximately 20- to 40-foot-wide parkway space including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk. The circulation system described herein is conceptual and~~, under this 2021 Amendment,~~ flexibility is allowed to reduce or eliminate sidewalks and to vary the width of the landscape areas along Lenardo Drive and Stamps Drive. An at-grade pedestrian crossing shall be constructed across Lenardo Drive to facilitate pedestrian access between PA2 and PA3. The proposed traffic signal on Lenardo Drive midway between Stamps Drive and Avalon Boulevard will also provide safe pedestrian connectivity between PA2 and PA3. The routing of pedestrian and bicycle circulation is conceptually shown on **Figure 5.15, *Multi-Modal Circulation Concept***.

5.1.5 Public Transportation

Los Angeles County Metropolitan Transit Authority (Metro) Bus Route 246 is located along Avalon Boulevard, and Metro Bus Route 205 is located along Del Amo Boulevard east of Avalon Boulevard (as shown on Figure 5.14). The Specific Plan Area shall be designed to allow for at least four bus stops (two in each travel direction) to service the Specific Plan Area by Metro, as well as other transportation services including the Carson Circuit and Long Beach Transit. Conceptual locations of bus pull-outs, including the potential for a transit center within a portion of PA3~~(a)~~, are shown on Figure 5.1.

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

W Francisco St
E Turmont St
Del Amo Blvd
Stamps Dr
405
Dominguez Channel
Avalon Blvd
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
Leonardo Dr
Normandie Ave
Torrance Blvd
Jamison Ave
Margaret St
Shearer Ave
Bolsa Ave
Dolores St
Neptune Ave
Grace Ave
Avalon Blvd Exit
W 212th St
Moneta Ave
213th St
Specific Plan Boundary (168 acres)
Planning Areas 1, 2, & 3 (157 acres)
Development District 3 Boundary (11 acres)
Torrance Lateral Drainage Canal
Bike Lane
Colored Buffered Bike Lane
Colored Bike Lane
Bike Path (Multi-Purpose Trail)
Road Diet
Primary Pedestrian Path
Potential Bus Pullout or Traffic Lane Bus Stop
N
0
1,000
Feet
Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 5.15 Multi-Modal Circulation Concept

5.2 Open Space/Recreation

The uses allowed under this ~~2021 Amendment~~Specific Plan provide for common and private open and recreation spaces within the Specific Plan Area to serve residents within the Specific Plan Area, Carson residents, and visitors to the site. Residents living within proposed development within PA1 should have access to the following potential amenities: pools, clubhouses, courtyards, lawn areas, and jogging paths. The requirements for common and private open spaces are listed in Table 6.2, *General Development Standards*.

Community amenity spaces are also important components for the commercial uses within the Specific Plan Area. ~~Such amenity spaces include park areas, dog park, bioretention garden, plazas, gathering spaces, walkways, multipurpose paths, among others, which will provide open spaces, and recreational opportunities directly adjacent to the commercial retail and dining spaces included in this Specific Plan. These spaces are an especially important feature of the Carson Country Mart (defined as PA3(b)).~~ Specific standards are outlined in Table 6.2 and in Sections 5.1.4, *Pedestrian and Bicycle Circulation*, and 6.3, *Publicly Accessible Private Open Space*, of this ~~2021 Amendment~~Specific Plan.

5.3 Public Services and Infrastructure

5.3.1 Police and Fire

Police services serving the Specific Plan Area shall be provided by the Los Angeles County Sheriff's Department. There is one existing Sheriff's Station located at 21356 South Avalon Boulevard in Carson. This station also provides police services for Torrance, Harbor City, and Rancho Dominguez. To ensure the safety of residents and patrons of The District at South Bay, private security services that coordinate with the Sheriff's Department will be provided for each development proposed within PA2 and PA3. As described in Chapter 7, *Implementation*, a public safety plan that addresses on-site security and staffing for the on-site security office (to be located within PA2) will be submitted for approval by the City, with consultation with the Los Angeles County Sheriff's Department, prior to the issuance of any building permit for vertical construction. Private security services may be provided on a Specific Plan Area–wide basis, by Planning Area, by each developer, or any combination thereof.

Security video cameras shall be installed throughout commercial developments within PA2 and PA3 with a digitally recorded feed to the on-site security office that is accessible via the internet at the Carson Sheriff's Station. Both a community policing plan and a private security plan shall be developed in coordination with the Sheriff's Department.

Fire protection services in the City of Carson are provided by Los Angeles County Fire Department (LACoFD). The Specific Plan Area is located within Division I of the Central Region in the Battalion 7 service area. There are six primary fire stations that provide both fire and emergency medical service in the City of Carson, with four of the stations located within the City of Carson's boundaries. The nearest response unit to the Specific Plan Area is Fire Station No. 36, located at 127 West 223rd Street, approximately 1.5

miles south of the Specific Plan Area. Other response units in the area include Station No. 127 at 2049 East 223rd Street, Station No. 10 at 1860 East Del Amo Boulevard, and Station No. 116 at 755 Victoria Street. Station No. 127 is located approximately 2 miles southeast of the Specific Plan Area, while the latter two stations are located approximately 2.4 miles from the Specific Plan Area.

5.3.2 Drainage

Permanent drainage systems for the 157-Acre Site will be designed to protect the landfill cap. In general, surface drainage from rooftops, parking lots, and hardscape and landscape areas will be picked up by inlets and conveyed to the existing Torrance Lateral owned by the Los Angeles County Flood Control District. Storm drainpipes will be sealed to reduce the potential for leakage and to prevent the migration of landfill gas. Surface water above the landfill cap will be conveyed to the backbone storm drain system and discharged into the Torrance Lateral. The quality of the water discharged into the Torrance Lateral will be maintained by the use of on-site filtering systems as designated in the Hydrology Report & Standard Urban Stormwater Mitigation Plan (2009 SUSMP). Development projects within the 157-Acre Site will also comply with the MS4 permit requirements through implementation of the 2009 SUSMP.

The existing storm drainage backbone infrastructure will be utilized, while some inlets, area drains systems, and permanent water quality best management practices will be installed during precise grading activities. Storm drainage systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of these utility corridors that fall outside of public rights-of-way. The 157-Acre Site will be designed to avoid the placement of buildings over these utility corridors, where feasible.

Collectively, the LGCCS and GETS, along with a (partially constructed) Landfill Operation Center (LOC) are located on an approximately one-acre lot (the "utility lot") between Buildings D and ~~F~~E in PA3~~(a)~~ adjacent to the Torrance Lateral. Access rights (via an easement) shall be given to the CRA in order to access the LOC. The utility lot is currently owned by ~~and will be retained by~~ the CRA and operated by the CRA ~~after approval of the 2021 Amendment~~. The GETS and LGCCS, including the flare stacks associated with the LGCCS, are fully constructed and operational. In addition, the slab for the LOC has been constructed. However, because there are more wells and piping to install, as well as the LOC building itself, the system itself is considered only partially constructed.[~~15~~13]

A conceptual map of the drainage system and the utility lot is provided in **Figure 5.16, *Storm Drainage Concept***.

[~~15~~13]In this ~~2021 Amendment~~Specific Plan, when the GETS, LGCCS, and/or LOC are mentioned, it is assumed that not all of the wells have been installed nor has the LOC building itself been completely built. When fully constructed, the LOC building would provide offices, system controls, and storage space.

W Francisco St
E Turmont St
Del Amo Blvd
Stamps Dr
405
Dominguez Channel
Avalon Blvd
Lenardo Dr
Main St
Torrance Blvd
Jamison Ave
Margaret St
Shearer Ave
Groundwater Extraction and Treatment System (GETS)
Landfill Gas Collection and Control System (LGCCS)
Landfill Operations Center (LOC)
Avalon Blvd Exit
Bolsa Ave
Dolores St
Neptune Ave
Grace Ave
W 212th St
Moneta Ave
213th St
Specific Plan Boundary (168 acres)
Planning Areas 1, 2, & 3 (157 acres)
Development District 3 Boundary (11 acres)
Torrance Lateral Drainage Canal
Existing Storm Drain
Proposed Storm Drain
N
0
1,000
Feet
Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 5.16 Storm Drainage Concept

5.3.3 Water and Sewer Systems

The local utility (Cal Water Service) will supply water to the Specific Plan Area (and currently serves Evolve South Bay). An existing 12-inch water main located in Main Street and a 16-inch water main located both on Del Amo Boulevard and Lenardo Drive will supply both domestic service (with individual meters) and fire protection to the development. Cal Water Service has indicated that no upgrades to off-site facilities are necessary to support the development within the 157-Acre Site.

Water for irrigation and proposed water features within the ~~[~~157-Acre Site~~]~~ will come from reclaimed water, if feasible. The balance, if any, will be drawn from the domestic water system. A fire line serving the landfill operations center (LOC) has already been installed.

Domestic water infrastructure will be installed at the same time as street improvements are made. Connections to buildings for potable and fire protection water will be made prior to certificate of occupancy. Reclaimed water infrastructure will be installed with street improvements, as shown in **Figure 5.17, *Domestic and Reclaimed Water Concept***, and connected to the West Basin reclaimed water line.

The sewer system servicing the Specific Plan Area is owned and maintained by the Los Angeles County Sanitation District. For the Specific Plan Area, an on-site system will be designed to pick up sanitary flows from points of connection at each building to the existing 42-inch trunk sewer along Main Street. It is anticipated that the on-site sewer will be constructed with airtight joints to prevent the migration of landfill gas. Sewer infrastructure will be installed in connection with the construction of street improvements. Connections to buildings will be made prior to certificate of occupancy. Conceptual maps of the water and sewer systems are provided in Figure 5.17 and **Figure 5.18, *Sanitary Sewer Concept***.

Water and sewer systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of utility corridors that fall outside of public rights-of-way. The 157-Acre Site will be designed to avoid the placement of buildings over utility corridors, where feasible.

W Francisco St
E Turmont St
Del Amo Blvd
Stamps Dr
405
Dominguez Channel
Avalon Blvd
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
BUILDING F
Lenardo Dr
Private Drive
Private Drive
Main St
Torrance Blvd
Jamison Ave
Margaret St
Shearer Ave
Bolsa Ave
Dolores St
Neptune Ave
Grace Ave
Avalon Blvd Exit
W 212th St
Moneta Ave
213th St
Specific Plan Boundary (168 acres)
Planning Areas 1, 2, & 3 (157 acres)
Development District 3 Boundary (11 acres)
Torrance Lateral Drainage Canal
Proposed Domestic Water Line
Existing Domestic Water Line
Proposed Reclaimed Water Line
Existing Reclaimed Water Line
N
0
1,000
Feet
Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 5.17 Domestic and Reclaimed Water Concept

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 5.18 Sanitary Sewer Concept

5.3.4 Electricity and Solid Waste

~~The developers/operators of any development project within any Planning Area will need to obtain electricity from the local utility's Compton Service Center, which provides electric service to the Carson area.~~ The Specific Plan Area may contain on-site electric distribution substations. Their precise locations will be determined upon the submittal of future tract maps and/or future building permit applications. Refer to Section 6.11, *Energy Conservation*, of this ~~2021 Amendment~~Specific Plan for additional guidance related to methods of energy conservation. If feasible, new utility lines will be placed underground unless such placement conflicts with the Remedial Action Plan (RAP) or is otherwise approved by the Director of Public Works.

The developers/operators of each Planning Area shall coordinate with the City's waste hauler or the collection, disposal, and recycling of solid waste. A comprehensive recycling plan shall be included with each development plan submittals prior to the City's issuance of a building permit approval. The comprehensive recycling plan shall consist of a construction debris recycling program and a general recycling program for residential, light industrial, and commercial uses including the separation of organic waste. The recycling program shall specifically require the incorporation of permanent, clearly marked, durable, source-sorted recycling bins for all structures. The bins shall be continuously maintained to ensure proper operation and adequate access.

Recycling will also extend to construction activities. All construction debris may be recycled in a practical, accessible manner, to the extent feasible, during the construction phase of any Planning Area. Compaction facilities for non-recyclable materials shall be provided for every occupied commercial and light industrial building greater than 20,000 sf in size to reduce both the total volume of solid waste produced and the number of truck haul trips required for collection, to the extent feasible. Trash compaction facilities may be provided in centralized locations for multiple commercial buildings. Alternative trash collection methods may also be used for retail and non-retail uses if approved by the waste management provider and the Community Development Director. The trash collection system must be approved by the Community Development Director prior to issuance of the first building permit for a commercial or light industrial building greater than 20,000 sf in size.

5.3.5 Grading, Subsurface Remediation, and Cap

Rough-grading operations on the 157-Acre Site will be performed in conjunction with the capping of the landfill that is part of the RAP, as modified by the 2011 Explanation of Significant Differences (ESD), and any other requirements for same imposed by DTSC.

The remedial actions to be implemented at the 157-Acre Site per the approved RAP, as modified by the approved ESD, are a combination of the following:

A. Construct a low-permeability cover system (cap) for the entire Cal Compact landfill site to contain the buried waste and the impacted soil on site. The cap shall be constructed after the application of pile driving and/or deep dynamic compaction (DDC) is completed, where necessary (see description below), to assist in settlement control and before the rough grading of the landfill site for development purposes. A portion of the cap was installed after the approval of the Carson Marketplace Specific Plan in 2009, but the cap was not completed in all areas of the Specific Plan Area.

B. Install a groundwater extraction and treatment system (GETS) along the down-gradient side of the landfill site to intercept/capture groundwater contamination coming from the landfill site. The perimeter GETS is intended to capture off-site migration of the groundwater contamination that exceeds the remediation goals. The GETS is fully installed and has been operational on the site since 2014.

C. Install a landfill gas collection and control system (LGCCS) within the Cal Compact landfill site boundary and beneath proposed occupied buildings within the waste zone. The landfill LGCCS will be used to minimize potential off-site migration and remediate potential impacts to on-site indoor/outdoor air quality in compliance with the relevant regulations. The landfill LGCCS (burner, backup carbon filters, and flare) has been constructed, and landfill gas collection wells have been installed on a portion of the landfill site. Additional elements of the landfill LGCCS, including additional collection wells, remain to be installed. The LGCCS system was designed to collect landfill gas (LFG) from the waste zone and condensate and deliver them to a Landfill Operations Center (LOC), which includes facilities for both LFG and groundwater treatment (refer to Figure 5.16).

D. Implement long-term monitoring of the groundwater and landfill gases.

E. Provide for long-term maintenance of the cap.

The RAP assumed that remediation activities would be completed for the entire 157-Acre Site at the same time. A phased remediation and occupancy plan was approved by DTSC~~16~~14 to allow vertical construction and occupancy on each Cell after it has been remediated, regardless of the stage of remediation on the other Cells. Phased occupancy is contingent on a cell-specific health risk assessment that would allow occupancy of the portions of the landfill site that have been remediated for the intended use/users.

The RAP and ESD specify the overall remediation and conceptual grading required for the 157-Acre Site. Actual grading plans may vary as required to be consistent with the actual site plan for each project development in conformance with grading guidelines contained in the County of Los Angeles Building Code, professionally accepted engineering practices, any site-specific recommendations of DTSC, and civil and geo-technical engineers licensed or registered by the State of California.

The LGCCS, foundation layer, and associated sub-drainage systems for the landfill cap, and the landfill membrane, all as required by the RAP and the ESD, will be installed and covered with material stockpiled on site, or with other suitable soil to construct the protective soil cover for the landfill cap. The grading plan for the foundation layer and soil cover will be informed by the site plan and development grading plan. When complete, the landfill cap will be at approximately rough development grade. Once the protective soil cover layer of the landfill cap is in place, the landfill site will be brought to design grades under a development grading plan to be approved by the County of Los Angeles.

~~No residential building permits for PA1 or PA2 shall be granted until DTSC has issued its consent or non-objection to the development of residential uses in such location based upon the RAP.~~

The current DTSC-approved LUC, dated December 4, 2023, provides at section 4.4(a) that residential multi-family development is restricted to Cell 1 and the westernmost portion of Cell 2, which comprise portions of

~~16~~14 The development of the 157-Acre Site is subject to the terms and conditions set forth in a document entitled the *Revised Management Approach to Phased Occupancy* (~~File No. 01215078.02~~DTSC Site Code 401716) , approved by DTSC ~~in April 2018~~on July 24, 2026 (the Revised MAPO) ~~and the phased development letter, issued by DTSC to the Carson Reclamation Authority, dated October 17, 2017 (Phased Development Letter)~~.

PA 1 and 2, respectively. As mentioned above, a new LUC is under review at DTSC that will likely prohibit any residential development in PA2.

CHAPTER 6
Development Standards

This section contains the development standards for the Specific Plan Area. Development standards are the regulations, requirements, and by-laws by which development must abide, and are indicated by the use of the word "shall." These standards are mandatory and typically concern topics such as permitted uses, density/intensity, building and property dimensions, and the quantity of parking and landscaping. Provisions within these standards may also use the word "should," in which case the standard is encouraged but not mandatory.~~17~~

6.1 Permitted Uses

Permitted uses, uses requiring a Conditional Use Permit or an Administrative Permit, uses Permitted under Specific Conditions, and prohibited uses within the Specific Plan Area are provided in **Table 6.1, *Permitted Uses***. This matrix organizes potential uses within each Planning Area and DD3. Those uses not specifically listed in the table are subject to review based on the consistency with the purpose and intent of the land use categories. The following additional special provisions apply:

A. An Administrative Permit shall be required for any proposed residential use located on PA2 and for transfers of residential units between Planning Areas where otherwise permitted by this ~~2021 Amendment~~Specific Plan.

B. Additionally, Site Plan and Design Review (also referred to as a Design Overlay Review [DOR]) shall be required as set forth in Table 7.1 and Section 7.1.6, in Chapter 7.

Of special note is the fact that at-grade residential uses are only permitted within DD3, as PA1, PA2, and PA3 occupy the former Cal Compact landfill site. Only elevated residential uses, which separate first-floor units from the ground level using at least one level of parking, retail uses, or other nonresidential space, are permitted in PA1 and portions of PA2 , as shown in **Figure 6.1, *Permitted Residential Areas***. Any additional residential uses within the 157-Acre Site will require DTSC approval. All residential use in PA2 will likely soon be prohibited under an amendment to the current Land Use Covenant (LUC) that is currently under consideration at DTSC. Restrictions on ground level residential uses are the result of DTSC regulations applicable to the Cal Compact landfill site.

~~17 PA2 has already been approved for development by the City (following the approval of the 2018 Supplemental Environmental Impact Report [SEIR]), and because the developer of such property (CAM Carson LLC) has vested rights to its project proposal, and because construction has already begun for PA2 in compliance with the 2018 SEIR, PA2's compliance requirements for Project Design Features and mitigation measures are limited to those Project Design Features and mitigation measures that were specifically set forth in the 2018 SEIR, unless the project proposed by CAM Carson LLC project upon PA2 is substantially modified or changed from that which was allowed under the Development Agreement approved by the City in 2018 for such project, in a manner that would require compliance with the design standards set forth in this 2021 Amendment.~~

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 6.1 Permitted Residential Areas

TABLE 6.1
PERMITTED USES

P = Automatically Permitted Use
A = Use Permitted with an Administrative Permit
PC = Use Permitted under Specific Conditions[a]
C = Use Permitted on Approval of a Conditional Use Permit[b]
— = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	~~CM~~
		DD3	PA1	PA2	PA3~~(a)~~	~~PA3(b)~~
Retail						
Food Sales and Service and Eating and Drinking Establishments	Bar/night club/lounge serving beverages for consumption on premises	C	C	C	—	~~—~~
	Restaurant (without alcohol)	A	A	P	—	~~P~~
	Restaurant (with alcohol)	A	A	P	—	~~PC~~
	Beer Garden	—	—	—	—	~~PC~~
	Restaurant (with drive-in or drive-through)	A	C	—	—	~~PC[c]~~
	Non-restaurant retail food services (including kiosks, food halls, refreshment stands, soda fountain)	A	A	P	—	~~P~~
	Food catering (only direct retail sales or retail distribution)	A	A	P	—	~~—~~
	Food store: supermarket, grocery, market	A	A	—	—	~~C~~
	Member-invited VIP lounge with alcohol service	—	—	P	—	~~—~~
	Café, retail bakery, pastry, candy, health food, and other similar foods/drinks (not supermarket or grocery)	A	A	P	—	~~P~~
	Fast casual/quick service restaurant with take-out food (not drive-in or drive-through)	A	A	P	—	~~P~~
Health	Medical or dental or optical office or clinic, public health center (with laboratory uses ancillary thereto)[d]	A	A	P	—	~~—~~
	Pharmacy	A	A	—	—	~~—~~
Office[d]	Business offices, including professional, financial, insurance, real estate, newspaper or publishing (no printing), travel/employment agency (or similar), security service, and similar services	A	A	P	P[e]	~~—~~
Public Assembly and Entertainment	Arcade, pool hall, night club	—	—	C	—	~~—~~
	Auditorium, meeting hall, event hall[f]	A	A	A	—	~~—~~
	Community center, lodge hall, private club	A	A	P	—	~~—~~
	Indoor golf range	A	A	—	—	~~—~~
	Indoor theater (motion picture or live stage)	—	A	P	—	~~—~~
	Outdoor theater (live stage, not a drive-in)[g]	C	C	—	—	~~P/A[f]~~
	Outdoor performances, concerts, and entertainment[g,h]	—	A	P	—	~~P/A[f]~~
	Single- or multipurpose recreation facilities such as golf range, ice skating, and bowling[h]	A	A	—	—	~~—~~

TABLE 6.1
PERMITTED USES

P = Automatically Permitted Use
A = Use Permitted with an Administrative Permit
PC = Use Permitted under Specific Conditions[a]
C = Use Permitted on Approval of a Conditional Use Permit[b]
— = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	~~CM~~
		DD3	PA1	PA2	PA3~~(a)~~	~~PA3(b)~~
Public and Quasi-Public Uses	Church, temple, or other place of religious worship[d,i]	A	A	A	—	—
	Bus/shuttle station, fire/police station or ancillary office	A	A	P	A[j]	—
	Post office, library, museum[d]	A	A	P	—	—
Retail Sales and Services	Animal/pet retail uses (no animal hospital; kennel is allowed as an incidental use)	A	A	—	—	~~P~~
	Auction house[k]	—	—	C	—	—
	Barber shop, beauty shop, salon, manicure	A	A	P	—	—
	Copying, address, graphing, mimeographing, photostatting, instant printing, photography, picture framing	A	A	P	—	—
	Health club/gym	—	A[e]	P	A[e]	—
	High-fashion/upscale previously owned clothing and accessories	—	—	P	—	—
	Hotel	—	—	A	—	—
	Locksmith, watch repair, small appliance repair, bicycle repair	A	A	P	—	—
	Non-restaurant retail kiosks	A	A	P	—	~~P~~
	Outlet retail	—	—	P	—	—
	Parcel delivery service	A	A	P	—	—
	Single-price overstock/discount stores	—	—	P	—	—
	Specialized stores for apparel, household supplies, business supplies, promotional retail, service retail	A	A	P	—	—
	Stand-alone or in-line retail stores	—	A	P	—	—
	Tailor, dressmaker, seamstress, shoe repair	A	A	P	—	—
	Upscale convenience store	—	A	P	—	—
	Vehicle sales (ancillary service)	—	C	—	—	—
	Vehicle sales (no service)[l]	—	C	P	—	—
Studios	Motion pictures/movie studios/television studios	—	C	—	C	—
Light Industrial Uses and Utilities						
Logistics Facilities	Distribution/parcel hub warehouses, high-cube warehouses, retail/e-commerce fulfillment centers, logistics centers, and associated ancillary auto and trailer parking	—	—	—	P	—
Manufacturing of Products and Materials	Manufacturing of products and materials of non-hazardous products/materials[m]	—	—	—	C	—

TABLE 6.1
PERMITTED USES

P = Automatically Permitted Use
A = Use Permitted with an Administrative Permit
PC = Use Permitted under Specific Conditions[a]
C = Use Permitted on Approval of a Conditional Use Permit[b]
— = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M DD3	MU-M PA1	CM PA2	LI PA3(a)	~~CM PA3(b)~~
Utilities and Public Service	Public utility or public service uses, including but not limited to a landfill operation center and groundwater extraction and treatment system	—	A	A	P	~~A~~
Residential/Mixed-Use						
Residential/Mixed-Use	Adult care facility	—	A	—	—	~~—~~
	At-grade apartments, townhomes, condominiums	P	—	—	—	~~—~~
	Elevated apartments, townhomes, condominiums[n]	P	P	A	—	~~—~~
	Live-work residential	A	A	A	—	~~—~~
Parking						
Parking	Parking lot, parking building/structure or shared parking facilities associated with an approved use	P	P	P	P	~~P~~
	Parking lot or structure – primary use	C	C	C	—	~~—~~
Public/Private Park, Community Amenities, and Associated Uses						
Public Park	Park, playground	P	P	P	—	~~—~~
Open Space, Community Amenities and Associated Uses	A variety of open space and community amenity uses such as gardens, dog park, nature park, plazas, children's play area, event lawn, pedestrian and bicycle pathways, performance pavilion, games terrace, and water features.	—	—	—	P	~~P~~
	Passive and active open space uses and walkways ~~(including planted open spaces and planted buffer areas on the western and southern portions of the Carson Country Mart)~~	—	—	—	~~P~~	P
Accessory Uses[o]						
Private Recreational Facilities	Swimming pool, tennis court, skating rink, gym/fitness center (if center is ancillary to residential uses)	P	P	—	—	~~—~~
Passenger Station	Bus station, rail station, taxi stand, ride-share pick-up/drop-off	P	P	P	A	~~A~~
Alcoholic Beverage Sales and Service	Alcoholic beverage sales and service in conjunction with a restaurant, kiosk, beer garden, department store, drugstore, supermarket	A	A	P	—	~~PC~~
	Alcoholic beverage sales and service in conjunction with take-out food, bar, indoor theater	C	C	C	—	~~PC~~
	Alcoholic beverage sales and service in conjunction with programmed events and outdoor festivals[e,f]	—	—	—	—	~~PC~~

TABLE 6.1
PERMITTED USES

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Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	~~CM~~
		DD3	PA1	PA2	PA3~~(a)~~	~~PA3(b)~~
Communication and Utilities Stations[p]	Transmitter, receiver, or repeater station; control or measurement station; major wireless telecommunication facilities	C	C	C	C	~~—~~
	Minor telecommunication facilities	P	P	P	P	~~P~~
Temporary Uses[q]						
Offices	Contractor office or real estate office	P	P	P	P	~~A~~
Outdoor Sales	Sidewalk, parking lot, and tent sales; Christmas tree sales; pumpkin sales; food trucks	A	A	A	A	~~A~~
Outdoor Market/Festivals	Farmer's market, arts festival, other festival	—	—	P	A	~~P/A[e]~~
Programmed Events[f]	Scheduled events ancillary to retail uses	A	A	A	A	~~P/A[e]~~
Prohibited Uses						
Adult businesses						
Bail bonds						
Check cashing services, payday loan services and deferred deposit						
Convenience store (other than upscale convenience store in PA2)						
Firework stands						
Thrift store, pawn shop, salvation army type store, "army surplus" or "secondhand store" other than upscale pre-owned clothing and accessories in PA2.						
Explosives – fireworks, dynamite, ammunition, weapons involving use or testing with explosive materials.						
Storage, handling, or transport of hazardous substances or any CalARP-regulated materials. All development within the 157-Acre Site shall adhere to all applicable City ordinances related to hazardous substances in effect at the time that building permits are issued for such development.						

NOTES:

[a] Specific conditions required to permit alcohol sales and drive-through uses are discussed in Chapter 7.
[b] The restaurant drive-through/pick-up and delivery feature would cater to upscale/gourmet/"fast casual"–type restaurant tenants as opposed to traditional fast-food-type establishments.
[c] Where the referenced use is permitted or permitted with permit, (a) total gross leasable area within a Planning Area for any one such use shall not exceed 5 percent and (b) uses that do not generate sales tax shall not exceed 10 percent in the aggregate of the gross leasable area within a Planning Area. The Applicant shall provide the City with documentation to ensure these limits are adhered to prior to issuance of a business license for automatically permitted uses or prior to the approval of an administrative permit.
[d] Use permitted under certain conditions as an ancillary use.
[e] At Community Development Director discretion, and after appropriate consultation with the Los Angeles County Sheriff's Department, an Administrative Permit may be required for events that are anticipated to attract large crowds or that could have security or public health or safety considerations. Smaller-scale events shall be allowed by right.
[f] A calendar of programmed events shall be submitted annually for review and approval by the Community Development Director. Additional events may be added to the annual calendar and approved on an individual basis throughout the year.
[g] Not to include stadium or arena.
[h] See CMC 9138.22 (Church Uses within the Commercial-Regional Zone) and 9182.25 (Continuation of Churches, Temples or Other Places of Religious Worship Located within the Commercial-Regional Zone or Mixed-Use – Carson Street Zone).
[i] Ord. 86-763U, Section 1 (Swap Meets, Flea Markets and Minimarts); Ord. 87-813, Section 1 (Uses Permitted in Commercial and Manufacturing Zones).
[j] Limited to the potential transit center.
[k] Where the referenced use is permitted, or permitted with permit, total gross leasable area within a Planning Area for such uses that do not generate sales tax shall not exceed 20 percent in the aggregate of the gross leasable area within a Planning Area.
[l] See CMC 9133 (Conditional Use Criteria).
[m] Manufactured products and materials shall not include the following: hydrocyanic acid, tar, coal tar, pyroxyline plastic, guncotton, rubber, bleaching powder, glue, chamois, lacquer, synthetic enamel, materials with dextrin, cloth, textiles, upholstery, felt, canvas, wallboard, fiberglass, glass, polyurethane, engines (with foundry), automobiles, trailers, boats, aircraft, heavy equipment, concrete block, brick, tile, poisons, explosives, ammunition,

TABLE 6.1
PERMITTED USES

P = Automatically Permitted Use
A = Use Permitted with an Administrative Permit
PC = Use Permitted under Specific Conditions[a]
C = Use Permitted on Approval of a Conditional Use Permit[b]
— = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M DD3	MU-M PA1	CM PA2	LI PA3~~(a)~~	~~CM PA3(b)~~

hazardous substances or materials, CalARP-regulated materials, or any other similar products/materials. Any project development will be required to comply with the requirements set forth in any future City ordinance related to hazardous substances as set forth herein.

n Residential uses in PA1 requiring a General Plan Amendment shall require a Conditional Use Permit. All other residential uses in PA1 shall be permitted.

o Accessory use: a use of the land or of a building that is: (1) clearly incidental and subordinate to the principal use of the land or building; (2) located on the same lot with the principal use; (3) not a generator of additional auto trips, parking needs, or adverse environmental impacts; and (4) for uses other than eating establishments, bars, and indoor theaters, occupies equal to or less than 10 percent of the area of the principal use. Where more than one accessory use occurs on a development project site, the total aggregate of all accessory uses must be equal to or less than 10 percent.

p Major wireless telecommunication facilities shall be permitted subject to a Conditional Use Permit and the requirements of CMC Section 9138.16 (Communications Facilities). Minor wireless telecommunication facilities, as defined in CMC Section 9138.16, are permitted by right and do not require a Conditional Use Permit.

q For temporary uses, the Community Development Director has discretion whether to require design review.

6.2 General Development Standards

The Development Standards contained herein (**Tables 6.2 and 6.3**) shall control the development of allowed uses within the Specific Plan Area, including the residential, commercial, office, and light industrial uses, as well as publicly accessible but privately maintained open space and commercial/community-use and amenity areas. These regulations have been designed to provide for flexibility in site design while ensuring a consistent and coordinated built environment for the Specific Plan Area.

TABLE 6.2
GENERAL DEVELOPMENT STANDARDS

	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	~~Commercial Marketplace (CM)~~
Topic	**DD3[a]**	**PA1**	**PA2**	**PA3~~(a)~~**	**~~PA3(b)~~**
Density/Intensity					
At-grade multifamily	60 du/ac max.	n/a	n/a	n/a	~~n/a~~
Elevated multifamily	60 du/ac max.	60 du/ac max.[b]	60 du/ac max. (with AP)	n/a	~~n/a~~
Vertical mix of uses[c]	Commercial not to exceed 0.5 FAR and residential not to exceed 60 du/ac[b]		Commercial not to exceed 0.5 FAR and residential not to exceed 60 du/ac	n/a	~~n/a~~
Commercial uses (including hotel)[d]	0.5 FAR max.		0.5 FAR max.	n/a	~~0.50 FAR max.~~
Light Industrial[e]	n/a		n/a	0.50 FAR max.	~~n/a~~
Building Setbacks[f]					
Perimeter Setbacks					
Interstate 405	110 feet min.	n/a	75 feet min.	n/a	~~n/a~~
Del Amo Boulevard	10 feet	20 feet	10 feet	n/a	~~n/a~~
Main Street	10 feet	20 feet	n/a	25 feet or 25 percent of the lot depth, whichever is less	~~n/a~~
Northern Border (north of DD3)	20 feet	n/a	n/a	n/a	~~n/a~~
Storm Channel	n/a		70 feet min. from property line for commercial buildings with base building height up to 52 feet; 250 feet min. from property line for commercial buildings with base building height over 52 feet	70 feet min. from property line for buildings along the western boundary with base building height up to 60 feet; 55.5 feet min. from property line for buildings along the southern boundary with base building height up to 60 feet; 250 feet min. from property line for all buildings with base building height over 60 feet that are adjacent to residential uses	~~70 feet min. from property line for commercial buildings with base building height up to 30 feet;~~ ~~250 feet min. from property line for commercial buildings with base building height over 60 feet that are adjacent to residential uses~~

TABLE 6.2
GENERAL DEVELOPMENT STANDARDS

Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	~~Commercial Marketplace (CM)~~
	DD3[a]	PA1	PA2	PA3~~(a)~~	~~PA3(B)~~
Internal Setbacks[f]					
Building to Stamps Drive within Del Amo Entry Area	n/a	20 feet min. from the back of curb for buildings with base building height up to 28 feet; 30 feet min. from the back of curb for buildings with base building height greater than 28 feet	20 feet min. from the back of curb for buildings with base building height up to 28 feet; 30 feet min. from the back of curb for buildings with base building height greater than 28 feet	n/a	~~n/a~~
Commercial building to Lenardo Drive/Stamps Drive other than Del Amo Entry Area	Lenardo Drive: 10 feet min. from the property line Stamps Drive: 10 feet min. from the property line, or if private street, 10 feet min. from the back of curb		Lenardo Drive: 10 feet min. from the property line	n/a	~~Lenardo Drive: 25 feet min. from property line~~
Light Industrial building to Lenardo Drive	n/a		n/a	25 feet min. from property line	~~n/a~~
Residential building to Lenardo Drive/Stamps Drive other than Del Amo Entry Area	15 feet min. from the property line		Lenardo Drive: 15 feet min. from the property line	n/a	~~n/a~~
Commercial building to building (if detached)	20 feet min. from building to building		20 feet min. from building to building	n/a	~~10 feet min. from building to building or per 2019 California Building Code~~
Light Industrial building to building (if detached)	n/a		n/a	20 feet min. from building to building	~~n/a~~
Residential building to commercial building or parking structure (if detached)	25 feet min. from building to building		25 feet min. from building to building	n/a	~~n/a~~
Encroachments[g]					
Encroachments	See Municipal Code Section 9126.29/Section 9136.29		See Municipal Code Section 9126.29/Section 9136.29	See Municipal Code Section 9146.29	~~See Municipal Code Section 9126.29/Section 9136.29~~

TABLE 6.2
GENERAL DEVELOPMENT STANDARDS

Topic	Mixed-Use Marketplace (MU-M) DD3[a]	Mixed-Use Marketplace (MU-M) PA1	Commercial Marketplace (CM) PA2	Light Industrial (LI) PA3~~(a)~~	~~Commercial Marketplace (CM) PA3(b)~~
Sidewalks/Walkways/Parkways[h]					
Internal sidewalk widths	4 feet min.		4 feet min.	4 feet min.	~~5 feet min.~~
Adjacent to:					
Lenardo Drive	8-foot parkway min.		8-foot parkway min.	8-foot parkway min.	~~8-foot parkway min.~~
Del Amo Entry Area	10-foot parkway min.		10-foot parkway min.	n/a	~~n/a~~
Stamps Drive	5 feet min.		5 feet min.	n/a	~~n/a~~
Multipurpose path	8 feet min. of bike path, 4 feet minimum of pedestrian path (may be attached)		n/a	n/a	~~8 feet min. of bike path, 4 feet min. of pedestrian path~~
Open Space[i]					
Private residential open space[j]	**Development 25 du/ac or more in density:** Studios and 1BR: 60 sf average, 50 sf min. per unit; 2BR: 75 sf average, 65 sf min. per unit; 3+BR: 100 sf average, 80 sf min. per unit; all with a min. dimension of 5 feet in any direction **Development less than 25 du/ac in density:** 100 sf min. per unit, with a min. of 5 feet in any direction		PA1 standards applicable to residential development with approval of Administrative Permit	n/a	~~n/a~~
Residential common open space[k]	300 sf min. per unit, with a min. dimension of 15 feet in any direction	Studio and 1BR: 150 sf min. per unit; 2BR: 200 sf min. per unit; 3+BR: 250 sf min. per unit, all with a min. dimension of 15 feet in any direction	PA1 standards applicable to residential development with approval of Administrative Permit	n/a	~~n/a~~
Private storage space	**Development 25 du/ac or more in density:** 100 cubic feet of private storage space **Development less than 25 du/ac in density:** 200 cubic feet of private storage space[l]		PA1 standards applicable to residential development with approval of an administrative permit[l]	Outdoor storage is permitted only in areas within truck courts and abutting a right-of-way area, but not in a required parking area. Outdoor storage areas shall be screened from view from any adjoining public street or walkway, and from surrounding residential areas.[m]	~~n/a[m]~~

TABLE 6.2
GENERAL DEVELOPMENT STANDARDS

Topic	Mixed-Use Marketplace (MU-M) DD3[a]	Mixed-Use Marketplace (MU-M) PA1	Commercial Marketplace (CM) PA2	Light Industrial (LI) PA3~~(a)~~	~~Commercial Marketplace (CM) PA3(b)~~
Parking					
Auto parking[n,o,p]	**Residential**: Studio (0 BR, not more than 450 sf): 1 space/unit; 1 BR, and 0 BR units larger than 450 sf: 1.5 spaces/unit; 2BR or more: 2 spaces/unit Guest Parking: 1 space/4 units **Commercial:** 4 spaces/1,000 sf of gross leasable area, except: Theater = 1 space/4 seats Hotel = 1 space/room		**Residential:** Same as PA1 and DD3 with approval of Administrative Permit; **Commercial:** 4 spaces/1,000 sf of gross leasable area, except: Theater = 1 space/4 seats Hotel = 1 space/room	**Light Industrial:** 1 space per 1,000 sf (less than 40,000 sf) 1 space per 4,000 sf (more than 40,000 sf) **Ancillary Office:** 1 space per 300 sf[e] Off-Site Parking shall not be counted toward required parking spaces	~~**Restaurant:**~~ ~~4 spaces per 1,000 sf~~ ~~**Retail:**~~ ~~4 spaces per 1,000 sf~~ ~~**Park:**~~ ~~2 spaces per acre~~
Truck trailer parking[p]	n/a		n/a	Subject to Parking study to be completed by the Applicant[q]	~~n/a~~
Preferential auto and bicycle parking	Per City Code Section 9165.3		Per City Code Section 9165.3	Per City Code Section 9165.3	~~Per City Code Section 9165.3~~

TABLE 6.2
GENERAL DEVELOPMENT STANDARDS

Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	~~Commercial Marketplace (CM)~~
	DD3[a]	PA1	PA2	PA3~~(a)~~	~~PA3(b)~~

NOTES:

du/ac = dwelling unit per acre; sf = square feet; BR = bedroom

a DD3 has been developed with a 300-unit apartment complex project known as Evolve South Bay.

b On PA1 only, a General Plan Amendment shall be required to increase the maximum permitted residential density to 80 du/ac.

c For developments with residential and commercial horizontal mixed use, maximum commercial FAR shall not be reduced by residential density, and maximum residential density is not reduced by commercial FAR.

d Hotel use would only be applicable to PA2.

e For all light industrial uses in PA 3~~(a)~~, a Specific Plan Amendment shall be required for a FAR below 0.25 for any PA3~~(a)~~ parcel or for the entire PA 3~~(a)~~ area. A Specific Plan Amendment shall be required for a FAR ~~or~~ above 0.50 for the entire PA 3~~(a)~~ area.

f The Community Development Director is authorized to issue an Administrative Permit to approve a decrease in setback requirements not exceeding 10 percent of the setback requirement.

g Outdoor dining, benches, outdoor displays, or any other ancillary uses as approved by the Community Development Director may encroach into the sidewalk area a maximum of 8 feet from the building frontage.

h Refer to Sections 5.1.2 and 5.1.4, providing flexibility to reduce or eliminate sidewalks, walkways, and/or parkway widths, subject to Community Development Director approval.

i For residential uses, at least 40 percent of common and private open space must be useable for recreation, which is defined as open space that serves a specific function with an average gradient of not more than 5 percent and excludes sidewalks within the public right-of-way. Usable open space excludes space located within roadway setback areas. The recreational areas shall be located within reasonable proximity of the dwelling units. Usable open space may include but is not limited to: balconies, terraces, roof gardens, children's playgrounds, pools, clubhouses, BBQ pits, fire pits, seating areas, and landscape areas within or immediately surrounding these open space areas. Walkways and their associated landscaping that serve no purpose other than connecting these spaces shall not be considered usable open space.

j Each bedroom category must address both its minimum size and average size private open space requirements. Any unit that does not meet the minimum requirement will not have any of its private open space counted towards the overall average. No more than 10 percent of 1 BR, 2BR, or 3BR units may provide less than the minimum size requirement. If any bedroom category has a shortfall in average private open space, that shortfall must be replaced by additional usable open space above the required amount at a one-to-one ratio.

k Open space includes accessible walkways, landscaping areas, and non-private courtyards. Common areas such as clubhouses, pools, and spas can satisfy up to 50 percent of the common open space requirement.

l Refer to Section 6.12 of this ~~2021 Amendment~~Specific Plan for additional guidance on the provision of private storage space.

m Refer to Section 6.8 of this ~~2021 Amendment~~Specific Plan for additional guidance on storage space.

n Shared parking will be allowed per the Community Development Director's approval and subsequent to a parking study if deemed necessary by the Community Development Director.

o DD3 has been developed with only residential units (no commercial); therefore, the guest parking requirement is 0.5 spaces/unit.

p The Community Development Director is authorized to issue an Administrative Permit to approve a decrease in parking requirements of not more than 10 percent, subject to approval by the Community Development Director of a parking demand study.

q Applicant is required to provide a parking study to confirm truck trailer parking is sufficient to support the proposed development. Such study will be reviewed and approved by the Community Development Director. Refer to District at South Bay Planning Area 3 Parking Demand Study, August 20, 2021.

TABLE 6.3
BUILDING HEIGHT DEVELOPMENT STANDARDS

Use	Area	Base Building	With Secondary Features[a]		With Major Features[a]	
		Max. Height	Max. Height	Max. Width of Feature (% of elevation length)	Max. Height	Max. Width of Feature (% of elevation length)
Residential						
Multifamily[b]	n/a	75 feet	75 feet	n/a	75 feet	n/a
Commercial						
Retail	n/a	30 feet	42 feet	30%	52 feet	15%
Theater	n/a	60 feet	70 feet		80 feet	20%
Hotel	n/a	75 feet	79 feet		85 feet	15%
Commercial – Elevated Podium[c,d]	n/a	85 feet	85 feet	n/a	85 feet	n/a
Light Industrial						
E-Commerce/Fulfillment Center	>250,000 SF	55 feet	65 feet	n/a	65 feet	n/a
E-Commerce/Fulfillment Center	<250,000 SF	50 feet	56 feet	n/a	56 feet	n/a
Distribution Center/Parcel Hub	n/a	55 feet	65 feet	n/a	65 feet	n/a
Mixed-Use						
Vertical Mix of Uses: Two-Story Office/Retail over At-Grade Commercial	10,000–30,000 SF	35 feet	40 feet	30%	45 feet	30%
Other Vertical Mix of Uses[b,c]	n/a	75–85 feet	75–85 feet	n/a	75–85 feet	n/a
Parking						
Parking Structure[e]	n/a	45 feet	50 feet	n/a	55 feet	n/a
Accessory Structures						
Accessory Storage	maximum height to be determined according to standard for principal use					

NOTES:

[a] Major and secondary features are building elements that are added to building faces to provide architectural interest, without adding to interior floor area. Major features are more prominent than secondary features, and are often used to focus visual attention with a vertical element that rises above the base building. Major features may sometimes incorporate secondary features, which are physically connected to them. Where such secondary features are an integral part of the major feature, the overall assemblage can be considered collectively as the major feature, with the height limitation applying to the highest-most point of the assemblage.

[b] The maximum height of any living space in residential structures cannot exceed 74 feet 11.9 inches, so as not to be classified as a high-rise structure as defined by Los Angeles County Fire Department regulations.

[c] The maximum height for Commercial – Elevated Podium in PA2 and vertically mixed-use buildings is 85 feet when located within 1,000 feet of the Specific Plan Area's easterly border (loosely defined as the I-405 freeway) as measured along the southern edge of Del Amo Boulevard. For buildings along the northern edge of Del Amo Boulevard or beyond the 1,000-foot area described above, the maximum height is 75 feet.

[d] Commercial – Elevated Podium uses are planned for PA2.

[e] Maximum parking structure height applies to the height of the primary structure only; elevator shafts are excluded. Maximum parking structure height does not apply to on-grade parking under Commercial – Elevated Podium retail.

6.3 Common Spaces and Pedestrian Circulation

The design standards and guidelines for any common space including active and passive open spaces, programmed areas, and/or pedestrian circulation and/or community-serving commercial uses are provided below. The common spaces and pedestrian circulation system are meant to offer employees, residents and visitors of the Specific Plan Area the opportunity for recreational amenities in proximity to the residential, commercial, and light industrial uses within PA1, PA2, and PA3. The exact locations and design for these common spaces will be determined as part of site plan and design review approval process.

6.3.1 General Requirements for Common Spaces and Pedestrian Circulation

A. Common space shall be located near building entrances and areas of high pedestrian traffic to promote their use and highest functionality.

B. Design for common space should include landscaping with trees, shrubs, and groundcovers. If the space(s) is/are located along permeable walkways or paths, include ample pots and planter boxes that accommodate trees, shrubs, and groundcovers to provide adequate shade and visual interest.

C. Design for common spaces should focus on utilizing permeable hardscaping to reduce water runoff (where appropriate), tree planting, and utilization of light-colored hardscaping to minimize absorbed heat and the resulting urban heat island effect.

D. Pedestrian circulation shall be located primarily along internal roadways and building frontages to provide safe pedestrian crossing and access throughout the 157-Acre Site.

E. Pedestrian circulation should be enhanced with attractive and durable landscape/hardscape treatments to provide a pedestrian-friendly environment.

F. Bike racks shall be provided at convenient locations throughout the 157-Acre Site.

6.3.2 Specific Requirements for Commercial Common Space and Pedestrian Circulation

A. Commercial common space may consist of pedestrian-accessible spaces, including outdoor seating areas, open space, water features, and landscape areas.

B. Commercial common space shall be provided with a minimum of 33 percent shade coverage, which can be provided through shade trees, trellises, gazebos, awnings, or other similar improvements. A minimum of 25 percent of the common space area shall be softscaped with trees and understory plantings, subject to DTSC requirements.

C. In order to enhance the pedestrian environment, commercial common space areas shall contain a minimum of three engaging public functions, such as outdoor seating, artistic features, decorative stone/brick pavement, water features, shade tree canopy, or other similar improvements.

D. Commercial common spaces are not intended to serve as space for outdoor sidewalk sales.

E. ~~Uses proposed in the Carson Country Mart are not required to provide common space immediately next to their buildings and may instead coordinate commercial common spaces with other uses to provide larger publicly accessible spaces that are centrally located and serve multiple buildings. Commercial common spaces are encouraged to be contiguous and connected via landscaped pedestrian walkways. In addition,~~

~~commercial common spaces shall be buffered from parking and drive aisle areas by bollards, planters, or similar design elements~~Intentionally omitted.

F. Development applications that incorporate commercial common space shall be accompanied by design plans for the areas, specifying location and extent of landscaping, irrigation systems, structures, and circulation (vehicular, pedestrian, and bicycle).

6.4 Landscaping

6.4.1 General Provisions

A. All areas not utilized for parking, buildings, plazas common spaces, or access/circulation should be generously landscaped with trees, drought-tolerant shrubs, and groundcovers.

B. Plantings should be used to enhance ground level and vertical pedestrian circulation areas (i.e., areas with stairs, escalators, and elevators) up to elevated podiums.

C. Landscape treatments (such as tree, shrub, and perennial plantings) should be used to screen the visual impacts of parking areas as well as service, trash, and utility areas.

D. Due to the subsurface constraints of the site (based on the fact that it constitutes a former landfill), large trees shall generally not be permitted to be planted in the soil in the landfill portion of the Specific Plan Area, unless there is certainty that the proposed tree and its location are not determined to pose a threat to the landfill cap by DTSC.

E. For plantings installed at finish grade within the landfill portion of the Specific Plan Area, landscaping shall conform to the DTSC requirements with respect to irrigation and allowable plantings to protect the landfill cap. The landscape palette shall consist primarily of trees/palms (trees shall be containerized or planted on engineered piles when located above the landfill cap), small to medium shrubs, graminoids (grasses, rushes, and sedges), and other plants with fibrous and/or shallow root systems, bulbs, culms, or rhizomes. Tree selection must consider horizontal rooting space and available rooting depth. Trees in pots and raised planters may be used where planting at grade is not feasible. Plantings outside of the landfill perimeter or within the original haul roads do not need to adhere to these restrictions.

F. Site grading shall convey excess water off site. For containerized trees below grade, a subsurface drainage conveyance system will be necessary to convey drainage off site.

G. Any plant listed as invasive by Cal-IPC is prohibited due to their ability to escape and naturalize off site. For example, pampas grass (***Cortaderia sellowiana***) and Giant Reed (***Arundo donax***) are prohibited. Refer to the approved plant palette located in Appendix A.

H. The approved plant palette includes plants that are native or adapted to the local climate, are not invasive, and can survive with limited amounts of water in accordance with the Plant Palette provided in Appendix A.

I. Irrigation of planting areas shall be kept to a minimum to conserve water and to avoid damaging the landfill cap. Therefore, drip irrigation and a low-water-use native plant palette shall be used to the maximum extent feasible.

J. Recycled water shall be used for irrigation, assuming recycled water is available.

K. Landscaping shall not obscure visual surveillance of common open space, parking areas, or building entries.

L. Per the California Model Water Efficient Landscape Ordinance (MWELO), turf shall not be installed unless used primarily for active or passive recreation. Additionally, turf may not be installed in areas directly above landfill.

M. Turf may be installed in PA3 with the approval of DTSC.

6.4.2 Specific Landscape Requirements and Standards

Landscaping within the Specific Plan Area shall conform to the following design standards and requirements:

A. Landscape treatments, such as tree, shrub, and perennial plantings, shall be used to enhance intersection nodes, public rights-of-way, building fronts, pedestrian corridors, and common spaces.

B. Layered landscaping and a mix of native drought-tolerant plants and large containerized trees for shade should be incorporated in the landscape design of at-grade commercial uses. The plant palette should emphasize massing and form rather than individual or small groupings of shrubs and trees, and shall be made in accordance with the Plant Palette provided in Appendix A.

- Plantings shall be irrigated with water-efficient permanent automatic irrigation systems and shall conform with the Model Water-Efficient Landscape Ordinance (MWELO).
- Plants should be grouped according to their water needs and irrigated separately from other groupings with dissimilar water needs.

C. Tree placement should provide maximum large-tree canopy for shading of parking areas, sidewalks, and outdoor common spaces; however, care should be taken to ensure that trees are of a scale suitable to the surrounding development and that potted plants are used in landfill areas to protect the landfill cap.

This ~~2021 Amendment~~Specific Plan allows for various landscape themes with unique qualities and/or goals to address the diversity of edge conditions and planned uses. These themes are conceptual in nature and, therefore, are not precise and will need to be clarified further during plan submittal. The following is a description of the landscape themes for various areas within the 157-Acre Site and a brief discussion of their design intent. For the conceptual delineation of these themed areas, see **Figure 6.2, *Concept Landscape Themes***. Conceptual landscape themes for the streetscape, including entry monuments, materials, grading, and plantings, shall be prepared to ensure a cohesive development.

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

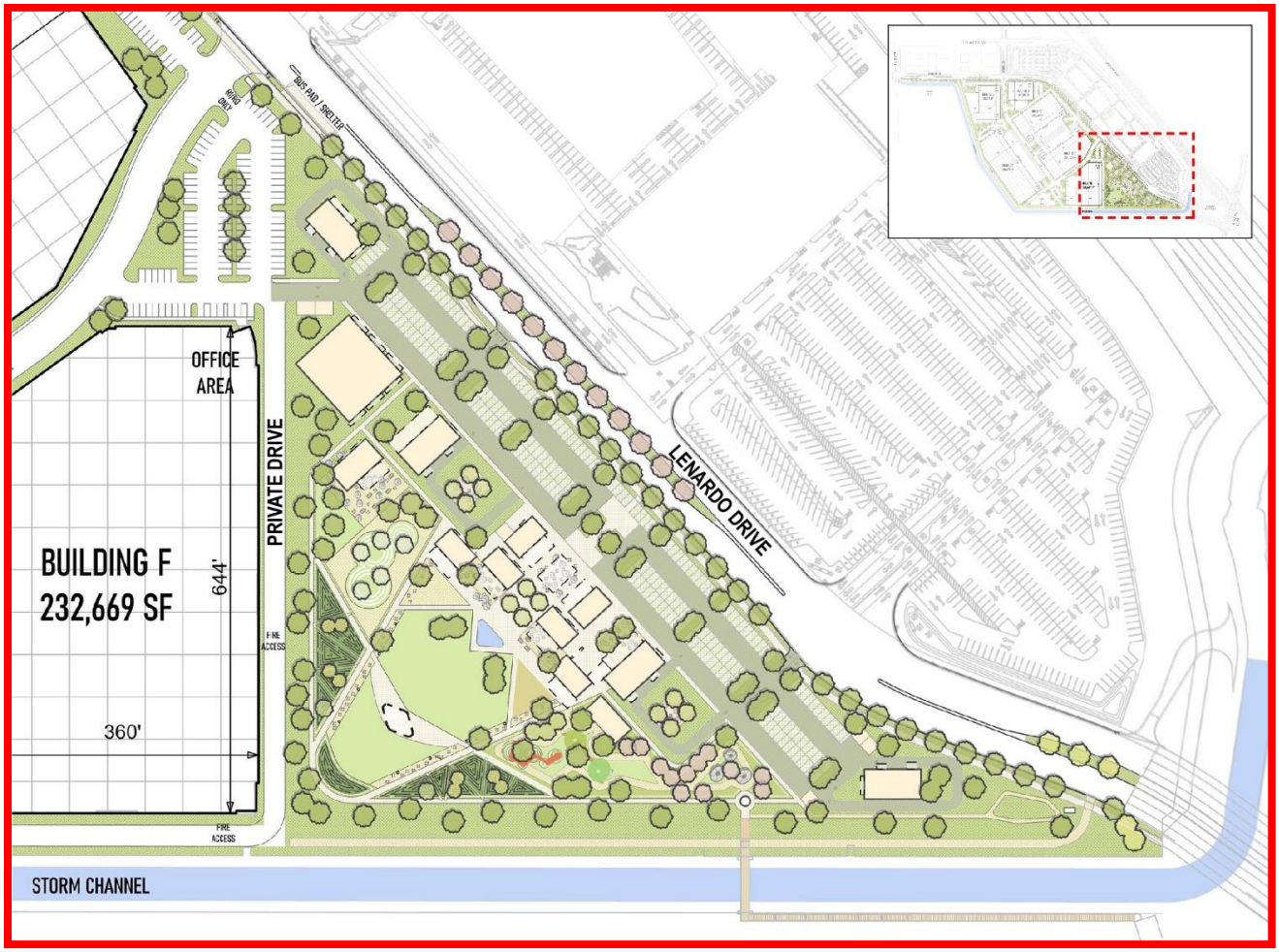
W Francisco St
E Turmont St
Del Amo Blvd
Stamps Dr
405
Dominguez Channel
Avalon Blvd
Main St
Lenardo Dr
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
Torrance Blvd
Jamison Ave
Margaret St
Shearer Ave
Bolsa Ave
Dolores St
Neptune Ave
Grace Ave
Avalon Blvd Exit
W 212th St
Moneta Ave
213th St
Specific Plan Boundary (168 acres)
Planning Areas 1, 2, & 3 (157 acres)
Development District 3 Boundary (11 acres)
Torrance Lateral Drainage Canal
Lenardo Drive and Stamps Drive Streetscape
Private Streetscape
Torrance Lateral Edge
Parking Lot
Entry Landscape
Enhanced Parkway
N
0
1,000
Feet
Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 6.2 Concept Landscape Themes

~~Carson Country Mart Landscape Theme~~

~~The Carson Country Mart proposed on PA3(b) shall include planted spaces and planted buffers (**Figure 6.3, *Conceptual Landscape for Carson Country Mart***). This area shall have a variety of small to large plants at grade, in containerized in pots, raised planters, bermed planting areas, and on trellises. Containers shall include a mixture of pots and plants of differing heights, including ornamental trees and shrubs. The landscaping should be pedestrian-friendly, provide shade, and provide visual interest. A minimum of 25 percent of the passive and active open spaces and programmed areas within the Carson Country Mart must be softscaped with trees and other understory plants.~~



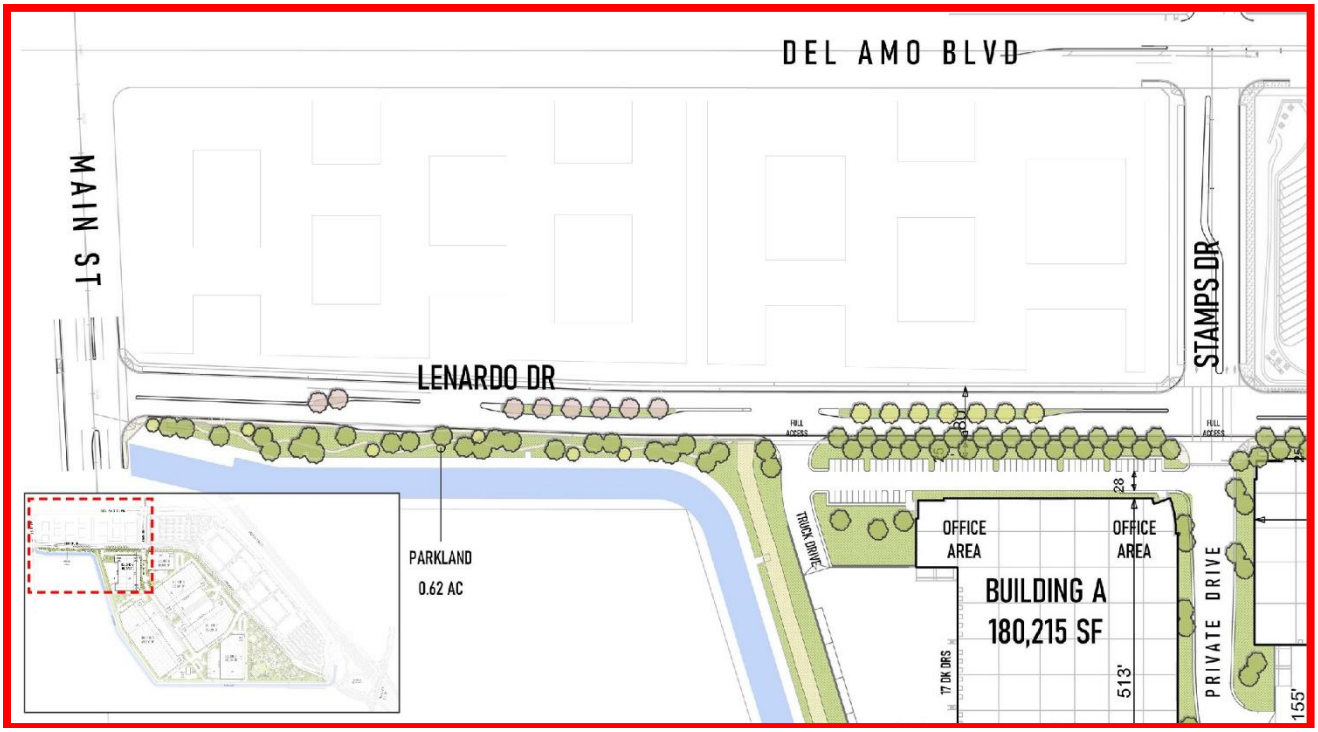
~~SOURCE: OJB, OU 2021~~

~~NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.~~

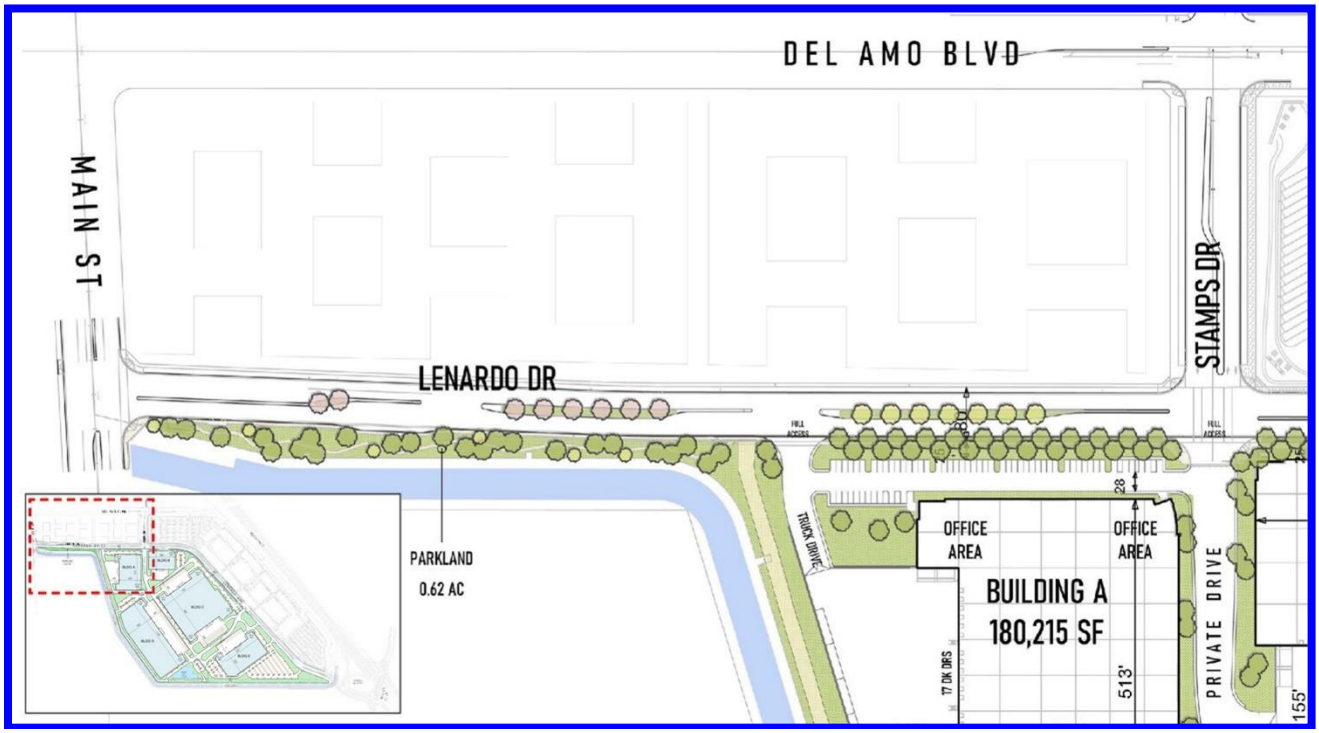
~~Figure 6.3 Conceptual Landscape for Carson Country Mart~~

Vehicular Entries Landscape Theme

Vehicular entries shall have landscaping that clearly distinguishes them from their surroundings. For example, the entrance at Main Street and Lenardo Drive will feature the Enhanced Parkway as described below. To attract attention and create a focal point, vehicle entries shall have planting beds, including ornamental trees, that offer variety and visual interest, and complement the streetscape landscaping. In addition, landscaping at vehicular entries shall be designed to ensure that landscaping does not obstruct vehicular lines of sight. **Figure ~~6.4~~6.3, *Vehicular Entries Landscape Concept Theme: Main Street at Lenardo Drive (Enhanced Parkway)***, and **Figure ~~6.5~~6.4, *Vehicular Entries Landscape Concept Theme: Lenardo Drive at Avalon Boulevard***, illustrate conceptual designs for vehicular entry landscaping. Similar designs may be used at other Specific Plan Area entries shown in Figure 6.2.



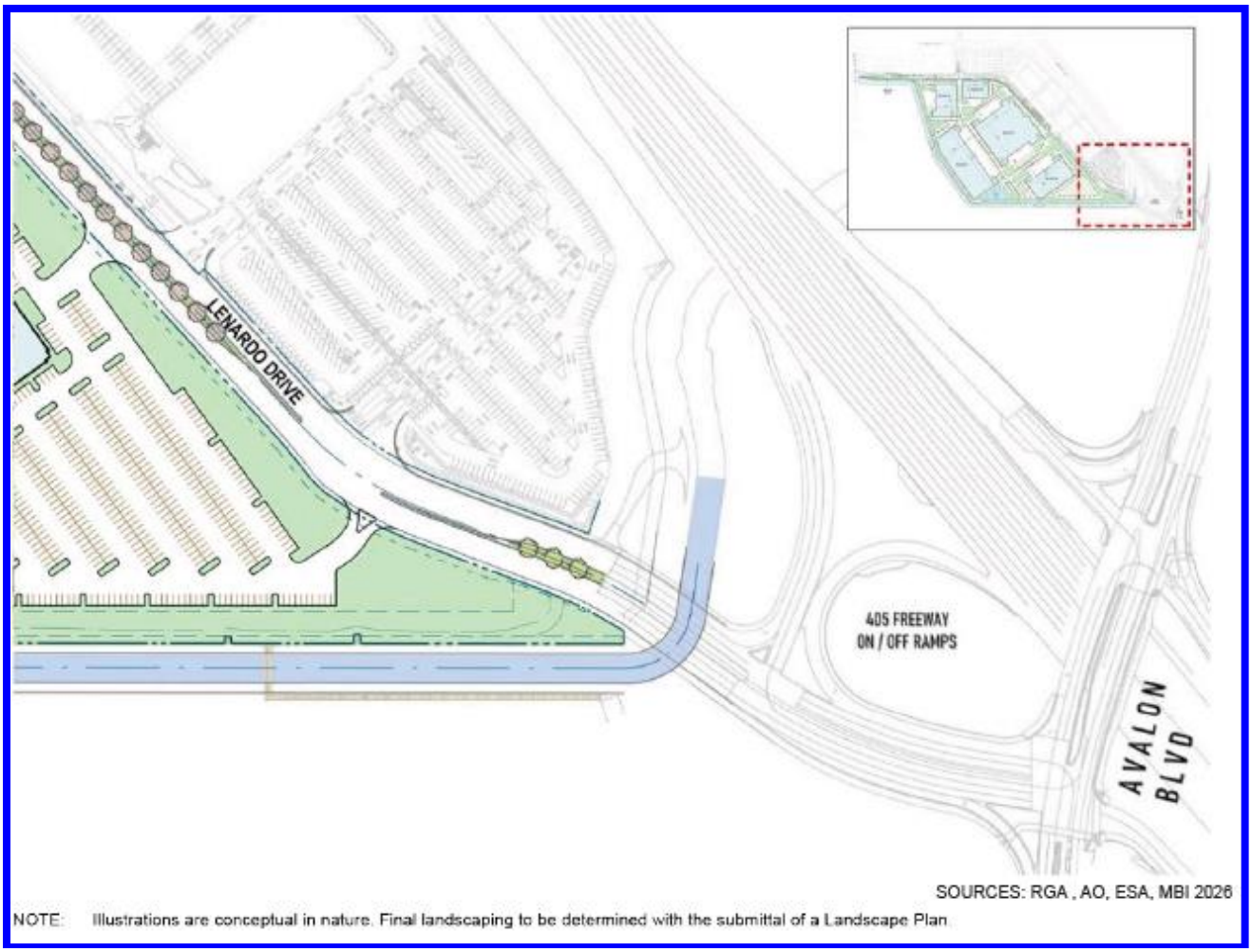
~~SOURCE~~



SOURCES: AO, OJB ~~2021~~2026

NOTE: A transit center could potentially be provided on the Enhanced Parkway (refer to Figure 5.1). Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure ~~6.4~~ 6.3 (Renumbered) Vehicular Entries Landscape Concept Theme: Main Street at Lenardo Drive (Enhanced Parkway)



SOURCES: RGA , AO, ESA, MBI 2026

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan

~~SOURCE: OJB 2021~~

~~NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.~~

Figure ~~6.5~~ 6.4 (Renumbered) Vehicular Entries Landscape Concept Theme: Lenardo Drive at Avalon ~~Boulevard~~Boulevard

Enhanced Parkway Landscape Theme

~~In addition to the open space and community amenity areas provided in~~ PA3~~(b), PA3(a)~~ would include a 0.62-acre Enhanced Parkway located along Lenardo Drive and the Torrance Lateral, just east of Main Street, as shown in Figure ~~6.4~~6.3. The Enhanced Parkway would constitute an approximately 20- to 40-foot-wide linear park and include shade trees, low-water-use native plantings, a meandering pedestrian pathway, and a sidewalk along Lenardo Drive, from Main Street to the western entrance of Building A in PA3~~(a)~~. A transit center could potentially be located on the Enhanced Parkway.

Del Amo Boulevard and Main Street Landscape Themes

Del Amo Boulevard and Main Street shall utilize landscaping in the parkways and medians to buffer the proposed residential and/or commercial uses in PA1 from the street and surrounding areas. Landscaping shall include planting of trees and drought-tolerant understory plants to provide maximum shading near roadways and sidewalks. Streetside landscaping shall not include turf. Streetside landscaping should complement the landscape themes of adjacent properties. A comprehensive visual branding for the area will be developed to

complement the landscape themes of adjacent properties while maintaining a unique character. Tree grates shall be placed within the sidewalk in the public right-of-way at the discretion of the Community Development Director and the City Engineer.

Freeway Edge Landscape Theme

The freeway edge landscape theme consists of the top bank and slope that parallels the western edge of the I-405 Freeway. This landscape theme also encompasses the Embankment Lot which will be retained by CRA to provide a location for the freeway signage along the I-405 Freeway. Landscaping within the freeway edge landscape theme shall be designed to work in conjunction with signage, building façades, and view fence designs, and should include a wide variety of drought-tolerant understory plantings, such as grasses and trees (**Figure 6.6, *Conceptual Landscape for Freeway Edge***).

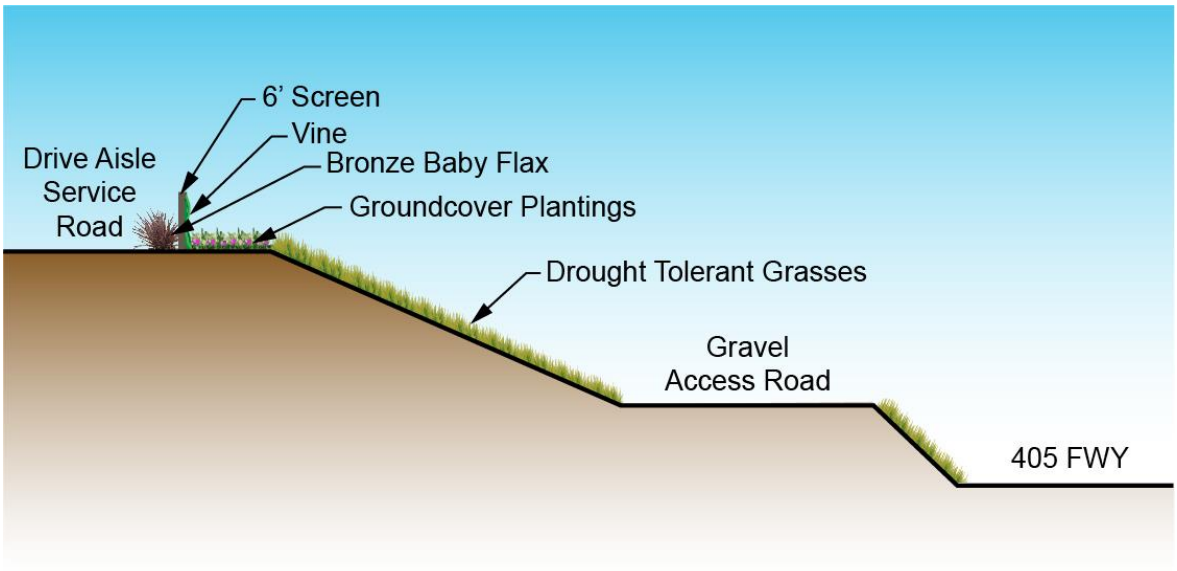
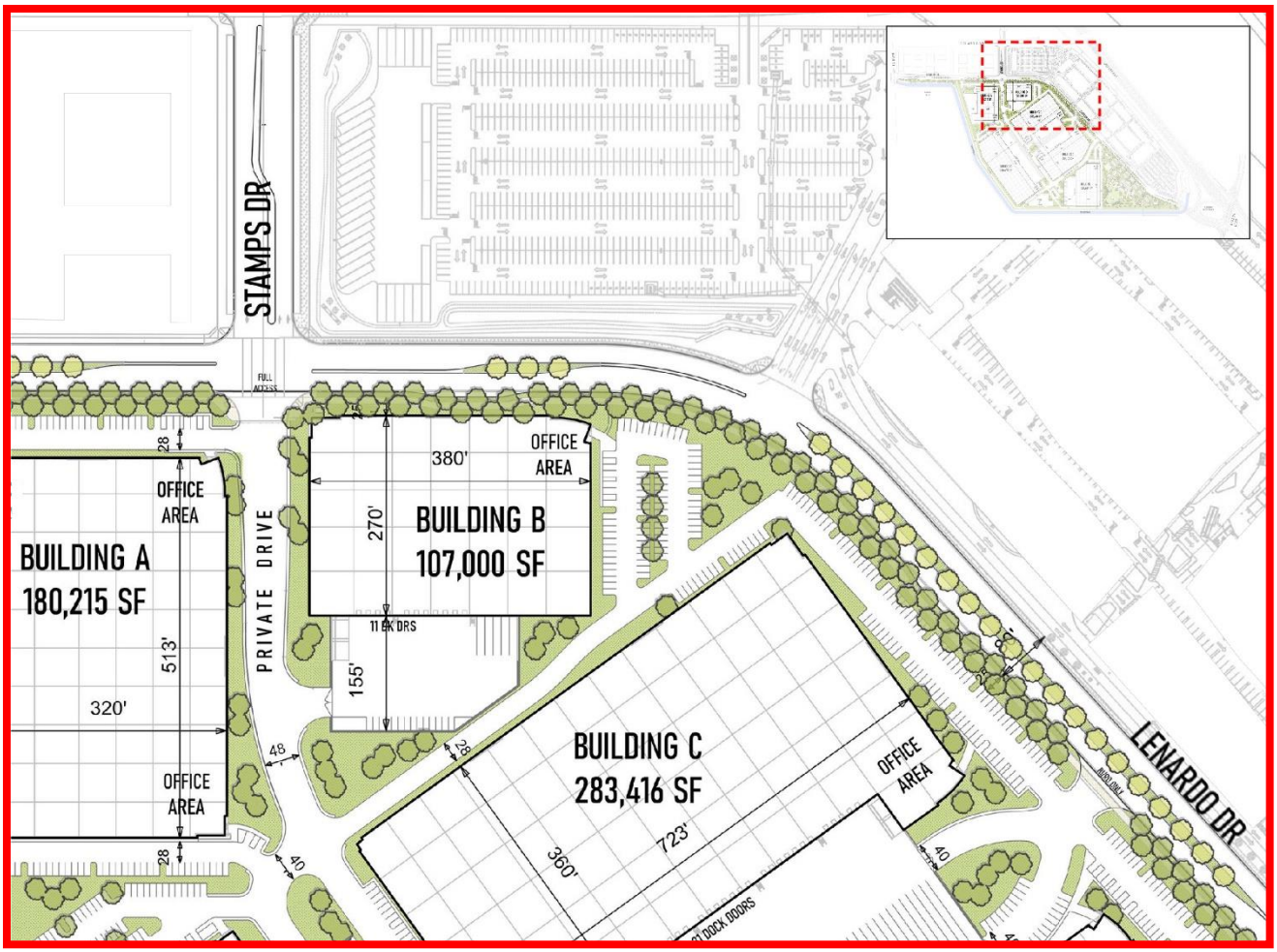


Figure 6.6 Conceptual Landscape for Freeway Edge

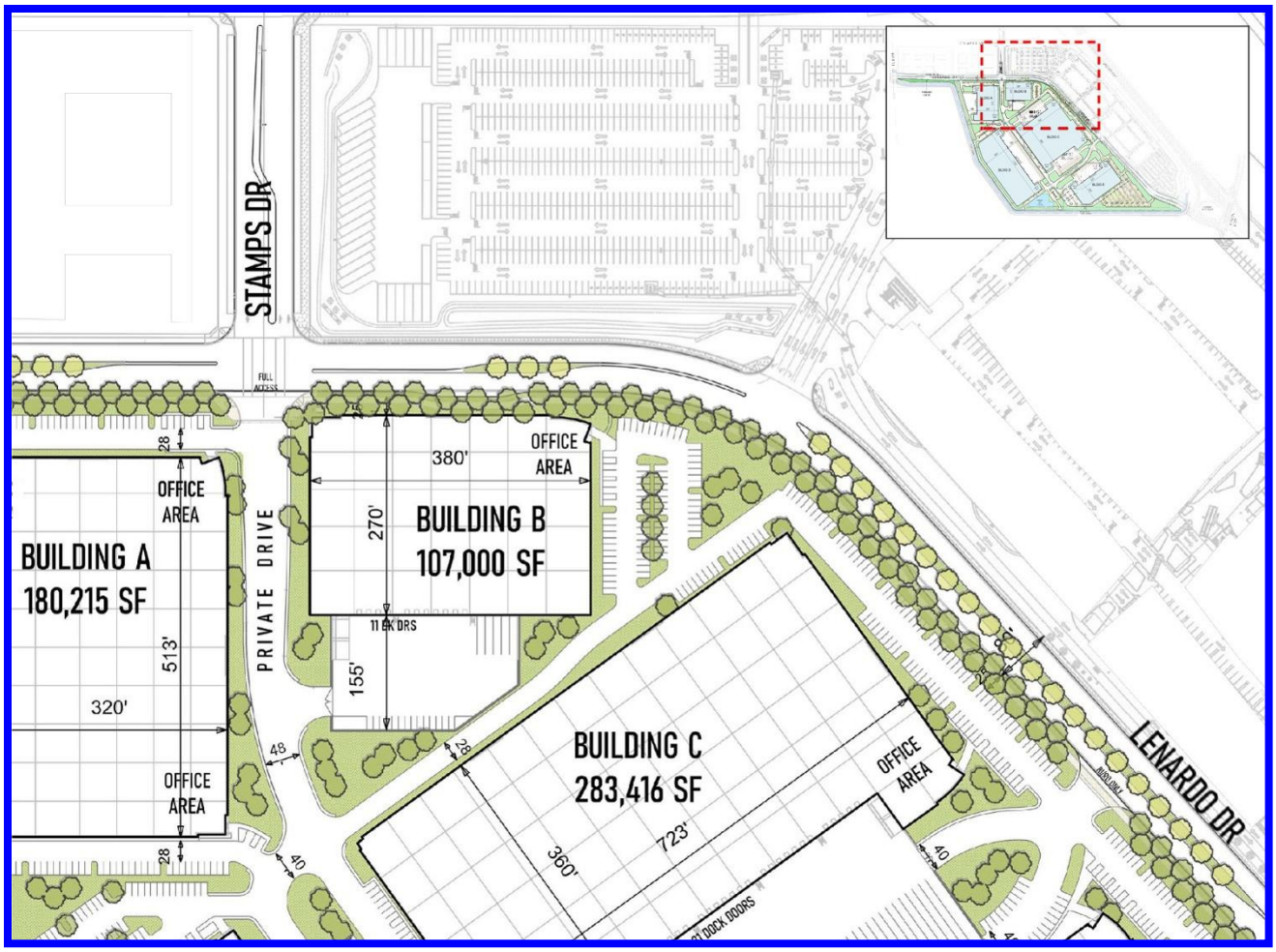
Lenardo Drive and Stamps Drive Streetscape Landscape Theme

The internal streetscape consists of Lenardo Drive and Stamps Drive (see Figure 5.1). Although portions of these streets are located on top of the original haul roads where planting is not restricted, portions of the streets that are not within the original haul roads will be subject to DTSC requirements for landfill properties, including containerized trees and non-woody root system shrubs and ground cover. These internal streets will have landscaped medians and parkways (see **Figure 6.7, *Internal Streetscape Landscape Theme Concept: Lenardo Drive South of PA1 and PA2***, and **Figure 6.8, *Internal Streetscape Landscape Theme Concept: Lenardo Drive along PA3~~(b)~~***). There shall be continuous shrub and ground-cover plantings in the medians and parkways with vertical planting at an average of every 50 feet along the edges. In addition, in order to protect view corridors and signage visibility, trees may be planted outside the right-of-way, provided that the number of trees is greater than or equal to the number of trees that would otherwise be required in the right-of-way. Trees may also be clustered, so long as the number of trees planted is greater than or equal to the number of trees that would otherwise be required, and the landscaping complements the rest of the development. Clustered trees may be placed at entry driveways, on-site drive aisles, and pedestrian plaza

entries that face Lenardo Drive. Landscape plans for the median and parkway on public roads must be approved by the City Engineer.


STAMPS DR
FULL ACCESS
OFFICE AREA
BUILDING A
180,215 SF
513'
320'
OFFICE AREA
28
40
48
PRIVATE DRIVE
380'
OFFICE AREA
270'
BUILDING B
107,000 SF
11 DK DRS
155'
BUILDING C
283,416 SF
OFFICE AREA
723'
360'
25
40
LENARDO DR

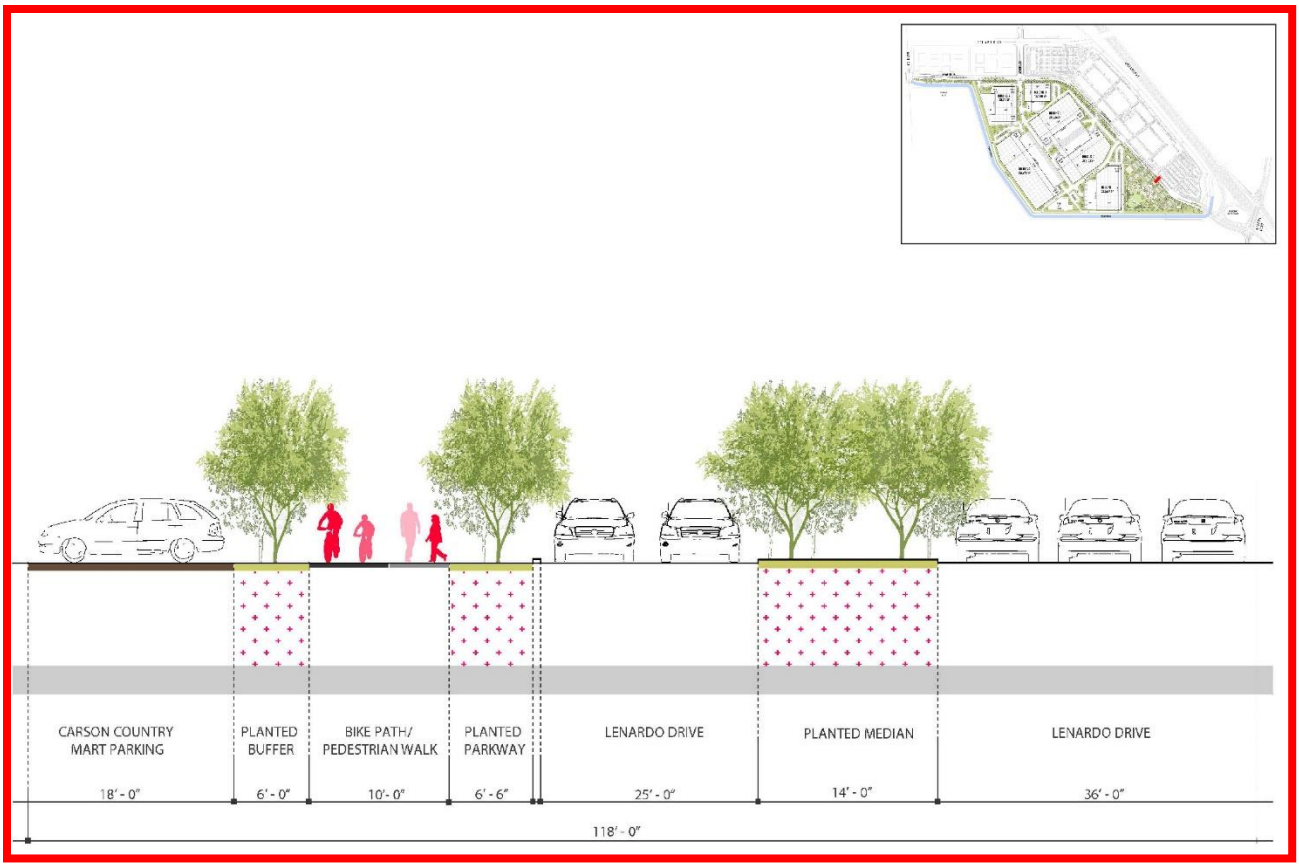
~~SOURCE~~



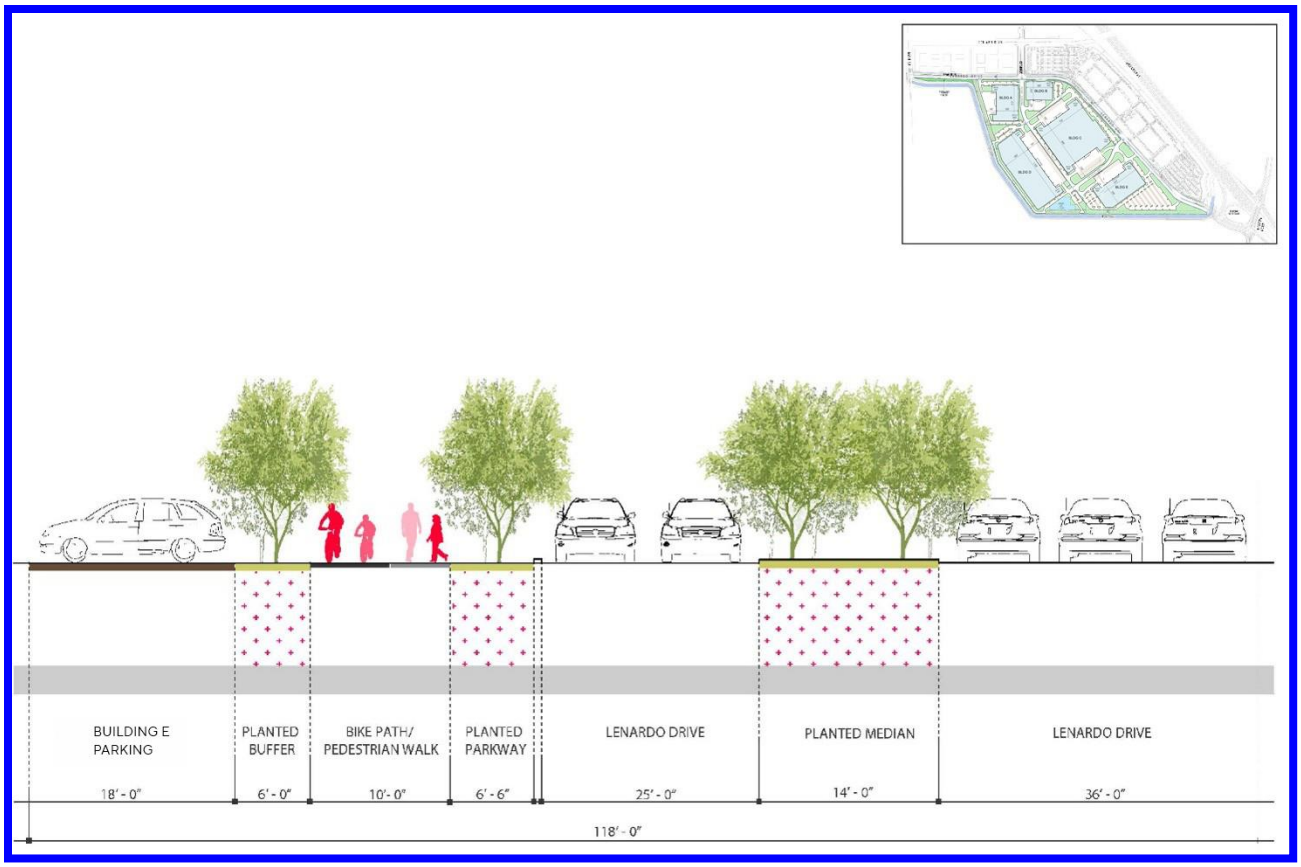
SOURCES: AO, OJB ~~2021~~2026

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.7 Internal Streetscape Landscape Theme Concept: Lenardo Drive South of PA1 and ~~PA~~PA2


CARSON COUNTRY MART PARKING
18' - 0"
PLANTED BUFFER
6' - 0"
BIKE PATH/ PEDESTRIAN WALK
10'- 0"
PLANTED PARKWAY
6' - 6"
LENARDO DRIVE
25' - 0"
PLANTED MEDIAN
14' - 0"
LENARDO DRIVE
36' - 0"
118' - 0"

~~SOURCE~~



SOURCES: AO, OJB ~~2021~~2026

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.8 Internal Streetscape Landscape Theme Concept: Lenardo Drive along ~~PA~~PA3~~(b)~~

Private Drive Streetscape

The private streetscape along the Private Drive within PA3~~(a)~~ (see Figure 5.1) is subject to the same DTSC requirements for landfill properties for portions of the street that are not within the original haul roads. However, planting is not restricted by DTSC-requirements along portions of the Private Drive that are located on top of the original landfill haul roads (which are non-contaminated).

6.4.3 Parking Lots

The parking lots in the Specific Plan Area shall achieve a minimum of 5 percent planting coverage. These parking lots include parking fields and parking drive aisles, all of which shall require landscaping adjacent to parking lots. A decrease by more than 10 percent of the required landscape coverage in parking lot areas will require approval of an Administrative Permit by the Community Development Director. The planting shall consist of tall vertical elements such as canopy trees, large palms, and low-lying shrubs, groundcovers, and grasses provided that they are approved by DTSC. The shrubs and groundcovers should not exceed 3 feet in height at maturity to keep lines of sight clear for vehicles. Planting beds shall be provided at the ends of every parking row, and should be provided within the interior of long parking rows. Parking lot entryways and

primary intersection nodes should be treated with special landscape elements, such as special paving, graphic signage, specialty lighting, ornamental trees, or flowering plants to create a sense of place.

Parking Structure Edge

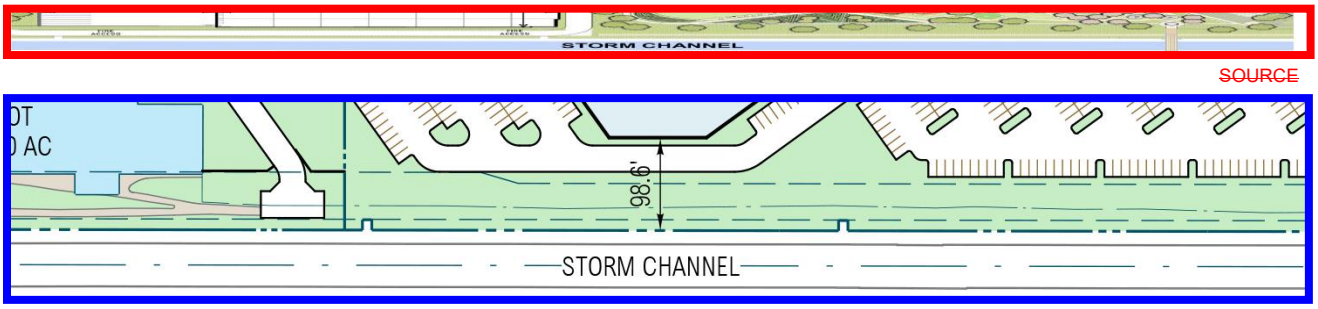
Parking structure facades (note this excludes Commercial – Elevated Podium, which is addressed below) should be designed with enhanced aesthetic treatments to soften the visual appearance of the structures. Enhanced aesthetic treatments may include but are not limited to: landscaping, signage, or special treatment of building materials (such as the use of color or patterns) as approved by the City. If parking structures are adjacent and visible to residences, the edge of the structure shall achieve 50 percent coverage of visible concrete surfaces with trees, palms, and/or vines for all land uses except commercial over podium.

Parking at Grade under Podium (Commercial – Elevated Podium)

Parking on-grade located under a raised podium (i.e., Commercial – Elevated Podium uses in PA2) shall be an open garage with up to 3-foot-high enhanced treatment of landscaping plant material screen or other screen material (other material up to 50% open) to prevent visible automobile light and glare from spilling onto Lenardo Drive. Openings in the landscape plant material and screen material are permitted to allow pedestrians to conveniently access the garage. Building elevations upon parking structures/areas facing adjacent open parking lots and freeway side service drives/fire lane, may remain open without screening. A fence may be provided at the top of the freeway embankment to screen the view of perimeter parking stalls and to screen the view of open parking under the podium from the top of the embankment.

6.4.4 Channel-Adjacent Slope

There is, and will continue to be, a slope bank along the southern and western edges of the Specific Plan Area immediately adjacent to the access road that serves the Torrance Lateral. Landscaping for this area shall stabilize existing slopes with minimum maintenance and water requirements and shall soften views of the development from the west and south of the Specific Plan Area (**Figure 6.9, *Conceptual Landscape for Channel-Adjacent Slope***). Landscaping for this area shall include drought-tolerant shrubs and groundcovers.



~~SOURCE~~

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.9 Conceptual Landscape for Channel-Adjacent Slope

6.5 Walls, Fences, and Barriers

An objective of this ~~2021 Amendment~~Specific Plan is to ensure the visual compatibility of on-site uses with the existing surrounding residential areas. Rather than a traditional, complete separation of residential from commercial and light industrial uses, walls ~~and~~, acoustical screen barriers, and fences will be incorporated within the Specific Plan Area as needed to provide privacy or noise control.

~~The 2021 Amendment~~This Specific Plan includes various types of walls, fences, and barriers, each with its own purpose and function. Wing walls ~~and~~, screening walls and tubular fencing with acoustical screens are primarily intended to screen the Specific Plan Area from surrounding developments and to prevent noise pollution that may impact surrounding residential areas. As such, these ~~walls~~elements should be designed to be opaque and ~~consist of keystone, slump or split-faced block, or solid panel~~ at heights of 6 to 16 feet. Heights of walls or fences may be increased or decreased by a maximum of 1 foot with an Administrative Permit approved by the Community Development Director. Perimeter walls can also be used to screen trash enclosures, utilities, and similar functional uses.

Screening ~~walls~~elements should be used to buffer residential uses from roadways as well as commercial uses. As the name implies, however, screening ~~walls~~elements do not completely shield residential uses from the remainder of the Specific Plan Area. ~~The 2021 Amendment~~This Specific Plan is intended to function as an integrated, mixed-use development, and visual connectivity is an important component; therefore, screening ~~walls~~elements should consist of a permeable combination of ~~keystone,~~ slump or split-faced block, and architectural open-wire tubular fence or tubular wrought iron with landscaping to provide a secure but attractive barrier. Screening ~~walls~~elements may also consist entirely of landscaping. Chain-link fencing is only permitted when required by the LA County Flood Control District. Other materials may also be used with approval of the Community Development Director, so long as the design is consistent with the design theme and intent outlined in this ~~2021 Amendment~~Specific Plan. Barbed wire fencing is prohibited.

All screening elements in PA3 shall conform to those specified in this Specific Plan. The standard height of such elements is eight feet. However, due to the proximity to noise-sensitive uses, the height of certain tubular picket fences with acoustic windscreen associated with Buildings A, D, and E have been increased as described below:

a. Building A would include a tubular picket fence with acoustic windscreen up to 16-foot-high that encloses the northern (with a 10-foot-high truck access gate made of solid material such as steel) and western sides of the loading dock area. In addition, the western fence and windscreen structure extends from the beginning of the truck drive aisle at the north to the parking area associated with Building D. Building A also includes a 12-foot-high tubular picket fence with acoustic windscreen on the southern end of the loading dock area (with a 10-foot-high solid truck access gate).

b. Building B includes the 12-foot-high tubular picket fence with acoustic windscreen around the loading dock area (with a 10-foot-high solid truck access gate).

c. Building C (revised to combine Buildings C and E into a single Building C) relocated the truck loading docks from the area between the previous Buildings C and E to the northwest and southeast sides of Building C. Building C includes the 12-foot-high tubular picket fence with acoustic windscreen around the two loading dock areas on the northwest and southeast sides of Building C (with 10-foot-high solid truck access gates), which is the same height as the previously proposed 12-foot-high tubular picket fence with acoustic windscreens at the

southwestern and northeastern areas of the loading docks between the previous Buildings C and E. Therefore, the tubular picket fence with acoustic windscreen heights in the revised design for Building C are the same as were included in the Project Characteristics in the 2022 SEIR for Buildings C and E.

d. Building D includes the 14-foot-high tubular picket fence with acoustic windscreen enclosing the southeastern side of the loading dock area with a 10-foot-high solid truck access gate and also includes a 12-foot-high tubular picket fence with acoustic windscreen enclosing the northeastern side and northwestern side (with a 10-foot-high solid truck access gate) of the loading dock area.

e. Building E (previously F) includes the 16-foot-high tubular picket fence with acoustic windscreen enclosing the west and southwestern sides of the loading dock area (with a 10-foot-high solid truck access gate), and a 14-foot-high tubular picket fence with acoustic windscreen enclosing the northeastern and northwestern sides of the loading dock area. Building E also includes the 16-foot-high tubular picket fence with acoustic windscreen extending from the Building E loading dock area wall to the edge of the utility lot that is provided for added noise attenuation.

6.5.1 General Provisions

The conceptual locations of walls and fencing, as they relate to the perimeter of the Specific Plan Area, are shown on **Figure 6.10, *Conceptual Wall Locations***. As described in Chapter 7, wall and fence plans must be submitted to and approved by the Community Development Director prior to the issuance of any building permit. The following guidelines/requirements are established to guide the location and treatment of walls and fences.

A. A combination of solid and transparent barriers should be used to separate the residential components of the ~~2021 Amendment~~Specific Plan Area from Del Amo Boulevard and Main Street. Fencing shall be designed with variations using accent elements in combination with pilasters, landscaping, and setbacks to reduce the monotony of fencing design.

B. A maximum 6-foot-high wall or fence may be incorporated for ground-floor screening of residential outdoor space. Other barrier alternatives such as a landscape screen may be used if noise is not a major consideration.

C. Solid walls or tubular picket fencing with acoustic windscreen shall be screened with ornamental trees and plant material at a minimum of 3 feet in height in areas visible from residential uses or common spaces and streets.

D. Drought-tolerant planting should be applied to spaces between a wall or fence and the adjacent sidewalk.

E. Any wall greater than 3 feet tall shall be screened with tall shrub planting, trees, or vines.

F. Landscape treatments shall be applied to spaces between a wall or fence and the adjacent sidewalk.

G. Commercial loading areas shall be screened and located appropriately, where it is feasible, to minimize visual and noise impacts. Wing walls and/or other architectural features may be used for this purpose.

H. The application of materials, colors, textures, and alignment in the design of walls and tubular picket fencing with acoustic windscreen shall be used to relieve visual monotony within at-grade development areas.

I. Light industrial loading areas shall be located appropriately and separated from non-compatible uses by walls to minimize visual and noise impacts. Light industrial loading areas shall incorporate walls as shown in Figure 6.10.

W Francisco St
E Turmont St
Del Amo Blvd
Stamps Dr
405
Dominguez Channel
Avalon Blvd
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
BUILDING F
Lenardo Dr
Main St
Torrance Blvd
Jamison Ave
Margaret St
Shearer Ave
Bosa Ave
Dolores St
Neptune Ave
Grace Ave
Avalon Blvd Exit
W 212th St
Moneta Ave
213th St
Specific Plan Boundary (168 acres)
Planning Areas 1, 2, & 3 (157 acres)
Development District 3 Boundary (11 acres)
Torrance Lateral Drainage Canal
Potential Perimeter Screening Wall
Wall
Screen Wall at Service/Loading/Trash Compactor Area (Maneuver Area Not Screened)
Torrance Lateral Edge
N
0
1,000
Feet
Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 6.10 Conceptual Wall ~~Locations~~Locations

6.6 Signage

Because of their high visibility, signs are prominent elements of the physical environment of the Specific Plan Area. The signage program proposed by this ~~2021 Amendment~~Specific Plan shall welcome visitors and residents and help users navigate the Specific Plan Area. The sign development standards set forth below are intended to maximize the identification of the Specific Plan Area as a distinct location in a manner that enhances the overall image of the City of Carson.

The number, size, type, and location of all signs proposed for the 157-Acre Site will be governed by a comprehensive sign program for each proposed development within each Planning Area that will provide internal consistency in design style and direction for placement and size of signs, as well as a Master Sign Program for the overall 157-Acre Site (as discussed below). All such comprehensive sign programs will include a way-finding sign program and designs for all Project Name ID signage, which shall be consistent with and/or incorporated into a Master Sign Program adopted for the entire 157-Acre Site (as detailed below).

The comprehensive sign programs for each development within the 157-Acre Site shall also include provisions that ensure that lighting and illuminance from their respective signs shall not significantly intrude upon or impact adjacent residential uses. Each comprehensive sign program must be submitted and approved as part of the initial Site Plan and Design Review approval for any proposed project within the 157-Acre Site (pursuant to Section 7.1.6). Alternatively, if a comprehensive sign program (or components thereof) are submitted subsequently, it shall be reviewed administratively by the Director for consistency with this Specific Plan (along with the appropriate CEQA clearance documentation).[~~18~~15]

The Master Sign Program shall include the design for the Freeway Pylon Signs and the Entry Monuments and Entry Signage. The first project developer within the 157-Acre Site that seeks issuance of building permits for its project shall be responsible to draft the Master Sign Program for the entire 157-Acre Site, prior to issuance of building permits for its proposed project development from the City. If necessary, however, the Master Sign Program may be prepared by the City with assistance from a consultant (with the reasonable costs of the development of same charged back to the developers of any Planning Areas to the extent applicable) . Regardless, the final Master Sign Program shall be subject to review, comment, and approval from the City.

The Master Sign Program may be adopted in phases with the approval of the City. If the Master Sign Program is adopted subsequent to the adoption of a comprehensive sign program for any development or Planning Area, it shall be consistent with any previously approved comprehensive sign program for such development or Planning Area (except as otherwise agreed to by any applicable developer and/or the City). Otherwise, any comprehensive sign program shall be consistent with the Master Sign Program.

All project sign lighting will be limited as follows:

A. Sign Lighting luminance will not exceed 500 candelas/m^2 luminance at night from 45 minutes after sunset until 45 minutes prior to sunrise, and 10,000 candelas/m^2 during daytime hours from 45 minutes after sunrise until 45 minutes prior to sunset. Sign luminance shall transition smoothly from daytime luminance to nighttime luminance and vice versa.
B. Sign Lighting where sign luminance has the potential to exceed 500 candelas/m^2 will include an electronic control mechanism to reduce sign luminance to 500 candelas/m^2 at any time when ambient sunlight is less than 100 foot-candles (fc).

[~~18~~15] Signage proposed for the embankment lot (freeway signage) shall be subject to Planning Commission review and approval.

C. Sign Lighting with external illumination will seek to incorporate design elements to limit the direct view of the light source surface at all exterior light fixtures to ensure that the light source cannot be seen from adjacent residential-zoned properties.

D. If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign at night, then the sign luminance shall be reduced to less than 300 cd/m2 at night.

E. If any portion of the illuminated sign surface is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance shall be limited so that the light trespass illuminance is less than 0.74 foot-candles at said residential property line.

F. Sign Lighting illuminance, including freeway pylon sign lighting along the I-405 freeway embankment lot, will not exceed a maximum nighttime brightness of 500 candelas/m^2.

G. Sign Lighting glare, with respect to the California Vehicle Code, will not exceed the maximum measured brightness of the light source within 10 degrees from the driver's normal field of view and shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less; the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's field of view and the light source.

Additional general sign standards are provided in **Table 6.4**, while conceptual maps of sign location options are shown in **Figure 6.11, *Conceptual Sign Locations: Option A*; Figure 6.12**, ***Conceptual Sign Locations: Option B*;** and **Figure 6.13, *Conceptual Sign Locations: Option C***, final sign designs, including designs for any digital signage, may vary and will be provided as part of a comprehensive sign program that shall be reviewed and approved by the Community Development Director.

TABLE 6.4
SIGN STANDARDS

Sign Type[a]	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance[b,i,j]	
		Height	Width		Digital	Static
Freeway Icon Pylon: (Options A and B)[c,d,e] Double Faced LED, Digital Display and Changeable Message	1	88 feet	65 feet	The supporting pylon width will be 10 to 25 feet. The 20-foot-high and 60-foot-long LED digital display board with Changeable Message Display and Color Changing Illumination will be attached to sign panels or a sign frame that will be a maximum of 25 feet high and 62 feet wide. The top of the reader board will be located no higher than 88 feet above measured I-405 Freeway elevation. Height is measured from the elevation of I-405 Freeway immediately adjacent to the sign location. Off-site advertising would be permitted subject to obtaining necessary approvals.	500 cd/m^2	—
Freeway Icon Pylon (Options A and B)[c,d,e] Static or Double-Faced LED, Digital Display and Changeable Message	1	88 feet	48 feet	The base width will be 10 feet to 25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. The sign face will be 14 feet by 48 feet LED digital or static billboard display attached to the pylon. Height is measured from the elevation of the I-405 Freeway immediately adjacent to the sign location. Off-site advertising would be permitted subject to obtaining necessary approvals.	500 cd/m^2	500 cd/m^2
Option A (Additional 2 signs, for a total of 4 signs)						
Freeway Icon Pylon[c,d,e] Static	2	88 feet	25 feet	The base width will be 10–25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. Up to 6 double-sided tenant signs. Tenant signs may be 6 feet by 20 feet each. PA3 Center ID may be placed on pylon. Height is measured from the elevation of I-405 Freeway immediately adjacent to the sign location.	—	500 cd/m^2
Option B (Additional 1 sign, for a total of 3 signs)						
Freeway Icon Pylon[c,d,e] Static or Double-Faced LED, Digital Display and Changeable Message Allowed	1	88 feet	48 feet	The base width will be 10 feet to 25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. The sign face will be 14 feet by 48 feet LED digital or static billboard display attached to the pylon. Height is measured from the elevation of the I-405 Freeway immediately adjacent to the sign location.	500 cd/m^2	500 cd/m^2
Option C (Total of 4 signs)						

TABLE 6.4
SIGN STANDARDS

Sign Type[a]	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance[b,i,j]	
		Height	Width		Digital	Static
Freeway Icon Pylon[c,d,e] Double-Faced LED, Digital Display and Changeable Message	2	88 feet (above grade)	70 feet	The supporting pylon width would be 10 to 25 feet. The size of the digital display would comply with applicable State law (currently 20 feet high and 60 feet long). The 20-foot-high x 60-foot-long LED digital display board with changeable message display and color changing illumination may be surrounded by an architectural frame no more than 10 feet to the outer dimensions of the 20-foot x 60-foot LED display face. Off-site advertising would be permitted subject to obtaining necessary approvals. Signage would rotate messages at maximum allowed by the Outdoor Advertising Act. The digital display pylon structure may contain up to six double-sided tenant signs, each 6 feet x 20 feet.	500 cd/m^2	—
Freeway Icon Pylon[c,d,e] Double Faced LED, Static, Digital Display and Changeable Message	2	88 feet (above grade)	70 feet	The supporting pylon width would be 10 to 25 feet. The size of the static digital display would comply with applicable State law (currently 20 feet high and 60 feet long). The 20-foot-high x 60-foot-long LED static digital display board with changeable message display and color changing illumination may be surrounded by an architectural frame no more than 10 feet to the outer dimensions of the 20-foot x 60-foot LED display face. Off-site advertising would be permitted subject to obtaining necessary approvals. Signage would rotate messages at maximum allowed by the Outdoor Advertising Act. The speed of rotation of static digital displays is slowed to comply with State law. The static digital display pylon structure may contain up to six double-sided tenant signs, each 6 feet x 20 feet.	—	500 cd/m^2
Project Name ID	4 – PA2	15 feet	45 feet	The design, size, and location of the sign shall be determined by the Developer/Applicant(s) in the comprehensive sign program at a later date.[b,k]	—	500 cd/m^2
Project Name ID	3 – PA1 and PA3	15 feet	45 feet	The design, size, and location of the sign shall be determined by the Developer/Applicant(s) in the comprehensive sign program at a later date.	—	500 cd/m^2
Entry Monument	Up to 3 permitted — 1 at Lenardo Drive & Main St, 1 at Del Amo Blvd & Stamps Drive, and 1 at Lenardo Drive & Avalon Blvd	38 feet	15 feet	The entry monuments are to provide identity signage for the Specific Plan as a whole and for the developments on each Planning Area. The design, size, and location of the signs shall be determined by the City in one or more Comprehensive Sign Programs submitted by an Applicant at a later date.	—	500 cd/m^2
North Del Amo Entry Element	2 – DD3	8 feet	12 feet	If the signage serves residential development, the sign dimensions shall be no greater than 6 feet high by 8 feet wide. Height is measured from the finished pad.	—	500 cd/m^2

TABLE 6.4
SIGN STANDARDS

Sign Type[a]	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance[b,i,j]	
		Height	Width		Digital	Static
Parking Garage Signage and Commercial – Elevated Podium Wall Signage	Multiple – PA2	30 feet	300 feet	The multiple letter and graphic signs for tenant names, and static billboard display shall be allowed on parking garage and commercial – elevated podium wall area facing Freeway, Lenardo Drive, and site parking fields with 60 percent maximum wall coverage.	—	500 cd/m^2
Wall-Mounted Project ID Exterior[f,g]	2 – PA2 2 – PA2 7 – PA3~~(a)~~ ~~Multiple – PA3(b)~~	12 feet 8 feet 5 feet ~~TBD~~	330 feet 230 feet 8 feet ~~TBD~~	Individual illuminated sign letters located on building walls.	—	500 cd/m^2
Plaza Project ID Exterior (Entry SW and NW corners)	2 – PA2	10 feet	12 or 24 feet	Individual illuminated sign letters. 2 to 4 letters each location at grade level exterior plaza.	—	500 cd/m^2
Wall Billboard Exterior	4 – PA2	20 feet	60 feet	Static billboards with external front illumination. Billboards allowed to extend above top of building wall. Billboards allowed to convert to digital LED display board in the future. No off-site advertising permitted.	500 cd/m^2	500 cd/m^2
Wall Billboard Exterior	2 – PA2	14 feet	48 feet	Static billboards with external front illumination. Billboards allowed to extend above top of building wall. No off-site advertising permitted.	—	500 cd/m^2
Roof Billboard Interior	8 – PA2	10 feet	34 feet	Static billboards with external front illumination. Billboards located on roof above top of building wall. No off-site advertising permitted.	—	500 cd/m^2
Wall Billboard Interior	1 – PA2	14 feet	48 feet	Static billboard with external front illumination. Billboard allowed to convert to digital LED display board in the future. No off-site advertising permitted.	500 cd/m^2	500 cd/m^2
Integrated Identity Architectural Wall Graphic[h]	6 – PA2	(2) 27 feet (1) 24 feet (1) 24 feet (1) 24 feet (1) 24 feet	330 feet 265 feet 235 feet 220 feet 105 feet	Painted Specific Plan ID Name integrated into architectural wall vertical fin design	—	—

TABLE 6.4
SIGN STANDARDS

Sign Type[a]	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance[b,i,j]	
		Height	Width		Digital	Static

NOTES:

cd/m^2 = candelas per square meter

A Comprehensive Sign Program was approved for PA2 on April 3, 2018, by City of Carson City Council Resolution No. 18-042 in association with certification of the 2018 SEIR.

The number, area, type and location of wall mounted business ID signs for Planning Areas 1 and 3 shall be determined through the approval of a comprehensive sign program and/or, if applicable, a Master Sign Program. As described in Chapter 7 of this ~~2021 Amendment~~Specific Plan, an increase in sign area and/or number of signs of not more than 10 percent and other than pylon signs, a relocation of sign location or an increase in sign height of not more than 10 percent is allowed with an Administrative Permit.

Except where noted for Freeway Icon Pylons set forth above, no off-site advertising shall be permitted.

a All free-standing signs may be double-sided. All digital LED signs may have color changing illumination.

b Prior to approval of any Development Plan or comprehensive sign program, a view analysis shall be conducted by sign owners and/or the CRA/City to determine the exact location of the freestanding freeway-oriented signs (i.e., pylon signs) to ensure maximum visibility and maximum usability of all these signs. The view analysis shall be submitted as part of an application package for City review and approval. Every effort shall be made to preserve the visibility of the freeway-oriented wall mounted signs for PA2.

c The Community Development Director (or a designee) shall also have the authority to select Option A, Option B, or Option C for the Freeway Icon Pylon Signs.

d Signage adjacent to a freeway will comply with applicable Caltrans standards and requirements, including the Outdoor Advertising Act.

e CRA is the owner of the Embankment Lot where all Billboard Signage shall be placed and thus, the CRA shall retain all rights to development of any signage upon the Embankment Lot, unless otherwise granted to developers of the Site pursuant to a Development Agreement approved by the City.

f Wall-mounted project ID exterior signs may project above top of building wall.

g Only one wall-mounted project ID exterior sign will be permitted for buildings in PA3~~(a) building~~, except where a building is shared by two tenants.

h Integrated Identity Graphics/Murals are not considered signage; they are considered as architectural features, which are excluded from permitted signage area.

i If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign at night, then the sign luminance shall be reduced to less than 300 cd/m2 at night.

j If any portion of the illuminated sign surface is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance shall be limited so that the light trespass illuminance is less than 0.74 foot-candles at said residential property line.

k The design, size, and location of the sign shall be guided by approved 2018 Comprehensive Sign Program for PA2.

W Francisco St
E Turmont St
Del Amo Blvd
Stamps Dr
405
Dominguez Channel
Avalon Blvd
BUILDING A
BUILDING B
BUILDING C
Lenardo Dr
Main St
Torrance Blvd
Jamison Ave
Margaret St
Shearer Ave
BUILDING D
BUILDING E
BUILDING F
Avalon Blvd Exit
W 212th St
Bolsa Ave
Dolores St
Neptune Ave
Grace Ave
Moneta Ave
213th St
Specific Plan Boundary (168 acres)
Planning Areas 1, 2, & 3 (157 acres)
Development District 3 Boundary (11 acres)
Torrance Lateral Drainage Channel
Integrated Identity Architectural Wall Graphic (informational only, not included in permitted sign area
Wall Mounted Project ID - Exterior
Wall Billboard - Exterior
Roof Billboard - Interior
Wall Billboard - Interior (may convert to LED)
Wall Billboard - Exterior (May Convert to LED)
1,000' Offset from residential uses to the north
Freeway Icon Pylon, Static
Freeway Icon Pylon, Double Faced LED, Digital Display and Changeable Message, PA2
Freeway Icon Pylon, Double Faced LED, Digital Display and Changeable Message
North Del Amo Entry Element
Project Name ID
Entry Monument
Plaza Project ID - Exterior
Due to scale of this image, Wall Mounted Project ID - Exterior notations not shown
Embankment Lot (5 acres)
1,000' Offset from residential uses to the west/southwest/south
N
0
1,000
Feet
Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

W Francisco St
E Turmont St
Del Amo Blvd
Stamps Dr
405
Dominguez Channel
Avalon Blvd
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
Lenardo Dr
Main St
Torrance Blvd
Jamison Ave
Margaret St
Shearer Ave
Bolsa Ave
Dolores St
Neptune Ave
Grace Ave
Avalon Blvd Exit
W 212th St
Moneta Ave
213th St
Specific Plan Boundary (168 acres)
Planning Areas 1, 2, & 3 (157 acres)
Development District 3 Boundary (11 acres)
Torrance Lateral Drainage Channel
Integrated Identity Architectural Wall Graphic (informational only, not included in permitted sign area
Wall Mounted Project ID - Exterior
Wall Billboard - Exterior
Roof Billboard - Interior
Wall Billboard - Interior (may convert to LED)
Wall Billboard - Exterior (May Convert to LED)
1,000' Offset from residential uses to the north
Freeway Icon Pylon, Static
Freeway Icon Pylon, Double Faced LED, Digital Display and Changeable Message, PA2
Freeway Icon Pylon, Double Faced LED, Digital Display and Changeable Message
North Del Amo Entry Element
Project Name ID
Entry Monument
Plaza Project ID - Exterior
Due to scale of this image, Wall Mounted Project ID - Exterior notations not shown
Embankment Lot (5 acres)
1,000' Offset from residential uses to the west/southwest/south
N
0
1,000
Feet
Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 6.11 Conceptual Sign ~~Locations~~Locations: Option A

W Francisco St
E Turmont St
Del Amo Blvd
Stamps Dr
405
Dominguez Channel
Avalon Blvd
BUILDING A
BUILDING B
BUILDING C
BUILDING D
BUILDING E
BUILDING F
Lenardo Dr
Main St
Torrance Blvd
Jamison Ave
Margaret St
Shearer Ave
Bolsa Ave
Dolores St
Neptune Ave
Grace Ave
Avalon Blvd Exit
W 212th St
213th St
Moneta Ave
Specific Plan Boundary (168 acres)
Planning Areas 1, 2, & 3 (157 acres)
Development District 3 Boundary (11 acres)
Torrance Lateral Drainage Channel
Integrated Identity Architectural Wall Graphic (informational only, not included in permitted sign area
Wall Mounted Project ID - Exterior
Wall Billboard - Exterior
Roof Billboard - Interior
Wall Billboard - Interior (may convert to LED)
Wall Billboard - Exterior (May Convert to LED)
1,000' Offset from residential uses to the north
Freeway Icon Pylon, Double Faced LED, Digital Display and Changeable Message, PA2
Freeway Icon Pylon, Double Faced LED, Digital Display and Changeable Message
North Del Amo Entry Element
Project Name ID
Entry Monument
Plaza Project ID - Exterior
Embankment Lot (5 acres)
Due to scale of this image, Wall Mounted Project ID - Exterior notations not shown
1,000' Offset from residential uses to the west/southwest/south
N
0
1,000
Feet
Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 6.12 Conceptual Sign ~~Locations~~Locations: Option B

W Francisco St
E Turmont St
Del Amo Blvd
Stamps Dr
405
Dominguez Channel
Avalon Blvd
BUILDING A
BUILDING B
BUILDING C
Lenardo Dr
Main St
Torrance Blvd
Jamison Ave
Margaret St
Shearer Ave
BUILDING D
BUILDING E
BUILDING F
Avalon Blvd Exit
Bolsa Ave
Dolores St
Neptune Ave
Grace Ave
W 212th St
Moneta Ave
213th St
Specific Plan Boundary (168 acres)
Planning Areas 1, 2, & 3 (157 acres)
Development District 3 Boundary (11 acres)
Torrance Lateral Drainage Channel
Integrated Identity Architectural Wall Graphic (informational only, not included in permitted sign area
Wall Mounted Project ID - Exterior
Wall Billboard - Exterior
Roof Billboard - Interior
Wall Billboard - Interior (may convert to LED)
Wall Billboard - Exterior (May Convert to LED)
Embankment Lot (5 acres)
1,000' Offset from residential uses to the north
Freeway Icon Pylon, Double Faced LED, Digital Display and Changeable Message
Freeway Icon Pylon, Double Faced LED, Digital Static Display and Changeable Message
North Del Amo Entry Element
Project Name ID
Entry Monument
Plaza Project ID - Exterior
1 Wall Mounted Project ID - Exterior sign assumed per proposed building
1,000' Offset from residential uses to the west/southwest/south
N
0
1,000
Feet
Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 6.13 Conceptual Sign ~~Locations~~Locations: Option C

~~6.7~~

6.7 Lighting

The lighting standards set forth herein are intended to establish a design framework to guide all future lighting improvements and meet specific lighting standards for each particular development application and type of use anticipated by the proposed development within each Planning Area. The standards herein define the scale, brightness, direction, and shielding for all lighting installations with respect to any project developed within the 157-Acre Site and are intended to restrict light intensity, minimize off-site impacts, prescribe light control methods, and limit light pole heights. Design of lighting is intended to provide comfortable spaces for people to walk around the 157-Acre Site and ensure the safety of residents, visitors, shoppers, and employees. A Lighting Palette Guideline, consisting of various lighting styles, is included in Appendix B, The District at South Bay Lighting Palette.

The lighting standards and the resulting lighting improvements and requirements contained herein are based on evaluation of the proposed lighting impact of the proposed developments and signage within the 157-Acre Site on the surrounding community (which are subject to further confirmation through a comprehensive sign program approved for each Planning Area prior to implementation). The lighting standards contained herein are based upon criteria and standard practices established by the Illuminating Engineering Society of North America (IESNA) for measurement and design of light sources, illuminated surfaces, and lighting systems.

All lighting proposed by any development within the 157-Acre Site must comply with the light requirements included in the California Green Building Standards (CALGreen) Code for light trespass illuminance and glare, which requires Building Lighting (defined as all exterior and interior lighting associated with the structure) to be less than 0.74 foot-candles (fc) if visible from a residential property, and limits glare from Building Lighting to less than 30:1 contrast ratio~~.~~, if visible from a residential property.

Generally, all light sources must be shielded to prevent direct view of high brightness light sources to adjacent off-site properties. The lighting standards contained herein provide for specific control of the direction of light so as to limit glare and any off-site view of glare. These controls are intended to limit the light distribution angle so that light is primarily directed down to the ground or up to a vertical surface. Special event lighting and construction lighting are exempt from these angular criteria if the light is focused to restrict any direct illumination upon adjacent residential properties.

To provide for safe illumination for vehicles and pedestrians traveling within the 157-Acre Site, pole-mounted lights will be required for roads and sidewalks. These pole-mounted lights should be placed in landscape/parkway strips instead of directly in the sidewalk pavement, when possible. To prevent direct view of these pole-mounted light sources located off-site and to reduce the overall brightness of the 157-Acre Site, the standards establish maximum heights for street and pedestrian lighting fixtures, maximum horizontal illuminance (foot-candles) at the ground level, and average to minimum uniformity ratios for light at the ground level. The lighting standards contained herein define special lighting criteria for parking areas to prevent direct view of lighting fixtures. The recommended criteria are summarized below as a table of measurable numerical criteria based on the various options for the allowed project development within the 157-Acre Site.

Lighting conditions, standards, and light level requirements are presented for the following: pedestrian sidewalks and walkways, perimeter and interior roadways, commercial exterior, office exterior, light industrial

exterior, residential exterior, at-grade parking, parking structures/parking under raised podiums, ~~Carson Country Mart/~~Publicly Accessible Private Open Space, and landscape illumination. Design performance standards are established for each of the above-mentioned components by the following issues and their listed measurable criteria:

- **Light level requirements:** Task illuminance (foot-candles)
- **Light control methods:** Glare/light distribution (luminaire photometrics)
- **Visibility:** Pole height limits (section diagram)
- **Design style or character:** Luminaire and pole characteristics, pattern of light, and color of light

Two sets of lighting plans are to be drawn, stamped, and signed by a licensed lighting consultant and submitted and approved by the Community Development Director prior to the issuance of any building permits, which shall be in accordance with the standards and requirements set forth herein.

6.7.1 Light Level Requirements

The residential, commercial/retail, light industrial, and publicly accessible private open space uses of the 157-Acre Site will include activities at night, which will require illumination for vehicular and pedestrian access, advertising, and on-site tasks or functions such as deliveries and truck loading, subject to the Mitigation Measures and Project Design Features set forth in the 2022 SEIR MMRP. Each of these activities has a defined light level standard (illuminance, measured in foot-candles) as well as unique color, brightness, pattern, and architectural features. Low-pressure and high-pressure sodium lamps will not be considered for design purposes within these standards. To provide for more aesthetically pleasing environmental conditions, the use of low-pressure and high-pressure sodium lamps is not permitted due to their low correlated color temperature, particularly less than 2,100 Kelvin.

Table 6.5, *Light Intensity Standards*, summarizes the light intensity levels recommended by the IESNA for safe operation of vehicles and pedestrian security as applied to the proposed development within the 157-Acre Site. Future lighting improvements should meet or exceed these minimum standards to provide adequate light for public access and safety. These standards are the recommended average maintained horizontal illuminance values for each specified use within the 157-Acre Site. As used below, “entrances” refers to entrance areas where lighting is required for entrance identification and “egress lighting” applies to areas where lighting is required for safe path of travel.

Pedestrian Sidewalks and Walkways

The lighting for pedestrian sidewalks and bikeways shall be to a level that increases pathway visibility and safety of pedestrians and bicyclists. Pedestrian-scale lighting should be provided along interior streets, as deemed appropriate by the Community Development Director.

TABLE 6.5
LIGHT INTENSITY STANDARDS

Specific Use/Area	Location of Foot-Candles	Foot-Candles (fc) Average	Uniform Ratio (min to max fc)
Sidewalks			
Residential	Pavement or in landscape	0.6	—
Commercial	Pavement	1.0	—
Perimeter and Interior Roadways			
On-site circulation roads	Pavement	1.0	5:1
Entrance roads	Pavement	2.0	5:1
Commercial Exterior			
Entrances	Doorway	5.0	—
Facade floodlighting	Building	3.0 to 15	—
Elevated podium building façade lighting	Building	3.0 to 15	—
Office Exterior			
Entrances	Doorway	3.0	—
Façade lighting	Building	3.0	—
Light Industrial Exterior			
Entrances	Doorway	0.5	—
Residential Roadways			
Roadway	Pavement	0.6	5:1
At-Grade Parking			
Parking	Parking Surface	1.0	15:1
Parking Structures/Parking Under Raised Podiums			
Parking	Parking Surface	5.0	10:1
~~**Carson Country Mart/**~~**Publicly Accessible Private Open Space**			
Restaurants, performance pavilion, dog park, beer garden, etc.		0.7	30:1
Landscape			
Tree up-lighting	Foliage	1.0	—

NOTE: Light Intensity Standards are minimum standards except where range is shown. Pursuant to CALGreen, Building Lighting at the property line is required to be less than 0.74 fc at adjacent residential property lines. Development must comply with CALGreen regulations for light trespass illuminance and glare, which includes limits to glare from Building Lighting to less that 30:1 contrast ratio. If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign at night, then the sign luminance shall be reduced to less than 300 cd/m^2 at night. If any portion of the illuminated sign surface is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance shall be limited so that the light trespass illuminance is less than 0.74 foot-candles at said residential property line.

Perimeter and Interior Roadways

The lighting for perimeter and interior roadways shall provide adequate illumination for safe and efficient vehicular travel and conform to the illumination standards of the American National Standards Institute (ANSI), IESNA. Roadway lighting fixtures shall comply with Backlight Uplight and Glare (BUG) requirements of CALGreen and shall either be equipped with glare shields or be of a full cutoff type reflector system.

Commercial Exterior

The lighting for the exterior of commercial/retail/restaurant buildings and spaces shall be safe and attractive to customers. This can be achieved mainly with entrance accent lighting and targeted façade floodlighting. "Entrances" and "Façade lighting," as listed in Table 6.5, refer to entrances of dense retail developments with heavy nighttime vehicular and pedestrian traffic.

Office Exterior

The lighting for the exterior of ancillary office spaces shall be to a level that provides security and egress. If the office use is part of a mixed-use building, then the commercial criteria can override the values shown in Table 6.5. "Entrances," as shown in Table 6.5, refers to entrances that are unoccupied at nighttime, requiring lighting for entrance identification. Egress lighting shall be provided at a level that provides security and safe egress.

Light Industrial Exterior

The lighting for the exterior of light industrial buildings and outdoor spaces within PA3~~(a)~~ shall be to a level that provides sufficient security and egress. Light industrial uses will be operational 24 hours per day, 7 days per week. To ensure that this activity does not negatively affect residential uses across the Torrance Lateral, light spillage from the light industrial facilities within PA3~~(a)~~, including lighting at loading docks, must comply with the Carson Municipal Code Section 9162.53, which requires that lighting be shielded and directed away from nearby residential properties and streets, as well as the CALGreen BUG and light trespass lighting standards, which limit glare are light trespass. Light fixtures that would be implemented within PA3~~(a)~~ in the light industrial areas are shown in Appendix B.

The Building Lighting within PA3~~(a)~~ must comply with the requirements of CALGreen, which stipulate the height and shielding of the lighting sources to limit glare visible from any adjacent residential use property.

Residential Exterior

The lighting for the exterior of residential buildings and outdoor spaces shall be to a level that provides security and safe egress. If part of a mixed-use building, then the commercial exterior criteria, as shown in Table 6.5, can be applied to residential uses instead.

At-Grade Parking

The lighting for at-grade parking lots shall be to a level that provides safe movement of vehicles and pedestrians, and the security and safety of customers and employees, as approved by the Los Angeles County Sheriff's Department. Lighting fixtures for parking lots shall be equipped with spill control and/or with full cutoff capability at light poles at property perimeter with no cut-off at parking field interior poles. Lighting

fixture standard height shall not be in excess of what is necessary to meet with recommended minimum illuminance levels identified in Table 6.5.

Parking Structures/Parking under Raised Podiums

The lighting for parking structures and parking under raised podiums shall be provided at a level that enhances pedestrian safety and visibility; however, lighting of off-street parking areas shall be directed away from nearby residential properties and streets to avoid creation of light trespass nuisances or impacts.

~~Carson Country Mart/Publicly Accessible Private Open Space~~

~~Lighting within the Carson Country Mart area shall comply with the Carson Municipal Code Section 9162.53, which requires that lighting be directed away from nearby residential properties and streets as well as shielded to limit light spillover, as well as the CALGreen Code, which requires that Building Lighting visible to nearby residential properties to be less than 0.74 foot-candles at the property line of such properties, and requires glare from Building Lighting to be less than a 30:1 contrast ratio at the property line of such residential properties.[19] In addition, all project signage within the Carson Country Mart shall comply with the mitigation measures set forth in the 2022 SEIR Mitigation Monitoring and Reporting Program (MMRP). Actual lighting and signage plans within PA3(b) have not yet been proposed and a technical lighting study will be required by the project Applicant prior to issuance of any building permits to ensure that proposed lighting within the Carson Country Mart complies with both the CALGreen requirements and the lighting/illuminance requirements contained herein. Actual compliance with applicable CALGreen light and glare thresholds and applicable mitigation measures/PDFs for PA3(b) must be confirmed by the City as part of its review and approval of a comprehensive sign program for the Carson Country Mart. Lighting within the Carson Country Mart will include light fixtures such as those included in Appendix B.~~

Landscape Illumination

In vertical landscape (i.e., palm and decorative trees with foliage), up-lighting illumination is encouraged.

~~6.7.2~~ 6.7.2 Light Control Methods

A. Glare/Light Distribution: Offensive or unattractive lighting results from excessive contrast, or glare. Glare conditions usually result from highly visible lamps (light bulbs) within landscape, streetlights, parking, security, or entertainment lighting. Proper design and selection of light fixtures, mounting heights, and placement will control the visibility and perceived brightness of light sources from outside or within the Specific Plan Area and, therefore, limit the perception of glare. The lighting standards establish criteria to control the light output, mounting height, and placement of fixtures to reduce glare.

B. All Parking and Roadway light poles from 12 to 40 feet high shall be in accordance with Section 5.106.8 of the CALGreen Code, which limits light fixture brightness adjacent to the property line of the Specific Plan Area.

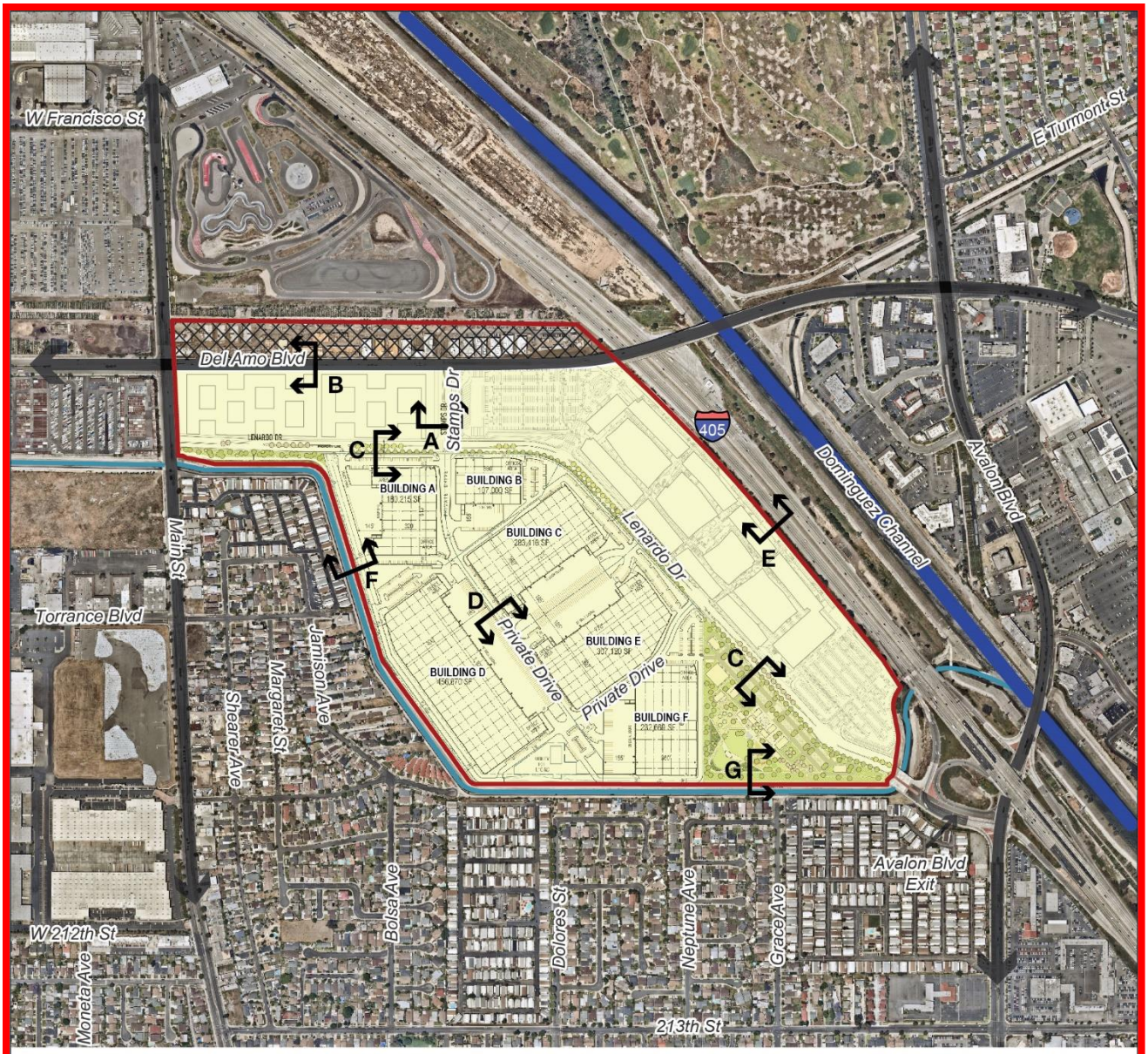
C. Pole Height Limits: Light pole height limits shall be as shown in **Figures 6.14, *Conceptual Site Lighting Exhibit Key Map*, through ~~6.21~~6.20, *Section ~~G~~F – ~~Carson Country Mart~~Light Industrial Buildings A and E Loading Dock Lighting***, which are required to prevent light trespass from the Specific Plan Area onto adjacent properties. These height restrictions will not eliminate complete visibility of the pole itself. Height restrictions in combination with the shielding and glare control restrictions will decrease visibility

[19] ~~This condition is only applicable where such lighting is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance (including Building Lighting).~~

of the high brightness lamps within the pole fixtures and will prevent stray light from extending over the property line of the Specific Plan Area. Lighting shall be constructed, shielded, and directed so that adjacent residences are not impacted by light or glare coming from the Specific Plan Area.

6.7.3 Site Lighting Exhibits

Lighting design exhibits as shown on Figures 6.14 through ~~6.21~~6.20 demonstrate conceptual lighting design for each area with intended pole locations and heights, and luminaire head orientations. Location of streetlights is subject to the approval of the City Engineer and the Community Development Director and may be placed in either the landscape/parkways or the medians.



Specific Plan Boundary (168 acres)

Planning Areas 1, 2, & 3 (157 acres)

Development District 3 Boundary (11 acres)

Torrance Lateral Drainage Canal

A. Del Amo Entrance
B. Del Amo Boulevard
C. Typical Lenardo Drive
D. Typical Private Drive
E. Freeway Edge (I-405 Freeway/Commercial Interface)
F. Typical Residential/Industrial Loading Dock Interface
G. Typical Residential/Carson Country Mart Interface

N

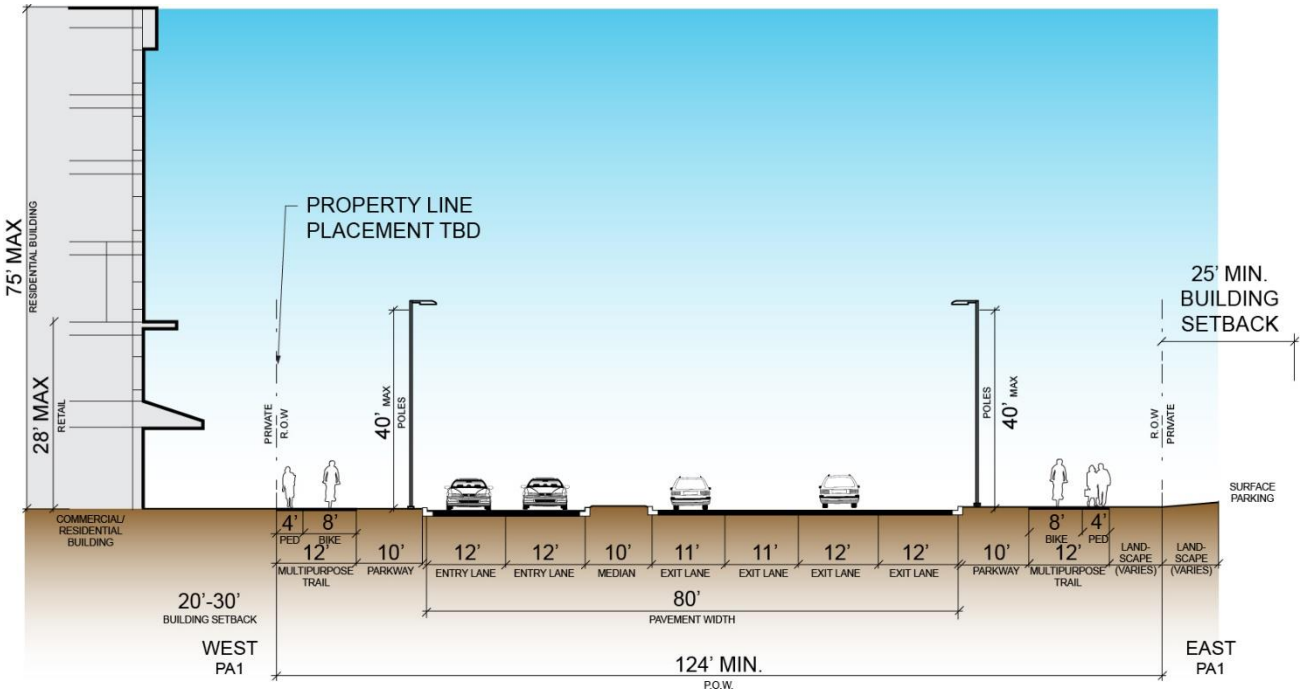
0 1,000
Feet

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

~~SOURCE~~

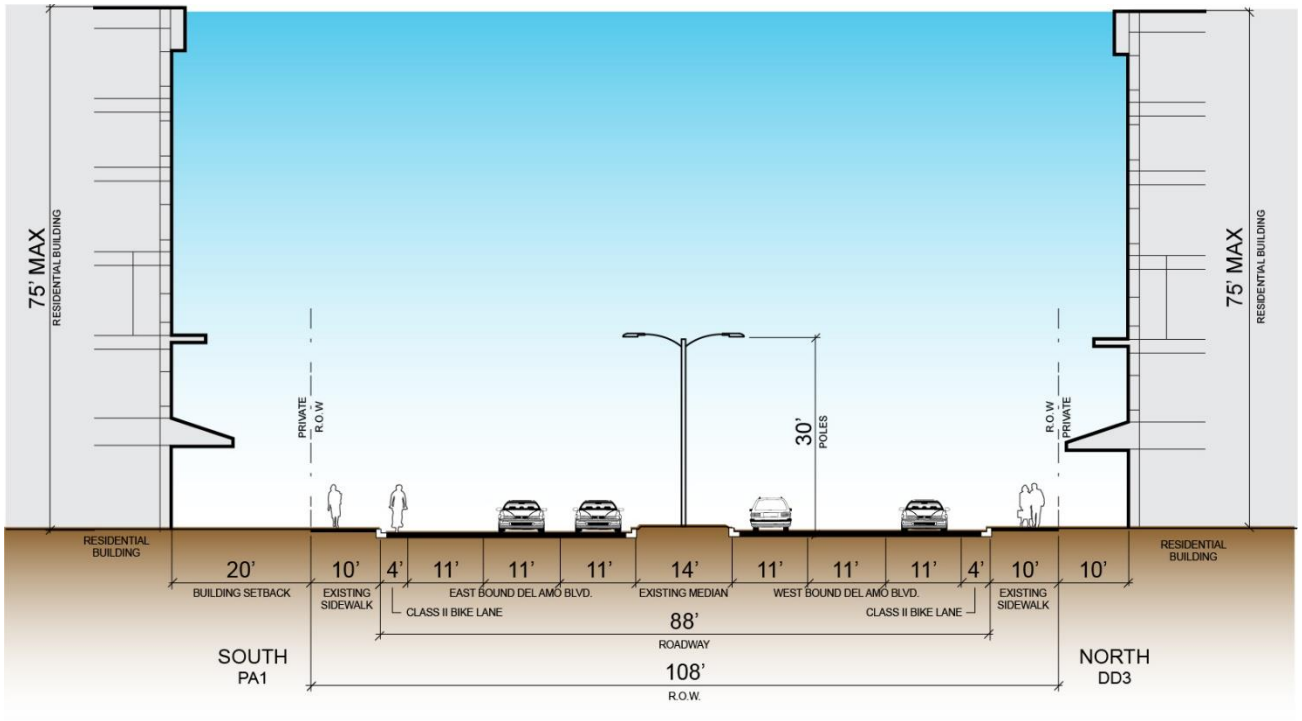
SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure 6.14 Conceptual Site Lighting Exhibit Key Map



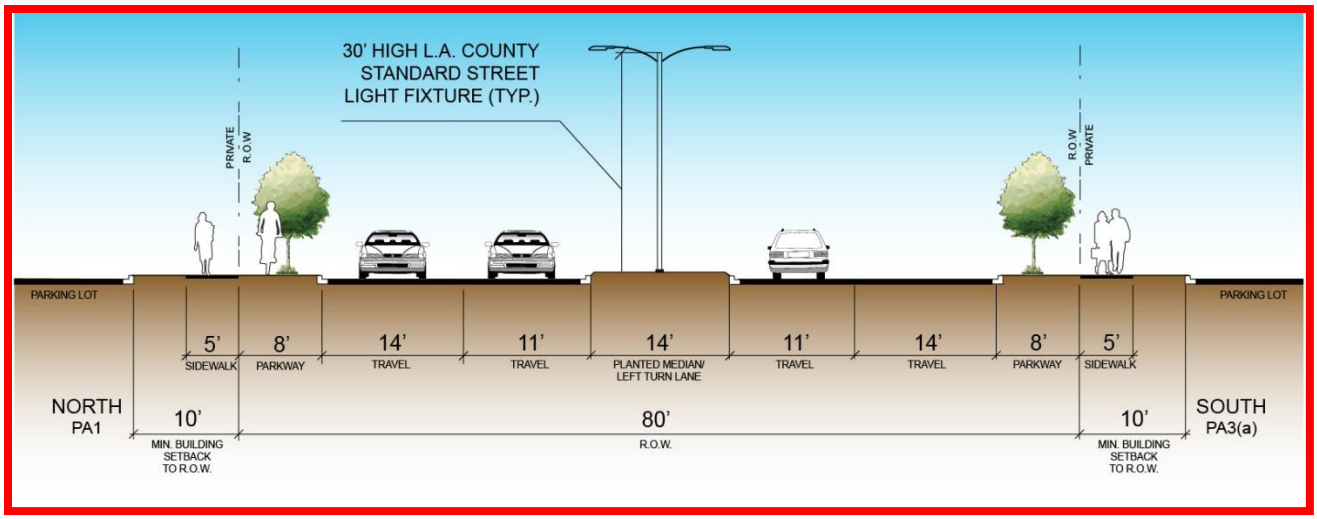
~~SOURCE: RE | Solutions LLC 2017~~
SOURCES: RGA, AO 2026

Figure 6.15 Section A – Del Amo Entrance along Stamps Drive Lighting

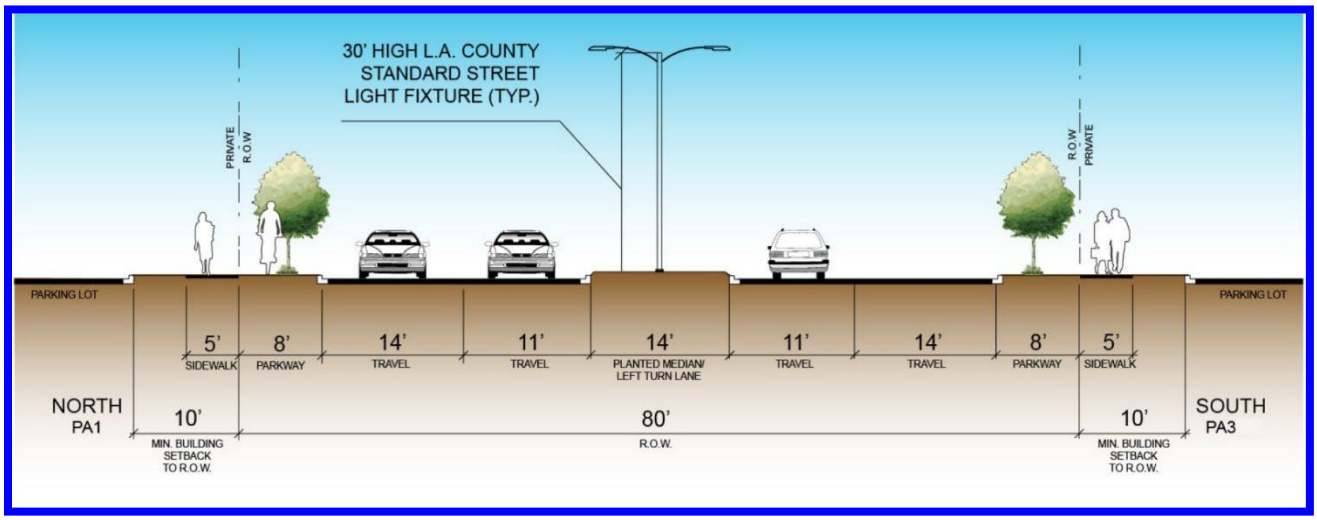


~~SOURCE: RE | Solutions LLC 2017~~
SOURCES: RGA, AO 2026

Figure 6.16 Section B – Del Amo Boulevard Lighting

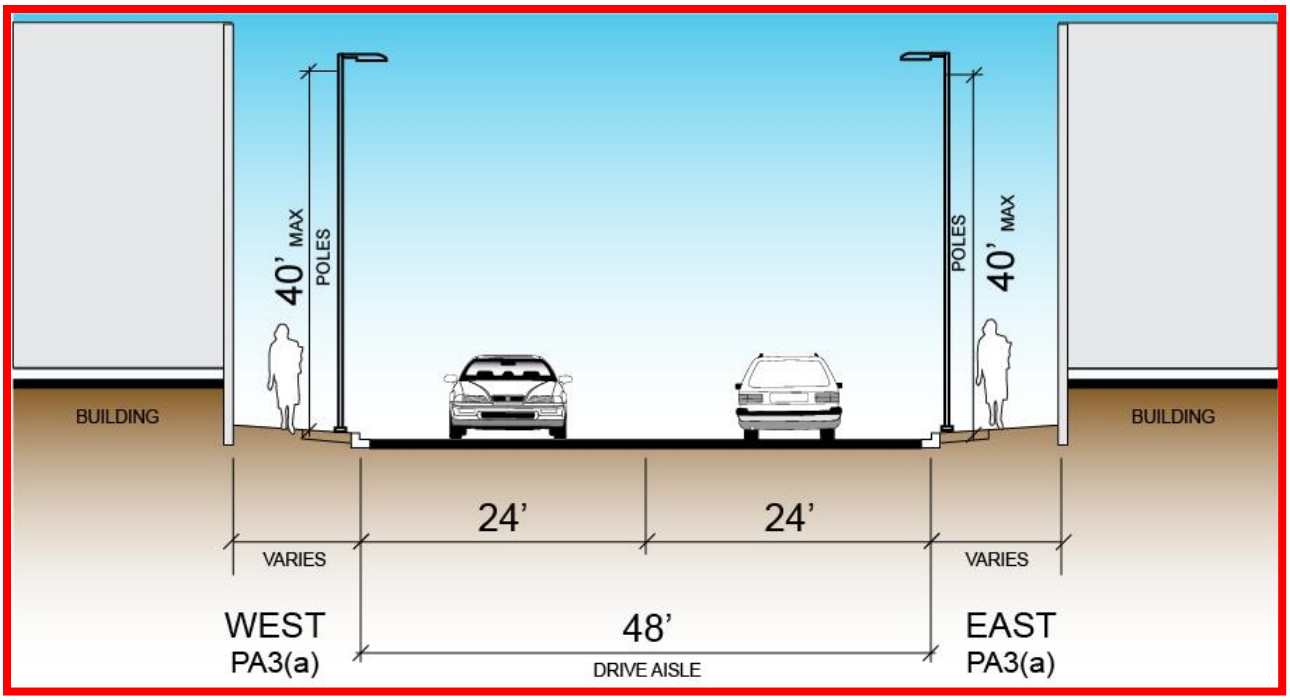


~~SOURCE: RE | Solutions LLC 2017~~

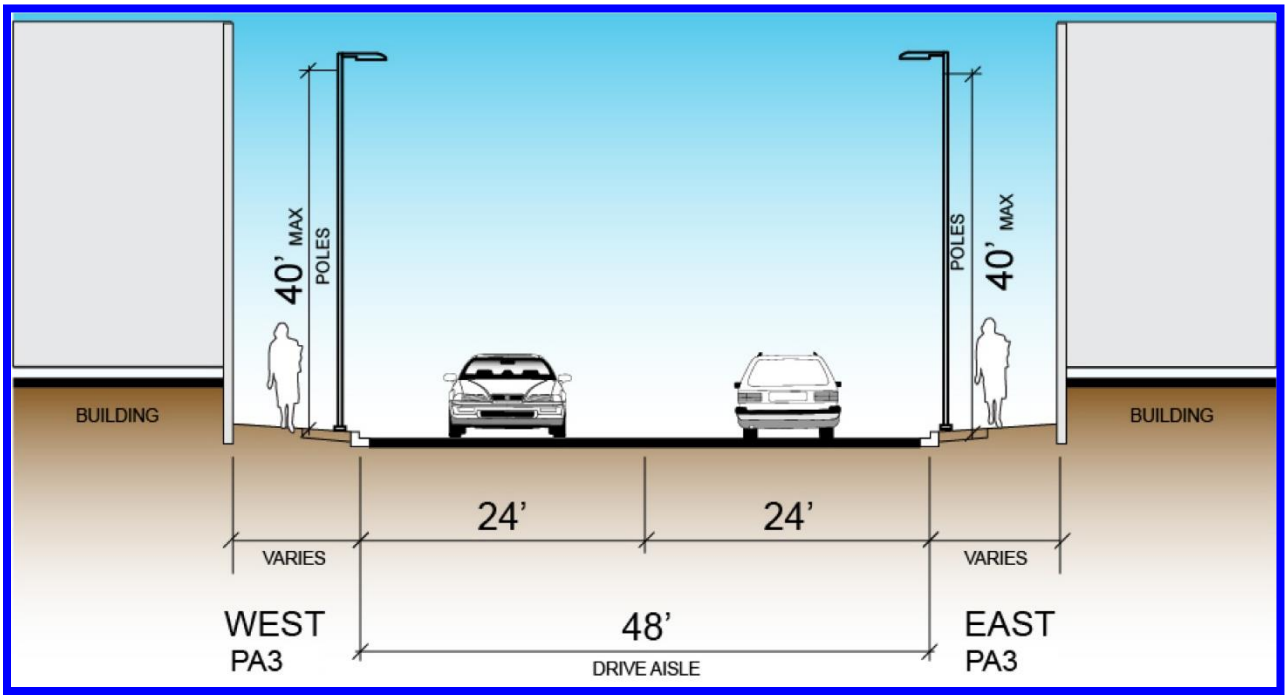


SOURCES: RGA, AO 2026

Figure 6.17 Section C – Typical Lenardo Drive ~~Lighting~~Lighting

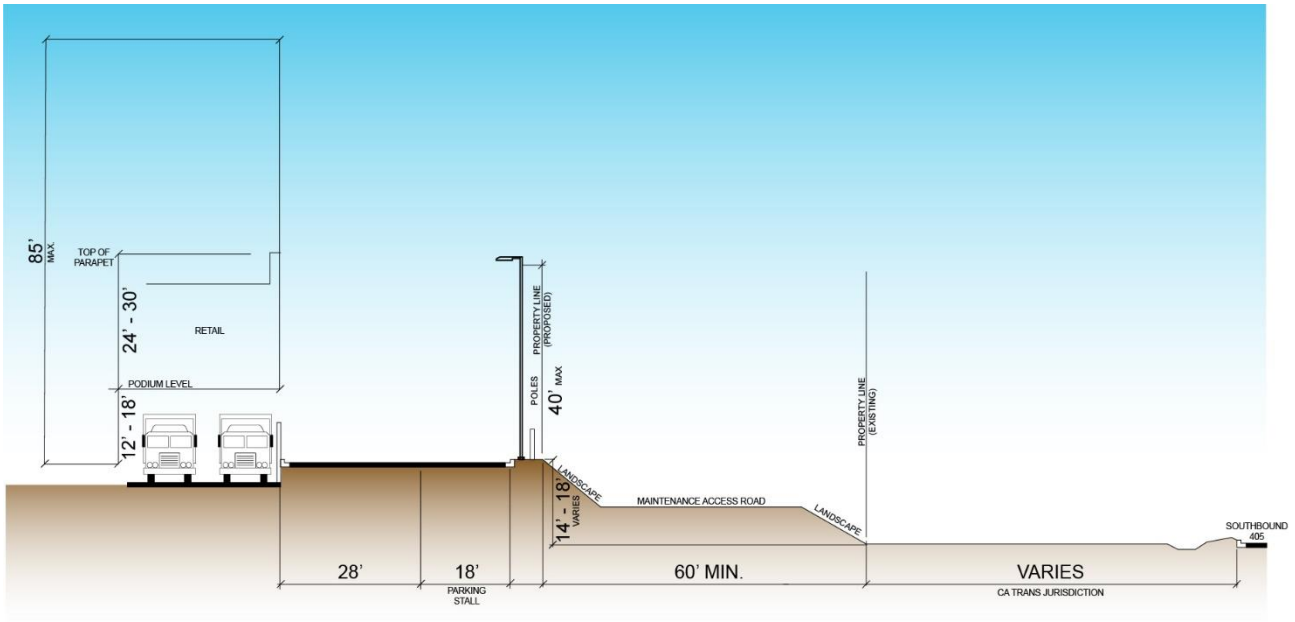


~~SOURCE: RE | Solutions LLC 2017~~



SOURCES: RGA, AO 2026

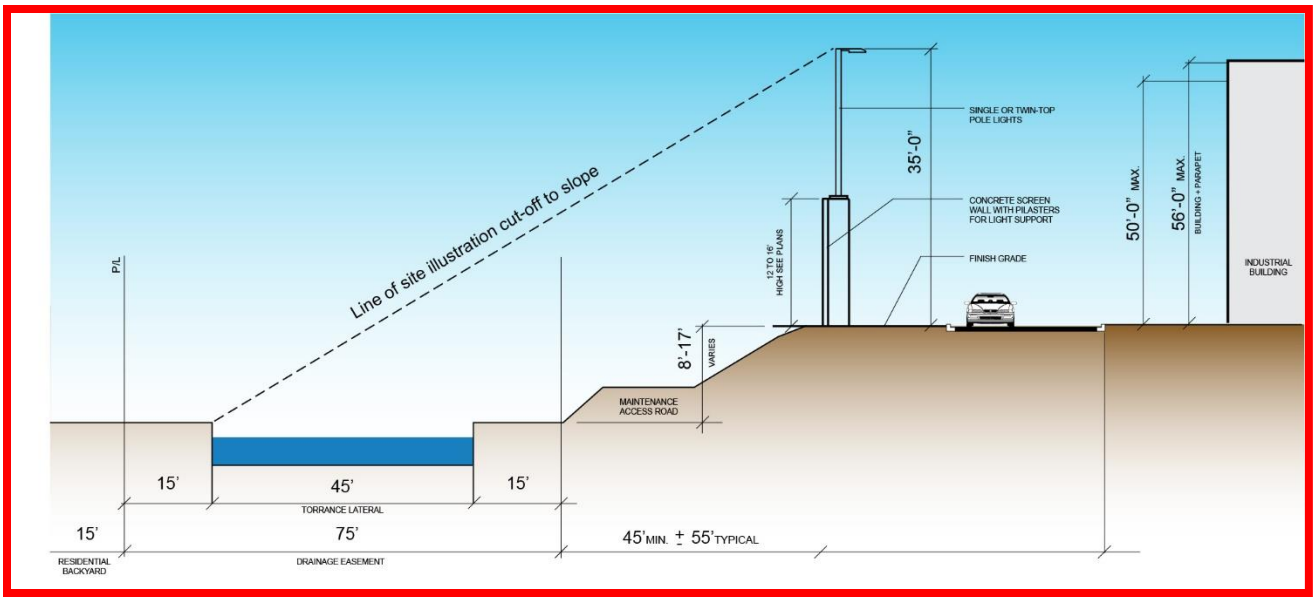
Figure 6.18 Section D – Private Drive ~~Lighting~~Lighting



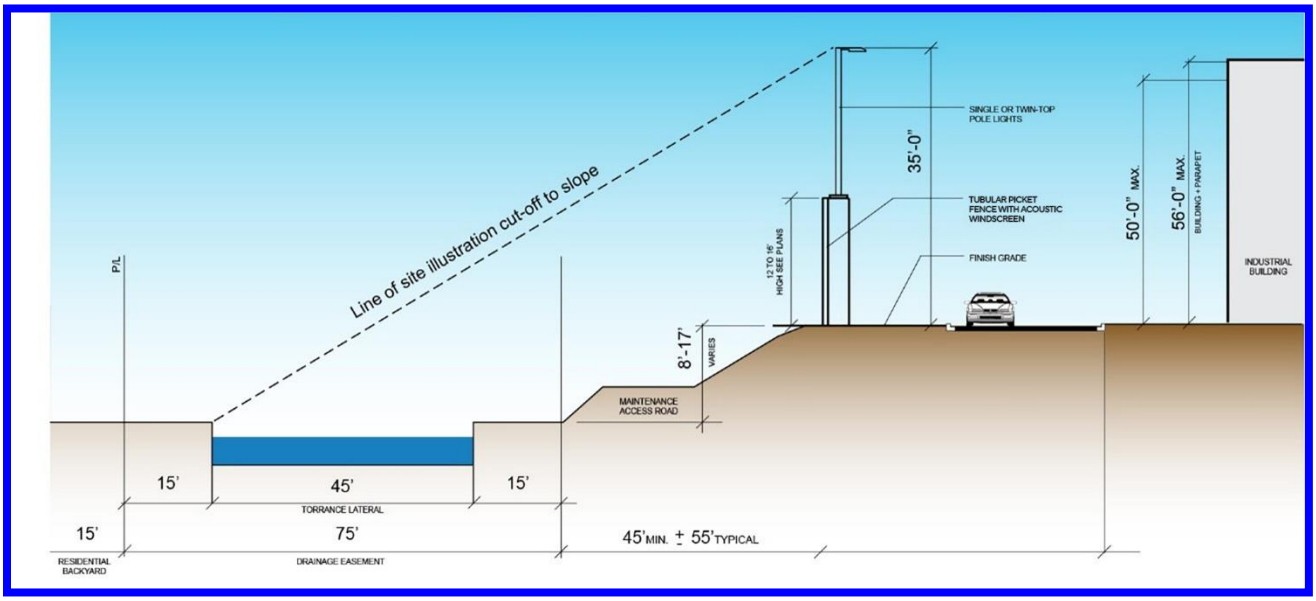
~~SOURCE: RE | Solutions LLC 2017~~

SOURCES: RGA, AO 2026

Figure 6.19 Section E – Freeway Edge (I-405/Specific Plan Area Interface) Lighting

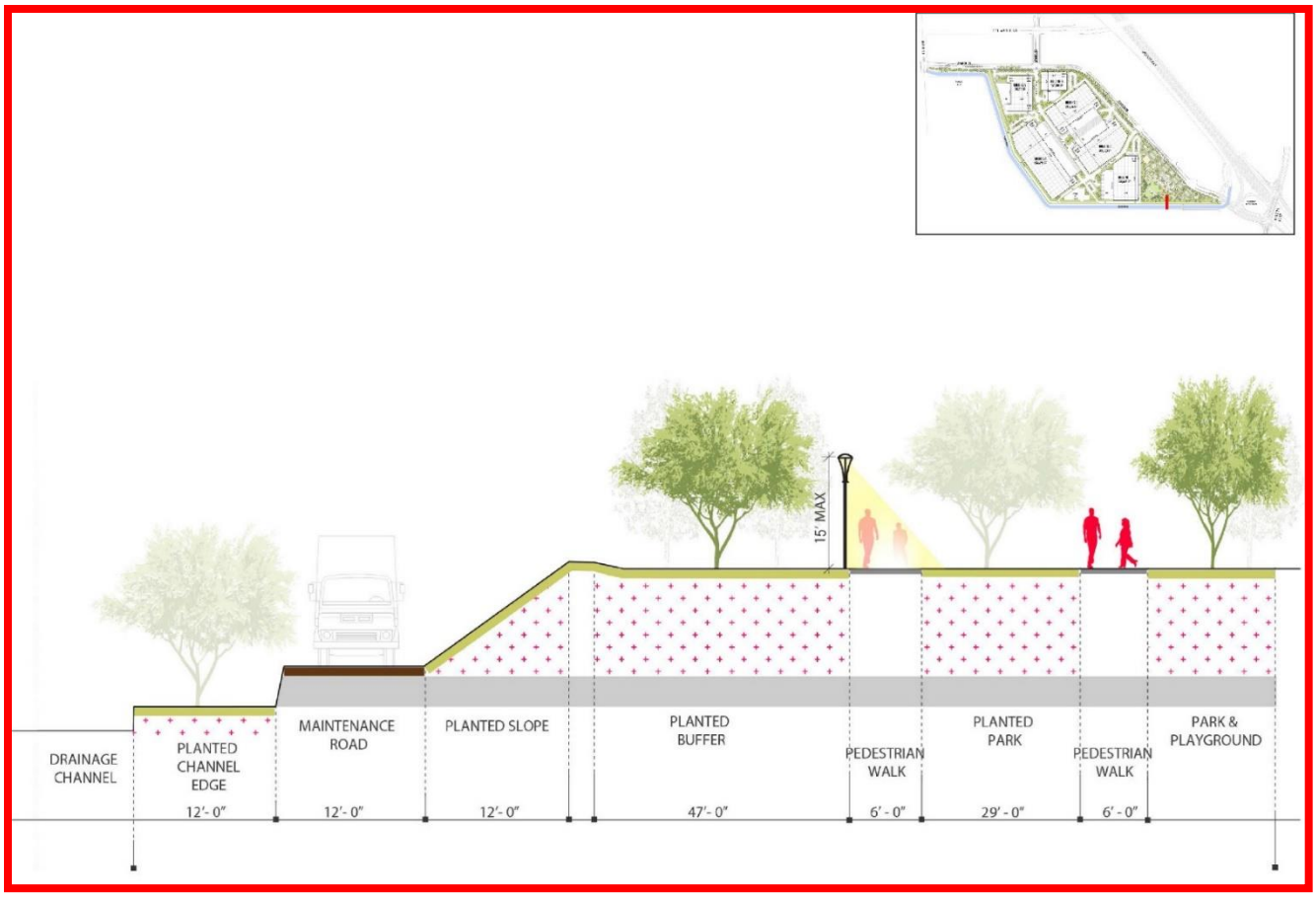


~~SOURCE: RE | Solutions LLC 2017~~



SOURCES: RGA, AO 2026

Figure 6.20 Section F & G – Light Industrial Buildings A and ~~F~~E Loading Dock Lighting



~~SOURCE: OJB, OU 2021~~

~~Figure 6.21 Section G – Carson Country Mart Lighting~~

6.8 Drive-through, Service, Trash, and Utility Areas

A. Stacking lanes for any drive-through food service windows shall accommodate a minimum of eight vehicles.

B. Stacking lanes for drive-through restaurants shall be visually screened and shall be situated so as to not ıck any other drive aisle or parking spaces. Stacking lanes may be screened with a combination of ıamental fences, vegetation, and/or decorative walls.

C ive-through restaurants should be adjacent to the sidewalk and/or open space and should have lestrian access from the sidewalk for convenience. ~~to create a sense of place.~~ However, restaurants ıould be primarily adjacent to and/or screened by planting areas to conform with the park-like environment.

D. Service, maintenance, storage, and trash areas shall be located in discreet places to the extent feasible while still allowing convenient access for each tenant, and screened with landscaping from adjacent public rights-of-way, public plazas, pedestrian corridors, and building façades.

E. Except as set forth in Section 6.8.C and D, all trash and garbage bins shall be stored in an enclosure and designed to architecturally integrate within the overall design theme of the development. Except as set forth in Section 6.8.C, all exterior trash enclosures shall include a solid roof or canopy.

F. Trash enclosures located in obscured areas such as behind buildings or adjacent to loading areas shall also be screened from view, but the design of the enclosure shall consist of solid fencing only—landscaping and decorative treatments are not required in these areas. At the discretion of the Community Development Director, screening or gates may not be required for trash areas not visible from public streets or pedestrian areas.

G. Trash enclosures shall be constructed of substantial building materials used in the design of the building(s). Gates shall be constructed of durable building materials that screen a minimum of 80 percent of the view of the trash enclosure. Wood or chain-link gates are not permitted.

H. Trash enclosures shall be located on a 4-inch concrete pad screened by a 6-foot-high decorative wall clad with stucco, brick, or with a material that is compatible with the architectural design of the adjacent building. Enclosures shall incorporate an opaque decorative gate, a screened pedestrian access door, and exterior enclosures should have a decorative solid roof or canopy to provide visual screening.

I. Trash enclosure design shall be approved by the Community Development Director prior to issuance of any building permit(s).

J. When nonresidential buildings are to be constructed adjacent to existing residential uses, loading and delivery shall be planned to occur on the side of the building, away from residences when feasible. Loading and delivery areas shall not be located in a required setback area, with odors to be mitigated by walls and/or setback areas where feasible.

K. Service areas, enclosures, and loading docks shall be designed so that they are not directly visible from a public street or shall be appropriately screened. Screening shall be achieved through a combination of building design, walls, landscaping, and/or siting of outdoor storage areas. Screening shall match the design of the building and the overall landscape design theme of the development.

L. Truck loading docks for each building adjacent to the Torrance Lateral shall be screened from surrounding residents through the use of landscaping and/or sound walls.

M. Truck maneuvering/circulation areas adjacent to residential properties shall be designated to prohibit trucks from parking and idling in these locations, except in approved loading spaces or docks.

N. Outdoor storage enclosures in light industrial areas shall be screened from public view.

6.9 Access and Deliveries

A. All development within the 157-Acre Site shall be accessible via public roads, private roads or access easements.

B. Short-term parking for delivery of mail, small shipments and other pick-ups/deliveries shall be provided so as not to impede overall circulation.

C. Site circulation and access shall allow for and facilitate emergency access to the site and all buildings within the 157-Acre Site.

6.10 Artistic Features

Artwork is an instrumental feature of this ~~2021 Amendment~~Specific Plan that is intended to create a connection between the public and the Specific Plan Area. Artistic features make spaces more interesting, help to distinguish one place from another by creating landmarks that are easily recognizable, and create a

unique shopping, working, and living environments. Artistic features also make public spaces more welcoming. Unless otherwise provided by a Development Agreement entered into by the City with any applicant/developer for any Planning Area or by ordinance approved by the City for any Planning Area or portion thereof, the following artistic feature requirements and guidelines shall apply to all construction within the Specific Plan Area, as further described below:

6.10.1 Artistic Feature Requirements

A. Artistic features within the Specific Plan Area shall be provided for the following:

   1. New development having total project costs of $300,000 or more, as determined by the City's valuation of building permits issued for the development;

   2. Expansion of existing buildings or remodeling of existing buildings when any such work has a building permit valuation of $300,000 or more.

B. The artistic features provided within each Planning Area shall have a value equal to 0.5 percent of the total building costs (as determined by the City's reasonably estimations for building permit valuations), excluding any purchase price for the land, site development (i.e., all site development below the foundation layer/foundation slab; all costs of the foundation slab, BPS improvements, and additional costs required for development above the subsurface layer of the site shall be included in the measurement of the building costs; all other site development shall be excluded from the calculation), off-site requirements, and remediation costs. The value of the artwork shall include the art piece itself and the cost of installation.

C. Artistic features shall be installed concurrently with the construction of each building that triggers the artistic features requirement; or the value of the required artistic features for each building can be consolidated, or banked, and applied to the provision of larger installations that serve multiple buildings.

D. The artistic features requirements shall not apply to reconstruction of structures that have been damaged by fire, flood, wind, earthquake, or other calamity.

6.10.2 General Provisions

A. Artwork siting and its visibility are important design considerations. The artistic features shall be easily visible to the general public and be located in areas specifically designated on the approved building plans. Appropriate locations may include entryways, entry signage, publicly accessible private open space, parks, plazas, pathways, and building exteriors.

B. Installation of the artistic features shall be planned and implemented allow for unobstructed public viewing from as many angles as possible.

C. The artistic features shall be constructed of permanent materials with a high level of durability and weather resistance and requiring a low level of maintenance.

D. The continued maintenance of the artistic features in the Specific Plan Area shall be the responsibility of the applicable Planning Area developer (and its successors/assigns). Stolen or vandalized art must be replaced or repaired as close as possible to its original form.

E. The artistic features must be designed by artists with experience and knowledge of monumental-scale artwork.

F. All forms of original visual art are encouraged, including but not limited to:

   1. Painting of all media, such as portable and permanently affixed works such as murals;

2. Sculptures, which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, architectural, etc. in any material or combination of materials;
3. Other visual media including but not limited to: prints, drawings, stained glass, artistic lighting, mosaics, photography, clay, wood, metals, paving, plant materials, plastics, or other durable and weather-resistant materials.

G. A wide range of style, materials, and types of artworks is encouraged to assure a balanced and interesting collection.

H. Artwork shall be constructed in a size proportional to the scale of the development.

I. Artwork shall be an integral part of the landscaping and/or architecture of building development within any Planning Area.

J. Exterior artistic features should be adequately lit to be clearly visible from sidewalks during evening hours. Interior artworks should be adequately lit during all hours of public access.

K. Artworks shall be a permanent part of any development within any Planning Area and must remain in place for the life of the development. If any development within the Specific Plan Area is rebuilt or remodeled, the required art shall be re-created according to this Section of the Specific Plan.

When property within the Specific Plan Area is transferred to new owners, they shall be informed of their responsibility to maintain the artwork and surrounding landscaping and lighting and of their inability to remove any existing artwork without written City approval.

6.11 Noise

Noise sources in the proximity of the Specific Plan Area include roadway noise from the San Diego Freeway (I-405 Freeway) and local roadways such as Main Street, which are located east and west of the Specific Plan Area, respectively. Del Amo Boulevard is also a predominant noise source. Traffic on the Harbor Freeway (I-110 Freeway) and Avalon Boulevard also contribute to noise levels at within the Specific Plan Area, although to a lesser degree due to the effect of distance, intervening buildings and topography. Other community noise sources include noise from commercial uses, industrial uses, and residential uses. Refer to the Project Characteristics detailed in the 2021 Draft SEIR. Refer also to 2022 SEIR Mitigation Monitoring and Reporting Program (MMRP) for all Mitigation Measures (MMs) and Project Design Features (PDFs) required under the 2022 SEIR, which shall apply to all development within PA1, PA2, and PA3.

6.11.1 General Provisions

A. Where residential uses on or off-site are potentially exposed to interior or exterior noise levels greater than those permitted herein or otherwise by CMC Article V, Chapter 5, certification from a licensed acoustical engineer shall be obtained prior to issuance of a building permit to document attenuation to the applicable maximum levels. The exterior standards shall be measured at the closer of the property line of any applicable project within the Specific Plan Area or of the nearest noise sensitive use such as a patio, yard, or landscaped open space.

B. Any loudspeakers associated with the drive-through lanes shall be operated in compliance with the City's Noise Ordinance.

C. No drive-through service shall be permitted within 300 feet of a residential area unless a sound study determines that the noise impacts to the residential areas have been mitigated to an acceptable level as reasonably determined by the Community Development Director.

D. No noise generating compressors, or other such equipment shall be placed on or near the property line adjoining any residential district or any property used for residential use.

E. Commercial uses shall be designed and operated, and hours of operation limited, where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic, trash collection, routine deliveries.

F. Prior to issuance of building permits for any residential development, the project Applicant shall submit a detailed acoustical study demonstrating that all structures will meet applicable City interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.

   1. The study shall be prepared by a City-approved acoustical expert, to the satisfaction of the Community Development Director.

   2. The study shall document projected ultimate noise exposure for residential space and shall demonstrate that design plans have incorporated adequate sound attenuation measures to achieve the applicable noise standards.

G. Noise mitigation and proper design may include but shall not be limited to building orientation, sound walls, double- or extra-strength windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed in order to achieve the required level, means shall be provided for ventilation/cooling to provide a habitable environment.[~~20~~16]

H. All light industrial loading dock areas will include concrete block walls and gated access for security and noise attenuation purposes. Such security walls will be between approximate 12 to 16 feet tall to buffer noise-sensitive uses from industrial loading dock areas.

I. Any emergency generators for Buildings A and D within PA3~~(a)~~ shall be located at the eastern side of their respective buildings.

J. ~~The Carson Country Mart shall include vegetation and 4- to 5-foot-high vegetated berms along the western and southern boundaries to provide a natural noise barrier to shield residents to the south of the Specific Plan Area~~Intentionally omitted.

K. ~~Hours of operation for all uses within PA3(b) will be limited to 6 a.m. to 11 p.m~~Intentionally omitted.

L. Construction activity within PA2 and PA3 shall be exempt from the noise limitations imposed under the County of Los Angeles Noise Ordinance, as incorporated into the Carson Municipal Code. Specifically, noise limits set forth in Los Angeles County Code Section 12.08.440 (as amended by Carson Municipal Code Section 5502) and the corresponding penalties in Carson Municipal Code Section 5503 shall not apply within PA2 or PA3. Construction noise levels may be permitted within PA2 and PA3 up to the projected noise levels evaluated in the 2022 SEIR without need for a construction noise variance as required by County Municipal Code Section 12.08.580 (as further amended by Carson Municipal Code Section 5502).

6.12 Energy Conservation

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Energy Code Title 24, Part 6), referred to as the Title 24 standards, and the CALGreen Code (California Code of Regulations Title 24, Part 11) have codified many ways to reduce energy usage and preserve outdoor and indoor environmental quality. These regulations address lighting, building construction, and heating/cooling systems. Compliance with the California Building Energy Efficiency Standards and the CALGreen Code

[~~20~~16]The Specific Plan Area would be subject to the implementation of mitigation measures set forth in the 2022 SEIR Mitigation Monitoring and Reporting Program (MMRP).

would result in a reduction of energy usage for any given building or complex. Additional steps can be taken to further reduce the energy usage and reduce operating costs of a building or complex. Development within the Specific Plan Area will meet or exceed the requirements of Title 24 and CALGreen through measures that may include but are not limited to the following:

A. Use of light-colored roofing materials to reflect heat and reduce cooling requirements in residential and retail buildings. Energy Star–labeled roofing materials are encouraged.

B. Installation of Energy Star–labeled appliances (e.g., water heaters) to the greatest feasible extent. Solar, electric (efficiency rating of at least 0.92), or lower-nitrogen-oxide (as defined by the Air Quality Management District) gas-fired water heaters are strongly encouraged.

C. Installation of cool pavement is encouraged to the extent feasible and practicable.[21][17]

D. Participation in programs offered by or sponsored by local utilities.

E. Require food waste and recycling at special events. Before approving permits, require special events to prepare solid waste management plans to include food waste collection and recycling.[22][18],[23][19]

F. In both residential and nonresidential development, new construction shall facilitate the installation and use of EV chargers as set forth in the 2022 SEIR MMRP which shall apply to all development within PA1, PA2, and PA3.

G. Promote bicycling as a mode of transportation within the Specific Plan Area. Provide pedestrian, bicycle, and transit amenities in new developments. Comply with the Nonresidential Mandatory Measures of the CALGreen Code.[24][20]

H. Promote Tier 1, Tier 2, Green Building Ratings such as LEED, Build It Green/Green Point Rating System, or Energy Star–certified buildings.

I. Encourage and support on-site installation and use of renewable and alternative energy generation systems for residential, commercial, and light industrial uses, including solar power (i.e., photovoltaic and thermal). Energy storage, microgrids, geothermal, biomass, and fuel cells.[25][21],[26][22] All light industrial buildings shall implement a combination of sky lights and solar photovoltaic (PV) infrastructure such that a minimum of 25 percent of the rooftops will include solar PV arrays at buildout (applicable to uses in PA3~~(a)~~) as set forth in the 2022 SEIR MMRP which details all Mitigation Measures (MMs) and Project Design Features (PDFs) required under the 2022 SEIR that apply to all development within PA1, PA2, and PA3.

J. Promote water conservation through methods such as implementation of low-flow toilets, low-flow showerheads, low-flow fixtures and other water-saving appliances.

K. Reclaimed water shall be used for non-potable water needs, if feasible.

[21][17] Only applicable to PA1 and PA3.

[22][18] South Bay Cities Council of Governments, *Climate Action Plan, City of Carson*, 2017, https://ci.carson.ca.us/content/files/pdfs/planning/CAP.pdf.

[23][19] Only applicable to PA1 and PA3.

[24][20] Only applicable to PA1 and PA3; PA2 applicability is limited to the Title 24 efficiency standards effective at the time that construction began.

[25][21] South Bay Cities Council of Governments, *Climate Action Plan, City of Carson*, 2017, https://ci.carson.ca.us/content/files/pdfs/planning/CAP.pdf.

[26][22] Only applicable to PA1 and PA3.

L. Encourage tree planting that maximizes shading to reduce the urban heat island effect.[27][23],[28][24]

M. Encourage ridesharing and carpooling by requiring each light industrial tenant to have a designated coordinator to oversee a carpool match or other ride-share program for the facility.

6.13 Residential Unit Requirements

6.13.1 Private Storage Space

A. Private Storage Space. Residential units within the PA1 (and potentially PA2, with the approval of an Administrative Permit) developed at densities of 25 units per acre or less shall have at least 200 cubic feet of enclosed, weather-proofed, and lockable storage space for the sole use of the unit owner. Units within the Specific Plan Area developed at densities over 25 units per acre shall have at least 100 cubic feet of private storage space as described below:

1. Such space may be provided within individual storage lockers, cabinets, or closets, and may be split among two locations. Moreover, it is the intention of this standard to require space over and above what is normally associated with the day-to-day functioning of the unit, such as guest, linen, or clothes closets or food pantries that are customarily within the unit. Thus, while providing such private storage space within the limits of the unit is not precluded, it shall be over and above that which would otherwise be provided within the unit.

2. If such space is located within a common area within the Specific Plan Area, the residential association shall be responsible for the care and maintenance of the exterior surface of the space in order to ensure that the surface is maintained in a manner compatible with the architectural treatment of the development project. Regardless of the location, the precise architectural treatment of such space shall be approved by the Planning Division to ensure that such areas are safe, convenient, and unobtrusive to the functional and aesthetic qualities of the development project.

[27][23] South Bay Cities Council of Governments, *Climate Action Plan, City of Carson*, 2017, https://ci.carson.ca.us/content/files/pdfs/planning/CAP.pdf.

[28][24] Only applicable to PA1 and PA3.

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CHAPTER 7~~CHAPTER 7~~
Implementation

7.1 Review and Approval Process

Approvals for any development within The District at South Bay Specific Plan Area shall be subject to the review authority and review processes set forth in this section. Unless subject to site plan and design review as indicated in Section 7.1.6, *Site Plan and Design Review*, uses that are "automatically permitted uses" or marked as "P" in Table 6.1, *Permitted Uses*, ~~of this 2021 Amendment,~~ shall not require any discretionary approval under this ~~2021 Amendment. Uses that are "permitted under specific conditions" or marked as "PC" are permitted if they meet all criteria outlined in Table 6.1, as verified and approved by the Community Development Director, and do not require discretionary approval~~Specific Plan. Carson Municipal Code (CMC) Article IX, Chapter 1, and, as applicable, Chapter 1A, shall apply to matters not covered in this ~~2021 Amendment~~Specific Plan. If there is any conflict between the provisions of this ~~2021 Amendment~~Specific Plan and CMC Article IX, Chapter 1, and, as applicable, Chapter 1A, the provisions of this ~~2021 Amendment~~Specific Plan shall control. Unless otherwise set forth below, to be valid, any appeal must be filed with the City Clerk in accordance with the provisions of CMC Section 9173.4, attached as Appendix C, within 15 days of the decision upon which the appeal is made, and failure to timely file an appeal is a failure to exhaust administrative remedies. Except as set forth in this Chapter 7, all appeals shall be governed by the provisions of CMC Section 9173.4. All decisions shall automatically become final unless a valid appeal is timely received. Notice of public hearings shall be provided, and hearings held in accordance with the provisions of the CMC. All items appealed shall be heard at the next available Planning Commission meeting or City Council meeting, as applicable.

7.1.1 Subdivisions

Unless specifically provided for in this ~~2021 Amendment~~Specific Plan, the regulations set forth in CMC Article IX, Chapter 2 (Subdivision Regulations), shall apply to all Divisions of Land hereafter made of property within the Specific Plan Area. Any (a) lot merger or (b) minor lot line adjustment between two or more existing adjacent parcels, where the land taken from one parcel is added to an adjacent parcel, and where a greater number of parcels than originally existed is not thereby created, shall not be deemed to be a Division of Land pursuant to the Subdivision Regulations and shall instead be approved, consistent with the California Subdivision Map Act, Government Code Section 66400 et seq. (Subdivision Map Act), and a certificate of compliance may be issued upon the approval of such lot merger or lot line adjustment by the Community Development Director.

~~7.1.2~~ 7.1.2 Residential Condominiums

The regulations set forth in CMC Article IX, Chapter 3 (Standards and Criteria for Residential Condominiums), shall not apply to residential condominiums within this ~~2021 Amendment~~Specific Plan.

~~7.1.3~~ 7.1.3 Review Authority

This ~~2021 Amendment~~Specific Plan shall be administered by the City Council, the Planning Commission, and the Community Development Director (each a "Review Authority"). The authority of each Review Authority with respect to each discretionary action described in this Section 7.1 shall be as set forth in **Table 7.1, *Decision and Appeal Authority of Each Review Authority***.

TABLE 7.1
DECISION AND APPEAL AUTHORITY OF EACH REVIEW AUTHORITY

	Decision and Appeal Authority		
Type of Permit[a]	**Community Development Director**	**Planning Commission**	**City Council**
Specific Plan Amendment	Recommend	Recommend	Decision
Specific Plan Adjustment	Decision	Appeal	—
Administrative Permit	Decision	Appeal[c]	—
Site Plan and Design Review[b]	Recommend	Decision	Appeal
Conditional Use Permit	Recommend	Decision	Appeal
Uses Permitted with Specific Conditions	Decision	Appeal[c]	—

NOTES:

[a] When a site plan and design review, conditional use permit, administrative permit, or permit with specific conditions application is processed in conjunction with a Specific Plan Amendment, then notwithstanding this Table 7.1, the determination of the Review Authority and the process for consideration and approval may, at the discretion of the Community Development Director, be determined pursuant to Section 7.1.10, *Concurrent Entitlement Consideration with Specific Plan Amendment*.

[b] If the proposed new construction or modification has an estimated valuation of $250,000 or less, site plan and design review may be approved administratively by the Community Development Director (no public hearing), with right of appeal to the Planning Commission and then the City Council.

[c] The appeal may only be initiated by the applicable applicant.

7.1.4 Specific Plan Amendments

Amendments to this Specific Plan shall be processed in accordance with the applicable provisions of State law provided in California Government Code Section 65450 et seq. The procedure in CMC Section 9172.11 shall be followed for hearing, notice and decision of an amendment to the Specific Plan by the Planning Commission and City Council. Each request for amendment shall specify the sections or portions of the Specific Plan that are affected by the amendment. Consideration of a Specific Plan amendment may be initiated by the Planning Commission or the City Council or upon the written request of any person, consistent with CMC Section 9172.11.

The following changes to PA3~~(a)~~ vehicle and truck parking require a Specific Plan Amendment, pursuant to this Section:

a) An increase in the total number of vehicular and/or van parking spaces attributable to the warehouse/logistics based light industrial uses proposed throughout all of PA3~~(a)~~ (i.e., increase in total van/vehicle parking spaces for Buildings A-~~F~~E) by more than 10 percent. This limitation shall not apply to an increase in parking stalls for any office or other non-warehouse/logistics uses proposed at PA3~~(a)~~;

b) An increase in the total number of vehicular and/or van parking spaces attributable to the warehouse/logistics based light industrial uses by more than 10 percent within any individual PA3~~(a)~~ building or parcel. This limitation shall not apply to an increase in parking stalls for any office or other non-warehouse/logistics uses proposed in any single PA3~~(a)~~ building or parcel;

c) An increase in the total number of truck parking stalls by more than 20% for the light industrial uses proposed throughout all of PA3~~(a)~~ (i.e., total number of truck stalls for Buildings A-~~F~~E).

d) An increase in the total number of truck parking stalls by more than 20% for any individual light industrial building or parcel located within PA3~~(a)~~.

As part of an application for a Specific Plan Amendment to change the amount of parking as described above, the Applicant must include a site plan showing how the changes relate to the entire PA3~~(a)~~ master planned area.

A Specific Plan Amendment shall be required for FAR below 0.25 for any parcel within PA3~~(a)~~ or for the entire PA3~~(a)~~ area.

A Specific Plan Amendment shall be required for FAR above 0.50 for the entire PA3~~(a)~~ area.

~~7.1.5~~ Specific Plan Adjustments

Notwithstanding the foregoing, the Community Development Director shall be entitled to issue an "Adjustment" to any terms, provisions, regulations, standards, or conditions contained in this Specific Plan, following a written finding confirming that the proposed Adjustment satisfies each of the following requirements, in addition to any other required Specific Plan findings that may be required (such findings to be issued by the Director unless determined by the Director that such review shall require Planning Commission or City Council review and approval):

(a) That there are special circumstances applicable to the proposed project upon the 157-Acre Site that make the strict application of the terms, regulations, and provisions of this ~~2021 Amendment~~Specific Plan impractical;

(b) That in granting the Adjustment, the Director has imposed project requirements and/or decided that the proposed Adjustment substantially complies with all applicable Specific Plan regulations, terms, and conditions;

(c) That in granting the Adjustment, the Director has considered and found no detrimental effects of the Adjustment on surrounding properties and public rights-of-way; and

(d) That the Adjustment incorporates mitigation measures, monitoring of measures when necessary, or alternatives identified in the environmental review that would mitigate the negative environmental effects of the project, to the extent physically feasible.

~~7.1.6~~ 7.1.5 Administrative Permits

A. Authority

An Administrative Permit is required (i) to approve those uses specifically identified as requiring an Administrative Permit in Table 6.1, *Permitted Uses*, of this ~~2021 Amendment~~Specific Plan and to verify compliance with the regulations, standards, and requirements of this ~~2021 Amendment~~Specific Plan, or (ii) where a minor change, deviation or modification is requested to the regulations, standards, and requirements herein. The Community Development Director shall review the application for Administrative Permit with particular attention to the location, design configuration, and operational characteristics of the proposed development and other land uses that would be developed under this ~~2021 Amendment~~Specific Plan. The action on an Administrative Permit by the Director is ministerial;

therefore, and Administrative Permit is not subject to CEQA and does not require public notice or a hearing.

B. Minor Deviations

The Community Development Director is authorized by Administrative Permit to approve a minor change, deviation or modification to the provisions under this ~~2021 Amendment~~Specific Plan to allow the following:

1. A decrease in setback requirements not exceeding 10 percent.
2. Height of walls or fences to be increased by a maximum of 1 foot.
3. Expansion or reduction of the net acreage covered by a given Planning Area within the Specific Plan Area by a maximum of 10 percent (and accompanying expansion or reduction of the net acreage covered by a given Land Use Category).
4. A decrease of not more than 10 percent in landscape coverage in parking lot areas.
5. An increase in sign area and/or number of signs of not more than 10 percent and/or a relocation of sign location or an increase in sign height of not more than 10 percent.
6. A decrease in parking requirements of not more than 10 percent, subject to approval by the Community Development Director following receipt of a parking demand study.
7. A change in exterior color from the approved color for the exterior of any improvement.
8. Other minor changes, deviations or modifications of a similar nature to those listed above, which are deemed minor by the Community Development Director, including (i) minor changes, deviations or modifications to landscape materials, signage, wall materials, wall alignment, entry design and streetscape design, and (ii) minor modifications to the development standards, design standards and guidelines set forth in Chapters 6 and 7 of this ~~2021 Amendment~~Specific Plan, provided such changes, deviations or modifications pursuant to either clause (i) or (ii) above do not exceed 10 percent of the applicable standard, and are consistent with the intent of the design guidelines and ~~2021 Amendment~~this Specific Plan.

C. Procedure

1. Decisions by Community Development Director on Administrative Permits

   Except as set forth in Section 7.1.5.C.2 (below), all Administrative Permit applications shall be decided by the Community Development Director and, notwithstanding any provision of the CMC to the contrary, without a public hearing. In reviewing any application for an Administrative Permit, the Director shall initially perform a CEQA check to determine whether environmental review under CEQA is necessary, and if so, shall refer the application to the Planning Commission for discretionary review. Any Applicant may appeal the determination of the Director to the Planning Commission.

2. Referral to Planning Commission

   The Community Development Director may refer any Administrative Permit application for a public hearing before the Planning Commission that the Community Development Director determines is inconsistent with the regulations, standards, and requirements hereunder or could pose environmental impacts not previously studied in the 2022 SEIR.

~~7.1.7~~ 7.1.6 Site Plan and Design Review

A. Applicability

Site plan and design review is required for (i) all projects within the Specific Plan Area for which a building permit is required (including all exterior alterations or exterior installations for an existing building); (ii) the erection, replacement, or alteration of signage not in conformance with an approved comprehensive sign program and/or Master Sign Program; (iii) landscaping associated with any project development / construction and alterations thereto.

B. Process

For all matters for which site plan and design review is required, a development plan, as defined in CMC Section 9191.184, shall be submitted to the Carson Planning Division. If site plan and design review and an administrative permit are required for any development or use, the administrative permit shall automatically issue without further action of the City upon approval by the City of the site plan and design review. Notwithstanding the foregoing, it is recognized that the conceptual site plan shown in Figure 4.1 in this ~~2021 Amendment~~Specific Plan, the internal streetscape and vehicular and multi-modal circulation concepts (Figures 5.1 through 5.15), the infrastructure concept plans (Figures 5.16 through 5.18), the landscape theme areas (Figures 6.2 through 6.9), conceptual wall locations (Figure 6.10), conceptual sign locations (Figures 6.11 through 6.13) and site lighting (Figures 6.14 through ~~6.21~~6.20) diagrams are conceptual only, and other solutions, locations, and/or concepts may be proposed and reviewed during the site plan and design review process without requiring a Specific Plan amendment.

C. Authority

The Community Development Director shall review each application for site plan and design review and make a recommendation to the Planning Commission for action on the development plan/modification. If the development plan/modification complies with all applicable requirements and standards of this section and other laws and regulations, and the Planning Commission finds that the criteria of Section 7.1.6.D are adequately met, or can be met if specified conditions are observed, the development plan shall be approved, subject to such specified conditions. If the Planning Commission finds that the proposal cannot meet and cannot be modified to meet the requirements of this section and the above criteria, the development plan shall be disapproved. In all cases, findings shall be made concerning the grounds for approval or disapproval. Notice of the decision by the Planning Commission shall be given as provided in CMC Section 9173.32. Any change, modification to, or deviation from a development plan approved in accordance with the site plan and design review procedures set forth in this Section 7.1.6, *Site Plan and Design Review*, shall be processed pursuant to an administrative permit application pursuant to Section 7.1.5.

D. Required Findings

In acting to approve or conditionally approve an application for site plan and design review, the Planning Commission shall make the following findings:

1. That the development plan is in conformity with the applicable permitted uses and development standards set forth in Tables 6.1, *Permitted Uses*, and 6.2, *General Development Standards*, of this ~~2021 Amendment~~Specific Plan, and is in substantial conformity with the applicable common space; landscape; walls and fences; signage; lighting; service, trash, and utility areas; artistic features; noise; energy conservation; and residential unit provisions set forth in Chapter 6, *Development Standards*, of this ~~2021 Amendment~~Specific Plan;

2. That the development plan is in substantial conformity with all applicable ~~2021 Amendment~~ development standards set forth in Chapter 6, *Development Standards*, of this ~~2021 Amendment and the intent of this 2021 Amendment~~Specific Plan;

3. That the development plan is compatible with the General Plan and this ~~2021 Amendment~~Specific Plan; and
4. That the proposed use and development will be compatible with the intended character of the Specific Plan Area.

~~7.1.8~~ 7.1.7 Conditional Use Permits

Applications for the uses set forth in Table 6.1, *Permitted Uses*, p. 6-3 of this ~~2021 Amendment~~Specific Plan, that require approval of a conditional use permit shall be processed in accordance with the provisions of CMC Section 9172.21, except that, in addition to the findings required under Section 9172.21, the following additional findings shall be made:

A. That the development is compatible with the General Plan and this ~~2021 Amendment~~Specific Plan and substantially complies with the development standards and guidelines set forth under Chapter 6, *Development Standards* of this ~~2021 Amendment~~Specific Plan;

B. That the site is adequate in size, shape, topography, location, utilities, and other factors to accommodate the proposed use and development;

C. That the proposed use and development substantially complies with the intent and applicable goals and policies of this ~~2021 Amendment~~Specific Plan; and

D. That the proposed use and development will be compatible with the intended character of the Specific Plan Area.

~~7.1.9 Uses Permitted with Specific Conditions~~

~~Alcohol sales and drive-through uses are permitted with specific conditions as defined below following approval of an application for same from the Community Development Director. Such uses, so long as they are in compliance (and continue to comply) with these specific conditions shall be permitted within PA3(b) as identified in Table 6.2, *General Development Standards*. The action on an application for an alcohol sale or drive-through restaurant use shall be made by the Community Development Director and shall be ministerial; therefore, the approval is not subject to CEQA and does not require public notice or a hearing (except as specifically provided below).~~

~~A. Procedure~~

~~1. Decisions by Community Development Director on Uses Permitted with Specific Conditions~~

~~Except as set forth in Section 7.1.8.A.2 (below), all applications for Uses Permitted with Specific Conditions shall reviewed by the Community Development Director to determine compliance and consistency with the conditions set forth below, along with all other regulations, standards and requirements provided herein, and shall be decided by the Community Development Director. The Applicant shall be entitled to appeal the determination of the Director to the Planning Commission.~~

~~2. Referral to Planning Commission~~

~~The Community Development Director may refer any application for a Use Permitted with Specific Conditions for a public hearing before the Planning Commission that the Community Development Director determines is inconsistent with the conditions set forth below (for Alcohol Sales and Drive-Through Restaurants) or could have impacts on surrounding land uses or to public health, safety, and welfare.~~

B. Revocation, Modification, and Suspension

Any permit granted pursuant to this Section 7.1 may be revoked, modified or its use suspended, by the same decision-making authority and procedure which approved the permit under this title. Prior to taking any action the applicant shall be given notice by U.S. mail at least ten (10) business days prior to the date of the proposed revocation, modification or suspension and have an opportunity to be heard by the issuing body prior to any such revocation, modification or suspension. However, a modification, suspension or revocation may only be issued on one or more of the following grounds:

1. The application request was fraudulently submitted.
2. The entitlement for which an approval was granted does not comply with the terms and conditions of the entitlement.
3. That one or more of the terms or conditions upon such permit or approval was granted have been violated.
4. The project subject to the permit or approval, or any portion thereof, is or has been used or maintained in violation of any statute, ordinance, law, or regulation.
5. The use for which the permit or approval was granted has been so exercised as to be detrimental to the public health, safety, or general welfare or as to constitute a nuisance

Alcohol Sales Permitted with Specific Conditions

1. The Sheriff's Department shall have the right to review the business owner's compliance with the terms and conditions set forth by this 2021 Amendment at any time. If any security and/or public safety concerns develop, the tenant shall work cooperatively with the Sheriff's Department to resolve these issues in a mutually accepted manner in accordance with the law.
2. Adequate security measures shall be provided as specified by the Sheriff's Department, including but not limited to, retaining trained staff and security personnel and providing security devices such as surveillance or burglar alarm systems.
3. It shall be unlawful for any person who is intoxicated or under the influence of any drug, chemical, or substance to enter, be at, or remain upon the licensed premises as set forth in Business and Professions Code Section 25602.
4. The tenants shall ensure that noise mitigation measures be taken to the fullest extent possible to prevent noise from adversely impacting the surrounding area.
5. The person(s) holding the business license for the premises shall be responsible for reimbursing the City of Carson for costs associated with the provisions of extraordinary Sheriff's Department services required to ensure the safety of the community and/or patrons resulting from incidents related to the establishment.
6. Alcohol sales shall not occur after 10 p.m. No "after hours" operations shall be permitted.
7. Minors are expressly forbidden from possessing, consuming, serving, or selling alcoholic beverages.
8. The establishment shall comply with all relevant laws relating to the sale and on-site consumption of alcoholic beverages and shall operate only under a license issued by the California Department of Alcoholic Beverage Control (ABC). Such license shall be provided to the Community Development Director for review and confirmation prior to approval of the use.
9. Adherence to all California ABC regulations prohibiting the sale of alcohol to person under the age of 21 years shall be strictly enforced.
10. The owner of the establishment shall maintain all required permits and/or licenses for the sale of alcoholic beverages in good standing.

~~11. It shall be the responsibility of the applicant / licensee to provide all staff with the training necessary to gain the knowledge and skills that will enable them to comply with their responsibilities under law.~~

~~Drive-Throughs Permitted with Specific Conditions~~

~~1. The tenant/operator of the drive-through must be an upscale/gourmet/fast-casual restaurant operator that has locations in other areas that are solely restaurant uses (without a drive-through) and shall not consist of traditional fast-food drive-throughs such as McDonalds, Taco Bell, or Carl's Jr. The applicable operator/tenant shall be subject to approval by the Community Development Director based on the conditions and requirements contained herein.~~

~~2. The tenant shall install security cameras to monitor the drive-through aisle, cash register area(s), and entrances/exits, as a deterrent to criminal should problems ever occur.~~

~~3. The Sheriff's Department shall have the right to review the business owner's compliance with the terms and conditions set forth by this Specific Plan at any time. If any security and/or public safety concerns develop, the tenant shall work cooperatively with the Sheriff's Department to resolve these issues in a mutually accepted manner in accordance with all applicable laws.~~

~~4. No drive-through service shall be permitted within 300 feet of a residential area unless a sound study determines that the noise impacts to the residential areas have been mitigated to an acceptable level as reasonably determined by the Director of Community Development.~~

~~5. The drive-through service window shall only provide service to customers in vehicles.~~

~~6. Drive-through cueing space shall be provided for a minimum of eight vehicles.~~

~~7. Alcoholic beverages shall be strictly prohibited from being transferred or taken outside the premises.~~

~~8. The loudspeaker associated with the drive-through lane shall be operated in compliance with the City of Carson Noise Ordinance.~~

~~9. No noise-generating compressors or other such equipment shall be placed on or near the property line adjoining any residential district or any property used for residential use.10. Tenants shall collect on-site and off-site litter including food wrappers, containers, and packaging from restaurant products generated by customers within a radius of 150 feet of the restaurant at all times.~~

~~10. In the event that the auto queue area of any drive-through restaurant exceeds the allotted capacity, the Applicant shall provide, and have available at all times, an on-site parking lot attendant to prevent automobiles from blocking through traffic.~~

~~11. Drive-through restaurants may only operate between the hours of 7 a.m. and 11 p.m. Monday through Sunday.~~

7.1.8 Intentionally Omitted.

~~7.1.10~~ 7.1.9 Other Considerations

1. Prior to the issuance of any building permit, a report on the internal circulation system for the proposed improvements/development shall be submitted by the Applicant to and approved by the Traffic Engineer. The internal roadways, drive aisles, on-site intersection spacing, access openings, sidewalks, and pedestrian and bike paths shall be constructed pursuant to the approved report.

2. A public safety plan that addresses on-site security for each PA within the Specific Plan Area shall be submitted for approval by the City with consultation with the Los Angeles County Sheriff's Department prior to the issuance of any building permit for vertical construction.
3. No residential building permits for PA1 or PA2 shall be granted until DTSC has issued its consent or non-objection to the development of residential uses in such location based upon the RAP.
4. Prior to issuance of any grading or building permit, a construction truck traffic routing plan shall be submitted to and approved by the Traffic Engineer. The truck traffic routing plan shall emphasize routes that would avoid residential areas.
5. The Applicant shall submit two sets of lighting plans drawn, stamped, and signed by a licensed lighting consultant. Such plans are to be approved by the Community Development Director prior to the issuance of any building permit.
6. The Applicant shall submit two sets of landscaping and irrigation plans, drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Community Development Director prior to the issuance of any building permit.
7. Wall and fence plans must be submitted to and approved by the Community Development Director prior to the issuance of any building permit.
8. Applications for a comprehensive sign program shall comply with the procedures established by Section 6.6, Signage.
9. Prior to issuance of building permits for residential units, unless determined by the Community Development Director, the Applicant shall submit a detailed acoustical study demonstrating that all project structures will meet applicable city interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.
10. Notwithstanding the provisions of CMC Section 9173.1, if the City has taken a final action to deny an application, the same application or substantially the same application shall not be submitted within a 6-month period without the consent of the Community Development Director.

~~7.1.11~~ 7.1.10 Concurrent Entitlement Consideration with Specific Plan Amendment

Notwithstanding any other provision of Table 7.1, *Decision and Appeal Authority of Each Review Authority*, when a site plan and design review, comprehensive sign program, conditional use permit, administrative permit, or permits issued with specific conditions application is processed in conjunction with any Specific Plan Amendment, then the matter may be considered concurrently with consideration of the Specific Plan Amendment. If the Community Development Director so elects, the Planning Commission shall not be a decision Review Authority but instead shall make a recommendation to the City Council as to all related items concurrently with its recommendation on the Specific Plan Amendment, and the City Council shall be the decision Review Authority.

7.2 Infrastructure and Remediation Financing

The 157-Acre Site comprises a former landfill, which requires remediation and infrastructure development as a condition to any vertical project development. Such remediation and infrastructure may be financed through a combination of public and private funds (from each developer/Applicant, the terms of which shall be subject

to negotiation between the Carson Reclamation Authority [as the owner and responsible party for the landfill conditions]). Financing mechanisms could include but are not limited to community facilities districts, developer-constructed facilities in lieu of fee payment, and state and federal funding that may become available.

7.3 Phasing

Construction work upon the 157-Acre Site is anticipated to begin in ~~2022~~2026 and will be completed in phases, with the intent for final buildout of the full 157-Acre Site in ~~2026~~2029. The District at South Bay will be developed in phases in coordination with implementation of the approved RAP approved by and subject to the oversight of DTSC. The principal phases of construction include implementation of the RAP, on-site and off-site infrastructure construction, and vertical construction of each PA (which themselves may be phased).

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Appendix A

The District at South Bay Plant Palette

TABLE A.1
PLANT PALETTE

AL = Adapted to region
L = Low supplemental water needs
LM = Low to moderate supplemental water needs
M = Moderate supplemental water needs
VL = Very low water needs

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Trees		
Acacia decurrens	Green Wattle	AL
Acacia farnesiana	Sweet Acacia	L
Acacia pendula	Weeping Myall	L
Acacia retinodes	Water Wattle	L
Acacia smallii	NCN	L
Aesculus californica	California Buckeye	AL
Agonis flexuosa	Peppermint Tree	M
Angophora costata	Gum Myrtle	L
Arbutus x 'Marina'	Marina Strawberry Tree	L
Arbutus unedo	Strawberry Tree	L
Cassia Spectabilis	Crown of Gold Tree	M
Ceanothus arboreus	Feltleaf Ceanothus	L
Ceanothus 'Ray Hartman'	NCN	AL
Ceanothus thyrsiflorus	Blue Blossom	AL
Ceratonia siliqua	Carob Tree	AL
Cercidium spp & cvs	Palo Verde	L
Cercis occidentalis	Western Redbud	L
Chilopsis linearis	Desert Willow	L
Chitalpa tashkentensis	Chitalpa	L
Cupressus arizonica	Arizona Cypress	L
Cupressus glabra	Smooth Arizona Cypress	L
Cupressus macrocarpa	Monterey Cypress	L
Cupressus sempervirens	Italian Cypress	L
Dracaena draco	Dragon Tree	L
Feijoa sellowiana	Pineapple Guava	L
Geijera parviflora	Australian Willow	L
Juglans californica	S. California Black Walnut	AL
Juniperus chinensis 'Torulosa'	Hollywood Juniper	L
Juniperus virginiana	Eastern Redcedar	LM
Laurus nobilis	Sweet Bay	L
Leptospermum laevigatum	Australian Tea Tree	AL
Leptospermum scoparium	New Zealand Tea Tree	LM
Lophostemon conferta & *cvs*	Brisbane Box	M
Lyonothamnus floribundus & var.	Catalina Ironwood	AL
Melaleuca armillaris	Drooping Melaleuca	L
Melaleuca linariifolia	Flaxleaf Paperbark	L
Melaleuca quinquenervia	Cajeput Tree	L
Melia azedarach & *cv*	Chinaberry	AL
Pinus canariensis	Canary Island Pine	L

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Pinus eldarica	Afghan Pine	L
Pinus halepensis	Aleppo Pine	AL
Pinus pinea	Italian Stone Pine	L
Pinus radiata	Monterey Pine	AL
Pinus torreyana	Torrey Pine	AL
Pittosporum phillyraeoides	Willow Pittosporum	L
Platanus racemosa	Western Sycamore	M
Prunus caroliniana	Carolina Laurel Cherry	L
Punica granatum & *cvs*	Pomegranate	L
Quercus agrifolia	Coast Live Oak	AL
Quercus douglasii	Blue Oak	AL
Quercus engelmannii	Mesa Oak	AL
Quercus ilex	Holly Oak	L
Quercus lobata	Valley Oak	L
Quercus suber	Cork Oak	L
Robinia ambigua & *cvs*	Locust	L
Sambucus caerulea	Blue Elderberry	AL
Vitex angus-castus	Chaste Tree	L
Yucca gloriosa	Spanish Dagger	L
Palms		
Brahea armata	Blue Hesper Palm	L
Brahea edulis	Guadalupe Palm	L
Butia capitata	Pindo Palm	L
Phoenix sylvestris	Silver Date Palm	M
Phoenix dactylifera	Date Palm	L
Trachycarpus fortunei	Windmill Palm	L
Shrubs and Vines		
Acacia cultriformis	Knife Acacia	AL
Acacia cognata 'Cousin Itt'	River Wattle	M
Acacia farnesiana	Sweet Acacia	L
Acacia redolens	Prostrate Acacia	VL
Acacia retinodes	Water Wattle	L
Aesculus californica	California Buckeye	AL
Arbutus unedo 'Compacta'	Dwarf Strawberry Tree	L
Arctostaphylos densiflora & *cvs*	Sonoma Manzanita	L
Arctostaphylos edmundsii	Little Sur Manzanita	L
Arctostaphylos hookeri	Monterey Manzanita	L
Artemisia arborescens	Shrubby Wormwood	AL
Artemisia californica & *cvs*	California Sagebrush	AL
Artemisia 'Powis Castle'	NCN	AL

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Bambusa oldhamii	Giant Timber Bamboo	M
Bougainvillea species & cvs	Bougainvillea	LM
Caesalpinia species	Bird-of-paradise Bush	L
Carpenteria californica	Bush Anemone	L
Cassia artemisioides	Feathery Cassia	L
Cassia nemophila	Desert Cassia	L
Cassia odorata	Spreading Cassia	L
Cassia phyllodinea	Silvery Cassia	L
Ceanothus arboreus	Feltleaf Ceanothus	L
Ceanothus 'Concha'	NCN	L
Ceanothus 'Dark Star'	NCN	AL
Ceanothus 'Frosty Blue'	NCN	AL
Ceanothus gloriosus & cvs	Point Reyes Ceanothus	AL
Ceanothus griseus & cvs	Carmel Ceanothus	AL
Ceanothus impressus	Santa Barbara Ceanothus	L
Ceanothus 'Joyce Coulter'	NCN	AL
Ceanothus 'Julia Phelps'	NCN	AL
Ceanothus maritimus & cvs	Maritime Ceanothus	AL
Ceanothus 'Ray Hartman'	NCN	AL
Ceanothus thyrsiflorus & cvs	Blue Blossom Ceanothus	AL
Ceanothus 'Yankee Point'	Yankee Point Ceanothus	M
Cercis occidentalis	Western Redbud	L
Chilopsis linearis	Desert Willow	L
Cotoneaster horizontalis	Rock Cotoneaster	L
Dendromecon species	Bush Poppy	AL
Dodonaea viscosa	Hopseed Bush	LM
Elaeagnus pungens	Silverberry	L
Encelia californica	California Encelia	AL
Eucalyptus lehmannii	Bushy Yate	AL
Feijoa sellowiana	Pineapple Guava	L
Fremontodendron species & cvs	California Flannel Bush	AL
Garrya elliptica	Coast Silktassel	AL
Grevillea species & cvs	Grevillea	L
Hakea suaveolens	Sweet-scented Hakea	L
Hardenbergia violacea	False Sarsaparilla	L
Jasminum species	Jasmine	LM
Juniperus chinensis & cvs	NCN	L
Juniperus sabina & cvs	Savin Juniper	L
Juniperus scopulorum & cvs	Rocky Mountain Juniper	L
Keckiella species	Native Penstemon	AL

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Lantana camara	Yellow Sage	LM
Lavandula species & *cvs*	Lavender	L
Lavatera species	Mallow	AL
Leonotis leonurus	Lion's Tail	L
Leptospermum laevigatum	Australian Tea Tree	AL
Leptospermum scoparium	New Zealand Tea Tree	LM
Leucadendron salignum 'Blush'	Blush Leucadendron	L
Leucophyllum species & *cvs*	Cenizo	L
Lupinus albifrons	Silver Lupine	L
Lupinus arboreus	Coastal Bush Lupine	AL
Macfadyena unguis-cati	Cat's Claw	L
Mahonia aquifolium	Oregon Grape	M
Mahonia 'Golden Abundance'	NCN	L
Mahonia nevinii	Nevin Mahonia	L
Mahonia pinnata & *cvs*	California Grape	L
Malosma laurina	Laurel Sumac	AL
Melaleuca armillaris	Drooping Melaleuca	L
Melaleuca nesophila	Pink Melaleuca	AL
Myrica cerifera	Wax Myrtle	M
Myoporum laetum & *cvs*	NCN	L
Myrica californica	Pacific Wax Myrtle	LM
Myrtus communis & *cvs*	True Myrtle	L
Parthenocissus ticuspidata	Boston Ivy	M
Philodendron xanadu	Philodendron	M
Phormium tenax `Bronze`	Bronze New Zealand Flax	L
Plecostachys serpyllifolia	NCN	L
Plumbago auriculata	Cape Plumbago	L
Polygonum aubertii	Silver Lace Vine	L
Prunus caroliniana cvs	Carolina Laurel Cherry	L
Punica granatum & *cvs*	Pomegranate	L
Rhus integrifolia	Lemonade Berry	AL
Rosa banksiae	Lady Banks' Rose	LM
Rosa floribunda 'Iceburg'	Iceburg Climbing Rose	M
Rosmarinus officinalis & *cvs*	Rosemary	L
Salvia apiana	White Sage	AL
Salvia clevelandii & *cvs*	Cleveland Sage	AL
Salvia leucantha	Mexican Bush Sage	L
Salvia leucophylla	Purple Sage	AL
Salvia mellifera & *cvs*	Black Sage	AL
Santolina species	Lavender Cotton	L

TABLE A.1
PLANT PALETTE

AL = Adapted to region
L = Low supplemental water needs
LM = Low to moderate supplemental water needs
M = Moderate supplemental water needs
VL = Very low water needs

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Stephanotis floribunda	Madagascar Jasmine	M
Trachelospermum jasminoides	Star Jasmine	M
Tecomaria capensis	Cape Honeysuckle	LM
Teucrium chamaedrys	NCN	LM
Teucrium fruticans	Bush Germander	L
Vitex agnus-castus	Chaste Tree	L
Westringia spp.	Coast Rosemary	L
Wisteria floribunda	Japanese Wisteria	M
Ground Covers		
Acacia redolens & *cvs*	NCN	L
Achillea millefolium	Common Yarrow	L
Arctostaphylos 'Emerald Carpet'	NCN	L
Arctostaphylos 'Pacific Mist'	NCN	L
Arctotheca calendula	Cape Weed	LM
Artemisia californica & *cvs*	Prostrate California Sagebrush	AL
Aspidistra elatior	Cast Iron Plant	M
Baccharis 'Centennial'	NCN	L
Bougainvillea cultivars[a]	Bougainvillea	L
Bouteloua gracilis 'Blonde Ambition'	Blonde Ambition Blue Grama Grass	L
Carex divulsa	Grey sedge	L
Carex pansa	Dune Sedge	M
Ceanothus gloriosus & *cvs*	Point Reyes Ceanothus	L
Ceanothus g. var. *horizontalis*	Carmel Creeper	L
Ceanothus g. var. *h. 'Yankee Point'*	NCN	L
Ceanothus 'Joyce Coulter'	NCN	L
Coprosma kirkii	NCN	L
Coprosma 'Verde Vista'	NCN	L
Cotoneaster horizontalis	Rock Cotoneaster	L
Crassula multicava	NCN	L
Dymondia margaretae	NCN	L
Festuca ovina glauca	Blue Fescue	L
Hardenbergia violacea & *cvs*	False Sarsaparilla	L
Iva hayesiana	Hayes Iva	AL
Juncus patens	California Grey Rush	L
Juniperus chinensis & *cvs*	NCN	L
Juniperus conferta	Shore Juniper	L
Juniperus horizontalis & *cvs*	Creeping Juniper	L
Juniperus sabina & *cvs*	Tamarix Juniper	L
Lantana montevidensis & *cvs*	Trailing Lantana	L

[a] Do not recommend bougainvillea groundcover; climbing bougainvillea allowed.

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Liriope muscari 'Love Potion no. 13'	Emerald Goddess® Lilyturf	M
Lomandra longifolia & cvs	Lomandra	L
Lonicera japonica 'Halliana'	Hall's Japanese Honeysuckle	LM
Mahonia aquifolium 'Compacta'	Compact Oregon Grape	LM
Mahonia repens	Creeping Mahonia	L
Myoporum hybrids	NCN	L
Myoporum parvifolium & cvs	Prostrate Myoporum	L
Philodendron 'Moonlight'	Moonlight Philodendron	M
Rosmarinus officinalis & cvs	Prostrate Rosemary	L
Sansevieria zeylanica	Zeylanica Snake Plant	L
Sedum species	Stonecrop	L
Senecio mandraliscae	NCN	L
Teucrium cossonii	NCN	LM
Verbena species & cvs	Verbena	L
Westringdia fruticosa 'NFL25'	Mundi Coast Rosemary	L
Perennials		
Achillea species & cvs	Yarrow	L
Armeria maritima	Sea Pink	M
Artemisia pycnocephala & cvs	Sandhill Sage	LM
Asteriscus species	NCN	L
Brachycome multifida	Cut-leaf Daisy	LM
Centranthus ruber	Red Valerian	AL
Cheiranthus 'Bowles Mauve'	Shrubby Wallflower	LM
Chondropetalum tectorum	Cape Rush	L
Coreopsis species & cvs	Coreopsis	L
Dianella 'Clarity Blue'	Clarity Blue Dianella	L
Dietes species & cvs	Fortnight Lily	L
Diplacus species & hybrids	Monkey Flower	AL
Elymus condensatus 'Canyon Prince'	Giant Wild Rye	L
Epilobium species & cvs	California Fuchsia	L
Erigeron glaucus & cvs	Beach Aster	L
Erigeron karvinskianus	Mexican Daisy	LM
Eriogonum fasciculatum & cvs	California Buckwheat	L
Eschscholzia californica	California Poppy	AL
Euphorbia milii	Crown of Thorns	L
Euphorbia rigida	NCN	L
Euryops pectinatus & cv	Euryops	L
Gaura lindheimeri	Gaura	LM
Helianthemum nummularium & cvs	Sunrose	LM
Helictotrichon sempervirens	Blue Oat Grass	L

TABLE A.1
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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Heuchera species & cvs	Coral Bells	M
Iris douglasiana & cvs	Pacific Coast Iris	LM
Kniphofia uvaria & cvs	Red-hot Poker	L
Limonium perezii	Sea Lavender	AL
Oenothera species	Mexican Evening Primrose	L
Pedilanthus macrocarpus	Slipper Plant	VL
Pennisetum setaceum & cv	Fountain Grass	L
Penstemon species & cvs	Western Natives	L
Perovskia atriplicifolia	Russian Sage	L
Phormium tenax & cvs	New Zealand Flax	L
Rosmarinus spp	Rosemary	L
Salvia species & cvs	Sage	AL
Senecio cineraria	Dusty Miller	L
Senecio cylindricus	Narrow-Leaf Chalk Sticks	L
Senecio Serpens	Blue Chalk Sticks	L
Sisyrinchium bellum	Blue-Eyed Grass	AL
Solidago californica	California Goldenrod	M
Stachys byzantina	Lamb's Ear	LM
Tagetes lemmonii	Mountain Marigold	L
Thymus species & cvs	Thyme	LM
Verbena species & cvs	Verbena	L
Agave, Cacti, Succulents, and Yucca		
Aeonium species & cvs	NCN	L
Aeonium 'Cabernet'	Giant Velvet Rose	L
Aeonium canariense	Giant Velvet Rose	L
Aeonium 'Sunburst'	Copper Pinwheel	L
Agave americana	Century Plant	L
Agave attenuate & cvs	Foxtail Agave	L
Agave 'Blue Flame'	Blue Flame Agave	L
Agave shawii	Shaw's Century Plant	L
Agave victoriae-reginae	NCN	L
Agave vilmoriniana	Octopus Agave	L
Aloe arborescens	Tree Aloe	AL
Aloe bainesii	NCN	AL
Aloe candelabrum	Candelabra Aloe	L
Aloe ciliaris	NCN	L
Aloe ferox	NCN	L
Aloe marlothii	NCN	L
Aloe nobilis	NCN	L
Aloe plicatilis	NCN	L

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Aloe striata	Coral Aloe	L
Aloe vera	Medicinal Aloe	L
Cereus peruvianus	Peruvian Apple	L
Cotyledon species	NCN	L
Dasylirion species	Desert Spoon	L
Dracaena draco	Dragon Tree	L
Dudleya species	Live-Forever	AL
Echeveria species	Echeveria	L
Echeveria nodulosa	Painted Echeveria	L
Echeveria 'Perle von Nurnberg'	Perle von Nurnberg Echeveria	L
Echeveria subrigida 'Fire and Ice'	Fire and Ice Echeveria	L
Euphorbia ingens	Candelabra Tree	L
Euphorbia tirucalli	Milkbush	L
Hesperaloe parviflora	Red Yucca	L
Kalanchoe species	NCN	L
Nolina species	Bear Grass	L
Opuntia species	Prickly Pear, Cholla	L
Portulacaria afra	Elephant's Food	L
Sedum acre	Gold Moss Stonecrop	L
Sedum reflexum 'Angelina'	Angelina Stonecrop	L
Sedum reflexum 'Blue Spruce'	Blue Spruce Stonecrop	L
Yucca aloifolia	Spanish Bayonet	L
Yucca gloriosa	Spanish Dagger	L

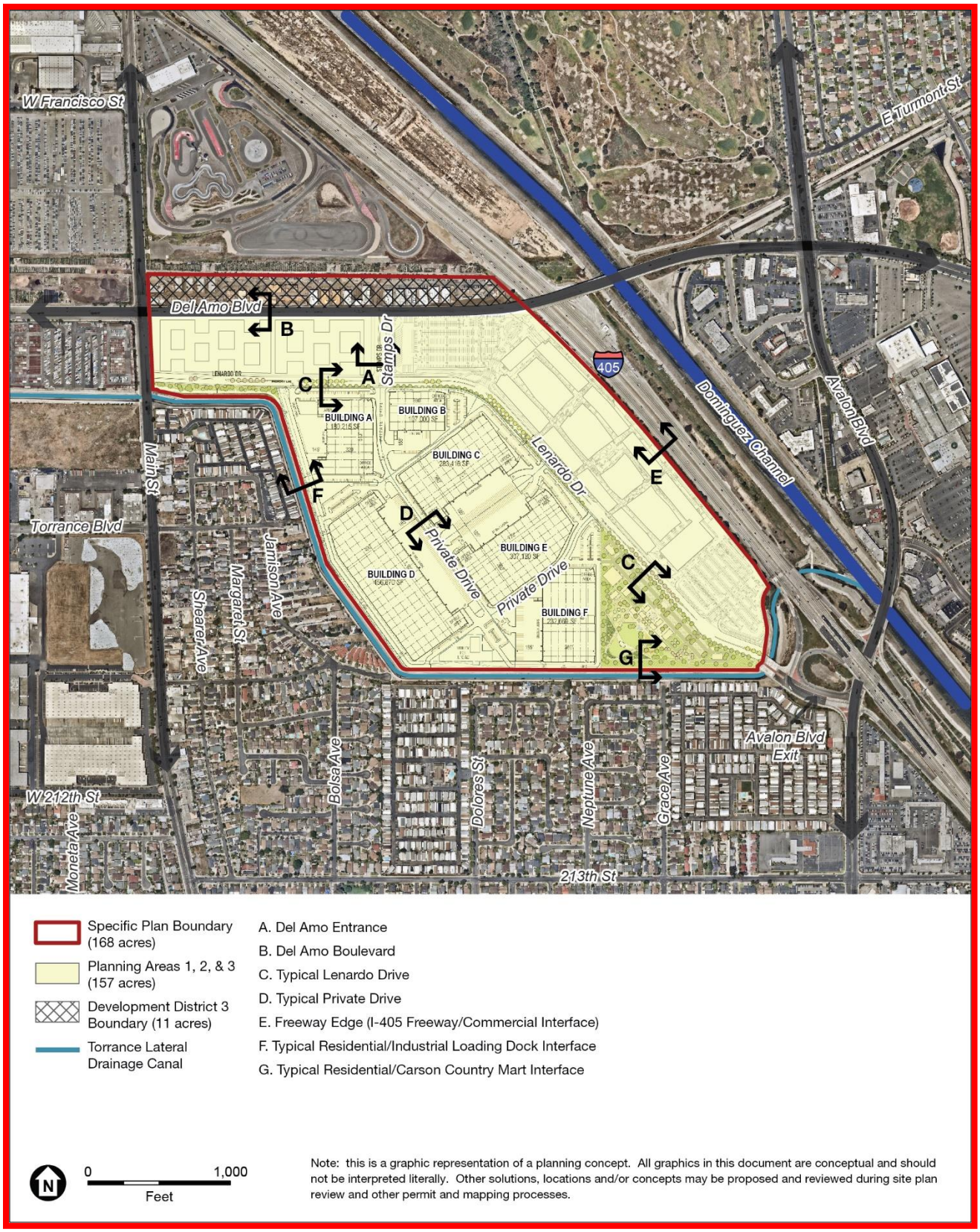
SOURCE: Excerpted from Landscape Plants for Western Regions by Bob Perry.

Appendix B

The District at South Bay Lighting Palette

The District at South Bay Lighting Palette

The proposed palette of lighting fixtures, presented on the following pages, demonstrates examples of systems that would be in compliance with the development standards of ~~the 2021 Amendment~~this Specific Plan and provides examples of the architectural scale and quality of these materials. These fixture selections should meet the performance criteria of the guidelines while providing an attractive complement to the buildings and landscaping. For each building type and roadway component within the proposed development, examples of fixture types that would be applicable to locations within the Specific Plan Area are illustrated below. These fixtures represent examples of lighting products that will satisfy the guidelines criteria and legal requirements for task illuminance, light trespass, and glare.



Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, ~~OJB~~AO, ~~OU~~ESA, MBI~~, and ESA 2021~~ 2026

Figure B.1 Lighting Section Key

The following example is applicable to:

- Section A – Del Amo Entrance
- Section B – Del Amo Boulevard
- ~~Section G – Typical Residential/Carson Country Mart Interface~~

The following example is applicable to:

- Section D – Typical Private Drive
- Section E – 405 Freeway Edge/Commercial Interface
- Section F – Typical Residential/Industrial Loading Dock Interface

The following example is applicable to:

- Section C – Typical Lenardo Drive

SOURCE: 77 928 : Pole-top luminaire - Single and twin | BEGA (bega-us.com)

BEGA Pole-Top Luminaire Model #7928

Appendix C

Carson Municipal Code Section 9173.4

9173.4 Appeals.

A. Appellate Authority. Any decision made by the Director pursuant to this chapter may be appealed to the Commission. Any decision made by the Commission pursuant to this chapter maybe appealed to the Council.

B. Filing of Appeal.

1. An appeal may be filed by any person, including any member of the City Council or the City Manager. In the event of an appeal by any member of the City Council or the City Manager, CMC [Carson Municipal Code] 9173.9 shall not apply and there shall be no fee required from any member of the City Council or the City Manager to perfect an appeal.

2. An appeal shall be filed in writing within fifteen (15) days of the date of the Commission action, or in the case of an action by the Director, within fifteen (15) days of the date of the notice of decision.

3. The form and content of an appeal shall include:

   a. The street address, if there is one, otherwise the legal description and location of the premises included in the action.

   b. The administrative file number (case number) identifying the matter which is being appealed.

   c. The specific matter being appealed.

   d. A statement of the grounds for appeal or how there is error in the decision of the matter being appealed; provided, however, that in the event of an appeal by any member of the City Council or the City Manager, subsections (a), (b), and (c) of this Section shall not apply and the statement of grounds need only provide, in substance and effect, a request that a specific decision, administrative case number, or resolution number, as the case may be, be reviewed by the Planning Commission or City Council, as the case may be. No other grounds for appeal need be stated to perfect such appeal and such statement need only be filed with the City Clerk.

4. Unless otherwise provided, all appeals shall be filed with the City Clerk.

5. If the appeal is found to be deficient, the City Clerk shall deliver or mail to the appellant, by certified mail, a notice specifying the particulars in which the appeal is deficient. If such deficiency has not been corrected by the appellant within seven (7) days after such mailing of such a notice of deficiency by filing with the City Clerk a sufficient amendment to the appeal, the appeal shall be deemed to be withdrawn and the appeal fee shall be returned to the appellant.

C. Consideration and Decision.

1. Upon acceptance of the filing of an appeal, the City Clerk shall set the matter for public hearing before the appellate body, in the same manner as required for a Commission hearing of such matter. The City Clerk shall notify the Director who shall transmit to the appellate body a summary of the factual data and the record of action taken on the case.

2. Except as otherwise provided in this Chapter, in acting on an appeal the appellate body may:

   a. Affirm the decision; or

   b. Modify the decision; or

   c. Refer the matter back to the body from which the appeal originated, with instructions; or

   d. Reverse the decision.

3. Unless referred back to the body from which the appeal originated, the appellate decision shall be supported by written findings.

D. Failure to Act. The appellate body shall, within sixty (60) days of the filing of an appeal, act to either affirm, reverse, modify, continue or refer matter back.

E. Following the denial of any permit application by the Director, the Planning Commission, or the City Council, as the case may be, or upon the revocation of any permit, use permit, or conditional use permit by the Director, the Planning Commission, or the City Council, as the case may be, no application for a permit, use permit, or conditional use permit for the same or substantially the same use or conditional use on the same or substantially the same real property shall be filed within one (1) year from the date denial or revocation of the permit, use permit, or conditional use permit became final within the meaning of this Chapter. (Ord. 78-458, § 1; Ord. 83-668, § 1; Ord. 84-701, § 1; Ord. 17-1634, §§ 1–3).

Appendix D
The District Parking Demand Study

Document comparison by Workshare Compare on Thursday, August 6, 2026 4:08:10 PM

Input:	
Document 1 ID	file://C:\Users\BrianWright-Bushman\AppData\Local\Temp\Workshare\tmp5F53\District SP_Original.docx
Description	District SP_Original
Document 2 ID	file://C:\Users\BrianWright-Bushman\OneDrive - Rand Paster & Nelson\Desktop\District SP_Revised.docx
Description	District SP_Revised
Rendering set	Standard

Legend:	
Insertion	
~~Deletion~~	
~~Moved from~~	
Moved to	
Style change	
Format change	
~~Moved deletion~~	
Inserted cell	
Deleted cell	
Moved cell	
Split/Merged cell	
Padding cell	

Statistics:	
	Count
Insertions	660
Deletions	818
Moved from	11
Moved to	11
Style changes	0
Format changes	0
Total changes	1500

THE DISTRICT AT SOUTH BAY SPECIFIC PLAN (SP-10)

retail ■ entertainment ■ restaurant ■ residential ■ light industrial

FINAL
AUGUST2026

ADOPTED FEBRUARY 8, 2006

AMENDMENT No. 1: APRIL 5, 2011

AMENDMENT No. 2: APRIL 3, 2018

AMENDMENT No. 3: MAY 23, 2022

AMENDMENT No. 4: _____, 2026

CITY OF CARSON

The District at South Bay Specific Plan

formerly known as the Carson Marketplace Specific Plan (adopted in 2006), renamed as the Boulevards at South Bay Specific Plan (per a 2011 Amendment), and later renamed as The District at South Bay Specific Plan (per an amendment adopted in 2018)

August 2026

Adopted by the Carson City Council Ordinance No. 26-_____

Prepared for:

City of Carson

2011 Amendment Prepared by:

The Planning Center

2018 Amendment Prepared by:

RE | Solutions, LLC

2022 Amendment Prepared by:

ESA | Environmental Science Associates

2026 Amendment Prepared by:

Rand Paster Nelson LLP and The City of Carson

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CHAPTER 1
Introduction

1.1 Purpose and Background

In 2006, the City of Carson (City) adopted the Carson Marketplace Specific Plan (by Ordinance No. 06-1341) to govern the development of a 168-acre property in the City of Carson (the Specific Plan Area); the City amended it in 2011, 2018, and 2022. The 2011 Specific Plan amendment (by Ordinance No. 11-1469) renamed it as the "Boulevards at South Bay Specific Plan"[1]; the 2018 amendment (by Resolution No. 18-2621) renamed it as "The District at South Bay."

The 2011 Specific Plan Amendment divided the Specific Plan Area into three distinct Development Districts: (DD) DD1, DD2, and DD3. DD1 and DD2 are located on the 157-Acre Site (which consists of the former Cal Compact Landfill), which is located south of Del Amo Boulevard. DD1 and DD2 were further divided into three separate Planning Areas (PAs) under the 2018 Specific Plan Amendment, each referred to as a Planning Area (also as PA1, PA2, and PA3), as depicted in Figure 3.1, *Planning Areas and DD3*.[2]

The purpose of the 2018 Specific Plan Amendment was to update the development standards and guidelines and to establish new regulations for the future development of the 157-acre portion of the Specific Plan Area located south of Del Amo Boulevard, which was formerly

Project Background: A Brief History of Carson

Although the City of Carson has a long and colorful history that dates back to the founding of California, it is a very young community in terms of its age as an independent city. Carson was incorporated as a city in 1968, as compared to Carson's neighbor to the east, Long Beach, which incorporated almost a century earlier in 1888, or to its neighbor to the west, Torrance, which became a city in 1921. In those intervening years, the area that is now Carson remained an unincorporated portion of Los Angeles County, and as a result, the young City of Carson is still struggling to overcome the challenges that came with the delay to its incorporation.

The acronym "NIMBY" means "not in my back yard." While a society needs facilities such as garbage dumps, automotive dismantling centers, and waste treatment plants, when it comes time to build them, no one wants them located near where they live. So, when such certain undesired but essential facilities were needed in the South Bay of Los Angeles, incorporated cities of Los Angeles County such as Torrance and Redondo Beach had the ability to resist (and effectively prohibit, through their political representatives) the locations of such unwanted uses and projects within their city borders. Since Carson was an unincorporated area for so long, with little political representation, it ended up as the dumping ground (both literally and figuratively) for neighboring jurisdictions between 1959 and 1965. By the time Carson was finally incorporated as a city in 1968, its landscape was pockmarked with dozens of refuse dumps, landfills, and automotive dismantling plants that none of its neighbor cities would have in their own cities

Sprawl has forced cities to look long and hard at reclaiming the underutilized urban landscape. Everyone from the United States Environmental Protection Agency to the California Center for Land Recycling now understands that our society, to become more sustainable, needs to facilitate and support urban infill types of development where existing infrastructure, a strong employment base, and community support services are already in place. The District at South Bay Specific Plan represents an important opportunity to reclaim a former 157-acre landfill and replace it with a new, vibrant development that will provide for residential, commercial, recreational, retail, and jobs-producing uses.

[1] Although the Specific Plan applies to the entire 168 acres of the Specific Plan Area, the 11-acre area located north of Del Amo Boulevard, formerly known as DD3, has been developed with a 300-unit apartment complex known as Evolve South Bay. Nothing in this Specific Plan Amendment restricts the previously approved entitlements for development of the 300 units of multifamily housing on the 11-acre site.

[2] Unless otherwise indicated, references to chapters, sections, tables, and figures are to chapters, sections, tables, and figures contained in this Specific Plan.

operated as a landfill and currently lies vacant (such area is sometimes referred to herein as the 157-Acre Site).[3]

The 2022 Specific Plan Amendment (approved by the City Council per Ordinance No. 22-2207) primarily addressed Planning Area PA3, which constitutes an approximate 96-acre portion of the Specific Plan Area. The 2022 Specific Plan Amendment replaced the general commercial and hotel uses (that were previously approved for PA3 under the 2018 Specific Plan Amendment) with light industrial uses (including ancillary office uses and an "Enhanced Parkway" (as further described below)) and with a privately maintained, publicly accessible open space and community commercial use and amenity area referred to herein as the "Carson Country Mart." The land uses and development standards allowed for PA1 and PA2 under the 2018 Specific Plan Amendment were not modified by the 2022 Specific Plan Amendment.

DD3 comprises approximately 11 acres of land north of Del Amo Boulevard, which is not within the boundaries of the former Cal Compact landfill site. In July 2017, a 300-unit residential development was approved for DD3 and, thereafter, was developed by a separate owner as an apartment complex known as Evolve South Bay. The 2022 Specific Plan Amendment continued to apply to DD3, but all entitlements previously issued for such project were not modified by the 2022 Specific Plan Amendment.

The 2022 Specific Plan Amendment replaced the uses previously allowed within PA3 (which, pursuant to the 2018 Specific Plan Amendment, provided for a regional retail center, commercial recreation/entertainment, and hotel uses) with the following two separate classes of uses: (i) light industrial uses contained in six main buildings (including ancillary office uses), which allowed for e-commerce/fulfillment center facilities and distribution center/parcel hubs or similar light industrial uses, and the Enhanced Parkway, which consisted of an approximately 20- to 40-foot-wide linear park including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk, and (ii) the Carson Country Mart, which consisted of commercial and community amenity uses, including the following: restaurants, food/beverage kiosks, retail, café, vehicular use/parking areas, a performance pavilion area, park amenities, active and passive open spaces, and pedestrian circulation/support areas.

Thus, under the 2022 Specific Plan Amendment, PA3 was divided into two corresponding sub-planning areas: PA3(a) and PA3(b) (as depicted in Figure 3.2, *Planning Areas 3(a) and 3(b)*, of the 2022 Specific Plan Amendment). PA3(a) contained the light industrial uses (with ancillary office uses and the Enhanced Parkway), while PA3(b) contained the Carson Country Mart.

This 2026 Specific Plan Amendment (2026 Amendment or Specific Plan) does not change the residential and regional commercial uses located within PA1 and PA2 that were previously approved under the 2018 Specific Plan Amendment. Additionally, it preserves the light industrial uses (including ancillary office uses)

[3] In 2006, and in accordance with CEQA, the City of Carson Redevelopment Agency, as lead agency, certified a project-level FEIR for the Carson Marketplace Project (SCH No. 2005051059) in connection with development of the Specific Plan Area. The 300-unit development on DD3 was analyzed for CEQA purposes under the 2006 FEIR. In 2009, an Addendum to the 2006 FEIR was adopted. In 2011, the City, relying upon the 2006 FEIR, amended the Carson Marketplace Specific Plan and, as part of that amendment, renamed the 2006 Specific Plan to The Boulevards at South Bay Specific Plan. In 2018, The Boulevards at South Bay Specific Plan was amended and renamed The District at South Bay Specific Plan. The 2018 SEIR was prepared to supplement the previously approved 2006 FEIR. In April 2018, the City approved the 2018 SEIR to implement the 2018 Specific Plan Amendment and adopted The District at South Bay Specific Plan. The 2022 Supplemental Environmental Impact Report (2022 SEIR) was adopted in connection with the 2022 Specific Plan Amendment and provided an environmental analysis of the proposed development project on PA3, a 96-acre portion of the 157-Acre Site (the 2021 Project), as well as the development previously allowed under the 2018 Specific Plan Amendment for PA1 and PA2.

located within PA 3 that were previously approved under the 2022 Specific Plan Amendment. This 2026 Amendment reduces the number of buildings associated with the light industrial uses in PA 3 from six to five and removes the Carson Country Mart and its commercial and community amenity uses previously approved in the 2022 Specific Plan Amendment.

Thus, under this 2026 Amendment, PA3 is no longer divided into two corresponding sub-planning areas (i.e., PA3(a) and PA3(b)) and is limited to only light industrial uses with ancillary office uses and the Enhanced Parkway within PA3. The 2026 Amendment preserves the development standards that will regulate the amount and types of development, the size and conceptual arrangement of buildings, on-site circulation, and open space, as well as the general appearance of the development occurring within the 157-Acre Site.

This 2026 Amendment shall be adopted by an ordinance of the City Council and will continue to implement the existing SP-10 zoning for the Specific Plan Area. Going beyond the guidance typically found in a zoning ordinance, however, the Specific Plan provides project applicants/developer of any Planning Area (each, an Applicant), City staff, the public, and decision makers with information on the Specific Plan Area background, overall intent, design standards, and guidelines to facilitate review and implementation.

1.2 Specific Plan Amendment Overview

The District at South Bay Specific Plan represents a unique possibility to remediate a large former landfill site through uses that have the economic viability to develop a project upon the former Cal Compact landfill. This former landfill site has been a blight on the neighboring community for over 50 years, and as such, the development allowed under this 2026 Amendment has the opportunity to become an example of what redevelopment and environmental technology can achieve (given the high costs and constraints of development of a former landfill) by revitalizing the site. The mix of uses proposed within this 2026 Amendment would enable a vibrant mixed-use community comprising residential, commercial, light industrial, and open space uses that would allow for a new, enlivened site with live, work, and retail uses, which would also provide for new tax-generating uses to serve the City and the community as a whole.

This 2026 Amendment provides development standards and guidelines that allow for a potential mix of land uses, including a maximum of 1,550 residential units (including the 300 units constructed in DD3 in 2019); approximately 711,500 square feet (sf) of commercial uses in PA2; and approximately 1,567,090 sf of light industrial with ancillary office uses in PA3.

1.2.1 2026 Specific Plan Amendment Land Use Changes

This 2026 Amendment preserves the previously approved uses under the 2022 Specific Plan Amendment within PA3 with light industrial uses (with associated office space and the Enhanced Parkway). The previously approved 33,800 sf of commercial uses have been replaced by landscaped parking areas to service the light industrial buildings. The land uses allowed within PA3 are discussed as follows.

Light Industrial and Ancillary Office Spaces

This 2026 Amendment preserves light industrial development within PA3 of the Specific Plan Area (and establishes development standards and guidelines for same). Approximately 1,567,090 sf of light industrial and ancillary office uses are permitted in PA3 and are envisioned to be contained in five main buildings

(Buildings A–E) (as illustrated in Figure 4.1, *Conceptual Site Plan Illustrative*, of this 2026 Amendment). Buildings A, B, and C are anticipated to be used as e-commerce fulfillment centers or similar, including ancillary office space; Building D and E could be used for more-traditional distribution centers and parcel hubs or similar, including ancillary office space.

Public access to the light industrial buildings with their ancillary office spaces would be provided along Lenardo Drive and would provide connections to Main Street and Avalon Boulevard; in addition, an access road with easements for operation and maintenance of the Torrance Lateral Flood Control Channel (Torrance Lateral) would be provided around the southern/western boundary nearest Building E and the Utility Lot , adjacent to the Torrance Lateral.

Chapter 4, *Land Use Illustrative*, presents a conceptual illustrative land use plan (as illustrated in Figure 4.1, *Conceptual Site Plan Illustrative*) that demonstrates a potential project configuration (including Table 4.1, *Land Use Summary: Planning Areas 1, 2, 3, and 3, and Development District 3*, which provides a detailed land use summary). **Table 1.1, *Land Use Comparison***, compares the 2022 Specific Plan Amendment with this 2026 Amendment.

PA3 will also include landscaping and preserve the approximately 0.62-acre area consisting of an Enhanced Parkway. The proposed Enhanced Parkway would include an approximately 20- to 40-foot-wide linear park including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk along Lenardo Drive from Main Street to the western entrance to Building A in PA3. This Enhanced Parkway would be expected to be utilized by the future residents of PA1 and the workers/employees for the light industrial uses of PA3. A transit center could potentially be provided on the Enhanced Parkway which would offer convenient connections to employees and visitors to the Specific Plan Area (refer to Figure 5.1, *Vehicular Circulation Concept*).

1.3 Authority to Prepare Specific Plan

This Specific Plan is established through the authority granted by California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Both Planning Commission and City Council hearings are required for the formal approval of this 2026 Amendment. This Specific Plan and all amendments must be adopted by an ordinance of the Carson City Council. This 2026 Amendment (Amendment No. 4) shall be effective upon the effective date of an ordinance adopted by the City Council approving this 2026 Amendment.

TABLE 1.1
LAND USE COMPARISON

Land Use	The District at South Bay 2022 Specific Plan Amendment	The District at South Bay 2026 Specific Plan Amendment
Commercial[a]	745,300 sf	711,500 sf[b]
Residential	1,550 units[c]	1,550 units
Light Industrial and Ancillary Office[d]	1,567,090 sf	1,567,090 sf
Community Amenities/Passive and Active Open Space[f]	6.29 acres	NA
Enhanced Parkway[g]	0.62 acres	0.62 acres
Other[h]	4.06 acres	4.06 acres

NOTES:

[a] This 2026 Amendment reduces the amount of commercial development approved under the previous 2022 Specific Plan Amendment from 745,300 sf to approximately 711,500 sf.

[b] Preserves 711,500 sf of commercial uses in PA2. Unless otherwise specified in this 2026 Amendment, square footage for building area shall be calculated using gross building area (GBA); all square footages are approximate.

[c] 300 units were specified for DD3 and have been developed. DD3 was developed as the Evolve South Bay project as allowed by the 2011 Carson Marketplace Specific Plan Amendment under an administrative approval.

[d] This 2026 Amendment preserves development standards and guidelines for light industrial development, consistent with the 2018 and 2022 Specific Plan Amendments.

[e] The approximately 273,906 sf (6.29 acres) of Community Amenities/Passive and Active Open Spaces and its shared parking facilities are being replaced with parking areas to more appropriately service the light industrial Building E.

[f] The proposed Enhanced Parkway includes an approximately 20- to 40-foot-wide linear park including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk along Lenardo Drive from Main Street to the western entrance to Building A in PA3.

[g] Includes square footage of vehicular use/parking areas and pedestrian circulation and additional support areas (such as restrooms and trash/recycling facilities).

This Specific Plan defines the zoning, allowed uses, development standards and regulations for the Specific Plan Area. Any development within the Specific Plan Area shall be required to comply with the requirements and regulations under the General Plan pursuant to Carson Municipal Code (CMC) Section 9111.3, as well as the requirements set forth in any future City ordinance related to hazardous substances once in effect and any other hazardous substances ordinance or regulations adopted by the City, subject to any vested rights in any applicable development agreement. Any project development within PA1, PA2, and PA3 will be required to comply with the requirements set forth under the approved Remedial Action Plan (RAP), dated October 1995, approved by the Department of Toxic Substances Control (DTSC) and the other DTSC regulatory documents applicable to the 157-Acre Site (and all amendments/modifications thereto), as a condition to any future vertical development, including, without limitation the document entitled *Revised Management Approach to Phased Occupancy* (the Revised MAPO), approved by DTSC on July 24, 2026, and which supersedes and replaces the MAPO approved by DTSC in April 2018, as well as the Compliance Framework Agreement, dated as of September 28, 2006, as amended by the First Amendment to Compliance Framework Agreement dated as of December 31, 2007 (as so amended, the CFA). In the event the RAP, Revised MAPO, Phased Development Letter are amended or modified in the future to allow for greater flexibility with respect to the phasing of construction and/or occupancy of the 157-Acre Site, such changes shall be incorporated to the terms and conditions herein.

It is intended that local public works projects, design review plans, detailed site plans, grading permits and building permits, or any other action requiring ministerial or discretionary approvals applicable to the 157-Acre Site be carried out in accordance with the intent and specific development standards set forth in this Specific Plan and DTSC regulations/requirements.

Modifications to the conceptual development plan and proposed site plans contained herein are anticipated. Thus, the sketches and graphic representations contained in this Specific Plan are for conceptual purposes only and are to be used as general visual aids in understanding the basic intent of the guidelines/requirements contained herein. They are not meant to depict any actual lot or building design and are, therefore, subject to change. Minor changes, deviations, or modifications to this Specific Plan may be processed pursuant to Section 7.1.5, *Administrative Permits*, of this Specific Plan.

1.4 Environmental Clearance

The 2006 Carson Marketplace Specific Plan (and as amended in 2011) was evaluated in accordance with the California Environmental Quality Act (CEQA).[4] The 2018 Specific Plan Amendment was also evaluated in accordance with the requirements of CEQA, pursuant to a Supplemental Environmental Impact Report (SEIR) prepared to analyze the impacts of the development proposed by the 2018 Specific Plan Amendment on the 157-Acre Site (consisting of former Cal Compact Landfill). The City Council reviewed and approved a new SEIR for the 2022 Specific Plan Amendment – The District at South Bay Specific Plan Amendment Final SEIR (the 2022 SEIR). Refer to the 2022 SEIR Mitigation Monitoring and Reporting Program (MMRP) for all Mitigation Measures (MMs) and Project Design Features (PDFs) required under the 2022 SEIR, which shall apply to all development within PA1, PA2, and PA3, and be reflected in the Section 15168(c)(2) CEQA Consistency Determination Memorandum for the 2026 Specific Plan Amendment.

Subsequent discretionary project approvals required by this Specific Plan, such as changes in the scope, scale, or intensity of development allowed herein or in the City's General Plan, will require appropriate environmental review under CEQA.[5]

[4] Public Resources Code Section 21000 et seq.

[5] The 300 residential units on DD3 that have been developed will not require further discretionary action or environmental review under CEQA unless otherwise required by law. For any subsequent discretionary approvals requiring further CEQA review, the City as lead agency will rely on the certified 2022 SEIR together with any necessary errata, addenda or subsequent or supplemental EIR to the fullest extent permitted by CEQA. Tiering and CEQA streamlining for subsequent approvals is encouraged as permitted by law, including but not limited to, relying on CEQA Guideline Sections 15162, 15164, 15168(c), and 15182(c) and California Government Code Section 65457.

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CHAPTER 2
Context and Conditions

2.1 Specific Plan Area Location and Surrounding Uses

The District at South Bay Specific Plan is proposed for a predominantly undeveloped site located at 20400 South Main Street in the City of Carson. The Specific Plan Area is located approximately 17 miles south of downtown Los Angeles and approximately 6.5 miles east of the Pacific Ocean. The overall Specific Plan Area is comprised of approximately 168 acres located southwest of the San Diego Freeway (I-405 Freeway), north of the Avalon Boulevard interchange and east of Main Street. The majority of the Specific Plan Area consists of 157 acres, which is located south of Del Amo Boulevard (i.e., Planning Areas 1, 2, and 3) while the remaining 11 acres are located north of Del Amo Boulevard (i.e., DD3), which, subsequent to the 2018 Specific Plan Amendment, has been developed with a 300-unit apartment complex known as Evolve South Bay.

Figure 2.1, *Specific Plan Area Vicinity*, depicts the Specific Plan Area in its regional and local context, while in **Figure 2.2, *Specific Plan Area Aerial***, an aerial photograph of the Specific Plan Area shows the surrounding land uses and adjacent areas.

On a local scale, the Specific Plan Area is surrounded by a range of commercial and residential uses. East of the I-405 Freeway, land uses include neighborhood and regional retail, most notably the South Bay Pavilion at Carson. To the north and east of the Specific Plan Area are the Porsche Experience Center and the Victoria Golf Course, respectively. Residential areas, consisting of one-story and two-story detached residences and mobile homes, are located to the south and west of the Specific Plan Area. The residences are separated from the Specific Plan Area by the Torrance Lateral, a concrete-lined drainage channel which parallels the southern and western border of the Specific Plan Area. To the west of the Specific Plan Area, extending away from the Specific Plan Area on Torrance and Del Amo Boulevards, are commercial and light industrial uses. Land uses located further north on the west side of Main Street consist of light industrial uses, the Dignity Health Sports Park and California State University, Dominguez Hills.

2.2 Existing Specific Plan Area Conditions

The Specific Plan Area has been essentially vacant since the closing and covering of the former Cal Compact Landfill in 1965 with the exception of the construction of a 300-unit residential development in DD3 and the remediation-related improvements described in Section 5.3.5, *Grading, Subsurface Remediation, and Cap*. With respect to the 157-Acre Site, which remains undeveloped, such area is predominantly bare soil that becomes green with nonnative grasses following winter rains and turns brown by summer. The Specific Plan Area's elevation is nearly at grade with Del Amo Boulevard to the north and is approximately 20 feet uphill of the I-405 Freeway, which is immediately to the east. It sits approximately 16 feet above the top of the Torrance Lateral

and the neighborhoods to the south and west, while it is approximately 8 feet uphill from the Main Street grade elevation to the west.

SOURCE: ESA 2021

Figure 2.1 Specific Plan Area Vicinity

SOURCE: AO 2026

Figure 2.2 Specific Plan Area Aerial

The 157-Acre Site is relatively flat with elevations varying in a somewhat random pattern between 26 and 50 feet above the invert of the Torrance Lateral. Generally, the Specific Plan Area is elevated above existing grades at the edges (except on the north where it abuts Del Amo Boulevard) and generally slopes inward. Due to certain grading in preparation for future development, there exists large amounts of dirt and landfill cap materials have been stockpiled on site.

There is an existing street circulation pattern that was established for the former Cal Compact landfill within the 157-Acre Site (where the site soils underlying such streets consists of native/non-toxic/contaminated soils) offering access points to both Del Amo Boulevard and Main Street (which will be maintained under this 2026 Amendment), via Lenardo Drive and Stamps Drive. Such streets originally functioned as a haul road system for trash trucks traveling within the Cal Compact landfill. Access to the Evolve South Bay project (located on DD3) is gained off of Del Amo Boulevard to the north at Stamps Drive.

2.3 Existing Land Use Designations

2.3.1 General Plan

The General Plan land use designation for the Specific Plan Area is Flex District. A portion of the Specific Plan Area is also designated as a Flex District Housing Element Site.

2.3.2 Zoning

The area governed by this Specific Plan has been zoned Existing Specific Plan Area and a portion of the Specific Plan area is zoned with a FLX Housing Element Site Overlay.

2.4 Consistency with the General Plan

State law requires that a specific plan be consistent with and demonstrate implementation of the General Plan. This Specific Plan Amendment is consistent with and furthers a number of goals and objectives identified in the General Plan.

Overall, this Specific Plan represents a unique opportunity to productively reuse a former landfill / brownfield site compatible with surrounding urban and residential uses. This Specific Plan offers Carson residents new opportunities for recreation, employment, and commercial activities through the plan's proposed commercial (retail/restaurant) uses, residential development, light industrial uses, and open space uses. As such, this Specific Plan is also consistent with the General Plan's Community Health and Environmental Justice Element, in particular CHE-G-6, which encourages the City to "explore opportunities and seek funding to remediate and redevelop brownfields as sites to spur economic development, expand natural open spaces and parks, community gardens, and other similar health-promoting community revitalization activities, particularly in underserved neighborhoods."

The Flex District designation permits a wide range of uses including (but not limited to) offices, research and development, light-industrial, hotels, local and regional retail commercial uses, commercial entertainment uses, and gas/charging stations in mid- and high-intensity settings, as well as residential uses in appropriate locations. As such, this Specific Plan is consistent with the General Plan's Land Use and Revitalization Element, in particular LUR-P-8, under which the City is to: "Prioritize development of office and commercial spaces … especially in the Flex District... and on vacant industrial and closed landfill sites." Also, residential uses are permitted in the Flex District on sites included in the housing sites inventory in the City's Housing Element, where they are permitted as part of a specific plan, master plan, or other cohesive plan that considers the long-term development potential of adjacent properties and presents a strategy for transition of industrial uses to residential uses.

The Flex District land use designation specifically allows residential uses at a density of 60 units per acre on the property located at the southeast corner of Main Street and Del Amo Boulevard, constituting approximately 15 acres within the Specific Plan Area.

With respect to residential uses, the 168-acre Specific Plan Area includes the allowance for up to 1,550 residential units (300 of which units have been already developed on DD3 as an apartment complex known as Evolve South Bay), with 1,250 residential units permitted within PA1 (and potentially on PA2, though a Land Use Covenant for PA2 is presently being amended to prohibit residential uses thereon)[6] which would serve to

[6] This Land Use Covenant ("Covenant") would be made by and between Carson Reclamation Authority (the "Covenantor"), the current owner of the Property, and DTSC pursuant to Civil Code section 1471. DTSC may consider the LUC reasonably necessary to protect present or future human health or safety or the environment as a result of the presence on the land of hazardous materials as defined in Health and Safety Code section 25260

bring needed housing to the City of Carson and assist the City with fulfilling its Regional Housing Needs Assessment (RHNA) requirements.

Consistent with the Flex District General Plan designation for the Specific Plan Area, this Specific Plan provides a maximum residential dwelling unit density of 60 du/ac in PA1 and PA2, or portions thereof, where residential is allowed, and in DD3. Densities above 60 du/ac and up to 80 du/ac are authorized by this Specific Plan only in PA1 and only upon a General Plan Amendment. Portions of PA2 can accommodate certain residential uses up to 60 du/ac in the northern portion of PA2 with issuance of an administrative permit and CEQA review as applicable. Residential uses are not permitted in PA3. (It should be noted that on the date this 2026 Specific Plan is approved, the LUC for PA2 may have been amended to prohibit residential uses.)

The intention is for a Ministerial Process with respect to Administrative Permit Issuance; however, a Director determination is required and if the applicable Administrative Permit requires discretionary action or further CEQA review, such actions will take place in accordance with the process outlined in Section 7.1.5, *Administrative Permits*, of this Specific Plan.

The unique mix of uses proposed by this Specific Plan would create a lively mixed-use setting that would serve as a signature project for the City of Carson and create an active environment to live and work.

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CHAPTER 3
Conceptual Land Use Plan

3.1 Introduction

This Specific Plan provides for a variety of land uses within the Specific Plan Area. The mix of land uses allowed herein includes approximately 711,500 sf of regional commercial and restaurant uses (within PA2); up to 1,550 residential units (300 units have already been constructed within DD3, and up to 1,250 units are allowed within PA1 and portions of PA2), approximately 1,567,090 sf of light industrial uses and ancillary office uses (within PA3); and 0.62 acres consisting of the Enhanced Parkway (within PA3).

The Conceptual Land Use Plan contained herein (and illustrated conceptually in Figure 4.1, *Conceptual Site Plan Illustrative*) is designed to accommodate these uses within three Planning Areas (PA1, PA2, and PA3) and Development District 3 (DD3) (refer to **Figure 3.1, *Planning Areas and DD3***). As noted previously, DD3 has been fully developed and built out with a 300-unit apartment complex known as Evolve South Bay. The PA1 and PA2 Planning Areas within the 157-Acre Site remain subject to the Mixed-Use Marketplace (MU-M) and Commercial Marketplace (CM) land use designations in this Specific Plan, respectively. This 2026 Amendment combines the prior PA3(a) and PA3(b) Planning Areas into a single PA3 Planning Area, which is governed in its entirety by the Light Industrial (LI) land use designation. The MU-M, CM, and LI land use categories are specifically tailored herein to allow for a variety of land uses with customized development standards.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 3.1 Planning Areas and DD3

3.2 Specific Plan Amendment Objectives

The following is a list of objectives that apply to the development authorized by this Specific Plan Amendment.

1. Provide a diversity of both short-term and long-term employment opportunities for local residents by approving a development that will generate substantial construction work opportunities and long-term light industrial and commercial jobs.
2. Improve the housing stock by approving a development that includes a substantial residential component.
3. Provide a development that contributes to the creation of a vibrant urban core for the City of Carson and takes advantage of the Specific Plan Area's proximity to the San Diego Freeway (I-405 Freeway).
4. Develop the Specific Plan Area in a manner that enhances the attractiveness of the City of Carson's freeway corridor and the major arterials that adjoin the development.
5. Provide a development that includes a variety of residential, commercial, and retail uses with the potential to generate increased sales and property tax revenue.
6. Develop the Specific Plan Area with a balanced mix of land uses that stimulate economic activity, commerce, and new development opportunities in and around the Specific Plan Area.
7. Promote an economically viable development in the Specific Plan Area that will enable a future developer to pay for the substantial costs associated with environmental remediation and development of a former landfill, as well as construction and maintenance of required infrastructure improvements.
8. Improve the environmental health of the City by remediating and redeveloping a closed landfill.
9. Provide a development that is consistent with a live/work environment through uses that provide for residential occupancy, substantial job opportunities, and attractive retail amenities.

3.3 Planning Areas and Development District 3

As shown on Figure 3.1, the Specific Plan Area is divided into three "Planning Areas," PA1, PA2, and PA3, and a separate Development District, DD3 (DD3 has been previously developed as the Evolve South Bay Project). Allowed uses and development standards for each Planning Area and DD3 are dictated by their assigned land use designation (as described and defined herein).

The 157-Acre Site that constitute PA1, PA2, and PA3 are undeveloped but were used as a landfill site between 1959 and 1965 (known as the Cal Compact Landfill), prior to the incorporation of the City of Carson, for the deposition of waste/refuse from areas throughout Los Angeles County. Therefore, the 157-Acre Site has been subject to certain regulatory requirements, including, without limitation, those imposed by DTSC, which have required the performance of remedial activities on the site.

DD3 constitutes 11 acres located north of Del Amo Boulevard and was recently developed as a 300-unit apartment complex project known as Evolve South Bay and will continue to be designated as DD3 in this Specific Plan.

The exact location of uses within each Planning Area will be determined during the development review process to allow for flexibility.[7] The graphics contained herein illustrating the proposed location of buildings are for conceptual purposes only, to illustrate a likely development plan that can occur within the controls established by the development standards contained herein. It is anticipated that each development of a project within a Planning Area will require a specific site plan approved by the City that is consistent with the requirements herein. The following is a brief description of the conceptual uses proposed within the three Planning Areas and DD3.

3.3.1 Planning Area 1

PA1 comprises approximately 15 acres located north of Lenardo Drive and abuts the eastern edge of Main Street and the southern edge of Del Amo Boulevard (Figure 3.1). PA1 is designated for Mixed-Use Marketplace (MU-M) uses, which allows for residential uses or, with the approval of an administrative permit and CEQA review as applicable, commercial uses. Such commercial uses may be primary, not ancillary, to any residential uses. However, the MU-M designation is intended to enable integration of both residential and commercial uses (vertically and/or horizontally). For example, commercial uses such as a gym/health club could be located on the ground floor of PA1 with multifamily apartments on the floors above. Residential uses are not permitted on the ground floor of any project development within PA1 but may be located above a non-residential use or parking garage located on the ground floor. The MU-M designation does not, however, require a mix of uses and PA1 could be dedicated entirely to residential or commercial uses as allowed by the MU-M designation. Residential density is authorized up to 60 dwelling units per acre (du/ac) by right, and up to a maximum of 80 du/ac with a General Plan Amendment, which would allow for a maximum of 1,250 residential units in PA1.

3.3.2 Planning Area 2

PA2 is comprised of approximately 46 acres with its primary frontage running along the I-405 Freeway (Figure 3.1). This area is adjacent to PA1 to the northwest, the I-405 Freeway to the east, and PA3 to the southwest. PA2 is designated for Commercial Marketplace (CM) uses and may contain any combination of commercial uses, including without limitation, regional commercial (which may include outlets), neighborhood commercial, restaurant, and entertainment and hospitality uses. In addition, portions of PA2 can accommodate certain residential uses up to 60 du/ac in the northern portion of the Planning Area with issuance of an administrative permit and CEQA review as applicable.[8]

To date, some of the required environmental remedial phase work has been completed for PA2 with approximately 6-18 months remaining to complete the required remediation activities once they re-commence.[9]

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[7] The Community Development Director is authorized by administrative permit to approve a minor change, deviation, or modification to the Specific Plan to allow the following: Expansion or reduction of the net acreage covered by a given Planning Area within the Specific Plan Area by a maximum of 10 percent (and accompanying expansion or reduction of the net acreage covered by a given Land Use Category).

[8] Residential uses are only permitted for the northernmost portion of PA2, as shown in Figure 6a, *Permitted Residential Areas*.

[9] Refer to The District at South Bay Specific Plan 2021 Project Draft SEIR Project Description, Section II.F, *Remediation Activities*, for a description of these improvements.

Within PA2 exists an "embankment lot", which is comprised of a 5-acre strip of land, along the I-405 Freeway between the freeway and the commercial uses on PA2 (as shown on Figure 3.1). The embankment lot provides a location for future freeway signage which would accommodate both on-site and off-site advertising.

3.3.3 Planning Area 3

PA3 constitutes approximately 96 acres and is bounded on the west and south by the Torrance Lateral, and to the north and east by Lenardo Drive (Figure 3.1). It comprises landfill Cells 3, 4, and 5 of the former Cal Compact Landfill.[10] Aside from the already-installed remedial improvements on Cells 3 and 5, no remediation activities have occurred in Cells 3, 4, and 5.

As part of the 2022 Amendment, PA3 was divided into PA3(a) and PA3(b), with PA3(a) including light industrial with supportive office uses and PA3(b) was envisioned to contain the Carson Country Mart. However, this 2026 Amendment is removing the Carson Country Mart and recombining the PA3(a) and PA3(b) Planning Areas to create a single PA3 Planning Area governed in its entirety by the Light Industrial (LI) land use designation.

Uses allowed within PA3 include approximately 1,567,090 sf of light industrial (LI) uses (along with ancillary office uses which would comprise up to approximately 75,000 sf) and would be contained in five buildings (Buildings A through E). Buildings A, B, and C, totaling 877,751 sf, are envisioned for e-commerce/fulfillment center facilities; Buildings D and E, totaling 689,339 sf, would be designated for distribution center/parcel hub uses.[11] An approximately 1-acre utility lot is also included in PA3 (as shown on Figure 5.16, *Storm Drainage Concept*). PA3 is also envisioned to include the Enhanced Parkway (described above). Figure 4.3, *Proposed Enhanced Parkway*, provides a concept illustrative of the Enhanced Parkway.

[10] A landfill cell is defined as a single, waste-holding unit within the larger landfill property.

[11] There is flexibility with respect to building use, between fulfillment and distribution, provided a determination is made that the use is within the scope of the approved 2022 SEIR.

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 3.2 Planning Area PA 3

As noted previously, the exact location of uses within each Planning Area will be determined during the development review process to allow for flexibility. The graphics showing the proposed location of buildings contained within the 157-Acre Site (as shown on Figure 4.1, *Conceptual Site Plan Illustrative*) are for conceptual purposes only, in order to illustrate a likely development plan that can occur within the controls established by the development standards contained herein.

3.3.4 Development District 3

DD3 constitutes approximately 11 acres and is designated for Mixed-Use Marketplace (MU-M) uses. DD3 was not formerly used as a landfill site and thus, is unaffected by the land use restrictions and regulations imposed by DTSC (which apply to PA1, PA2, and PA3 since they comprise the former Cal Compact Landfill site). DD3 was included as a development district (i.e., DD1, DD2, and DD3) as part of a final environmental impact report (FEIR) that was approved in 2006. As noted above, DD3 has been developed as a 300-unit apartment complex known as Evolve South Bay. In 2017, the Evolve South Bay project was subject to site plan and design review and was ultimately administratively approved under the 2011 Specific Plan. The 300 unit Evolve South Bay project was developed in 2019.

3.4 Specific Plan Land Use Categories

The following includes a brief description of each land use category allowed under this Specific Plan Amendment and the location of each land use by Planning Area. An illustration of the land use categories is provided in **Figure 3.3, *Specific Plan Land Use Categories***.

3.4.1 Commercial Marketplace (CM)

This land use category allows for a range of commercial uses intended to serve a broad population base and offer a wide range of services to both the local community and the surrounding region as a whole. Typical uses in this land use category include regional commercial uses such as retail outlets, major department stores and promotional retail-type stores, smaller neighborhood commercial uses, food and beverage uses, grocery stores, passive and active spaces, programmed areas, open space and park/community amenity areas, and event/performance spaces. Additional uses include commercial recreation and entertainment uses (such as movie theaters and arcades), hotels, restaurants and highway-oriented and smaller neighborhood retail and service uses. Residential uses with densities of up to 60 du/ac are permitted in portions of PA2, as shown in Figure 6.1, *Permitted Residential Areas*, with the approval of an administrative permit and CEQA review as applicable. The densities and intensities will vary within this land use designation based on proposed uses. However, the maximum overall floor area ratio (FAR) allowed for commercial uses established pursuant to this land use category shall be 0.5 FAR. Except as otherwise noted,[12] the uses permitted in this land use category are allowed in PA2.

The density and floor area limitations established pursuant to this Specific Plan Amendment shall be calculated separately for each Planning Area and construction of residential units will not reduce commercial square footage allocated to such Planning Area, and construction of commercial uses will not reduce permitted residential unit counts.

[12] Refer to Table 6.1, *Permitted Uses*, for a complete list of permitted uses in each Planning Area and DD3.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 3.3 Specific Plan Land Use Categories

3.4.2 Mixed-Use Marketplace (MU-M)

The Mixed-Use Marketplace (MU-M) land use category solely applies to PA1 (and DD3 which has already been developed with the Evolve South Bay project), which allows for residential uses, and with an administrative permit and applicable CEQA review, provides for the allowance of commercial development. Commercial uses are intended to be vertically or horizontally integrated with the residential development. The MU-M land use designation does not, however, require a mix of uses and development can consist entirely of either residential or, with an administrative permit, commercial uses (whether the commercial use is mixed-use or standalone). The densities and intensities will vary within this land use designation based on actual uses proposed. Residential densities up to 60 du/ac are permitted by right, and densities up to 80 du/ac may be constructed in PA1 only, with the approval of a General Plan Amendment. In addition, stand-alone retail uses of greater than 50,000 sf are permitted in the MU-M category in PA1 only, with approval of an administrative permit and CEQA review as applicable.

3.4.3 Light Industrial (LI)

The Light Industrial (LI) land use category in this Specific Plan Amendment allows for distribution warehouses/centers, parcel hubs, fulfillment centers, logistics facilities, and e-commerce facilities within PA3, as well as ancillary office uses and associated parking for employees and trucks. This Specific Plan allows up to approximately 1,567,090 sf of LI uses within PA. The maximum overall FAR allowed for the LI uses established pursuant to this land use category shall be 0.5 FAR.

The LI land use category also includes the provision for a 0.62-acre Enhanced Parkway along Lenardo Drive that would include landscaping and a meandering walking path, west of the light industrial buildings on PA3 and east of Main Street.

3.5 Transfers of Residential Units

Table 4.1, *Land Use Summary: Planning Areas 1, 2, and 3, and Development District 3*, establishes maximum permitted residential unit counts, commercial marketplace, mixed-use marketplace and light industrial square footage within each Planning Area and DD3. In addition, this Specific Plan Amendment allows for transfers of the maximum allowable residential units between PA1 and the portions of PA2 where residential uses are permitted, with the approval of an administrative permit, CEQA review.

No transfers of residential units shall result in allowable residential densities exceeding 60 du/ac on PA1 or PA2, except that, on PA1, with a General Plan Amendment, residential densities of up to 80 du/ac are permitted within PA1.

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CHAPTER 4
Land Use Illustrative

In order to provide a conceptual representation of what could be developed under this Specific Plan, the following figures present conceptual drawings of building footprints and locations for each. It is important to note that the illustrative plans as presented in the figures contained in this document, are conceptual and the final development plans for each Planning Area may vary provided they comply with the regulations proposed herein, as further described in Section 1.3, *Authority to Prepare Specific Plan*. The development standards and guidelines allowed within the Specific Plan Area under this Specific Plan (discussed in Chapter 6, *Development Standards*) permit a range of uses and intensities.

Table 4.1, *Land Use Summary: Planning Areas 1, 2, 3, and Development District 3*, provides a summary of the permitted mix of land uses and establishes maximum allowed development for the Specific Plan Area, summarized by each Planning Area and DD3. The permitted mix of uses is subject to the ability to transfer residential units as noted in Section 3.5, *Transfers of Residential Units*.

Figure 4.1, *Conceptual Site Plan Illustrative*, presents a conceptual site plan for each Planning Area and DD3. The intent of the illustrative site plan is to provide for a conceptual development plan that includes a vibrant mix of residential, commercial, light industrial, and passive open space uses to further the goals and objectives of the City in activating the site, providing housing, employment opportunities, and a variety of other opportunities for residents and visitors to shop, dine, and recreate within the site.

Further to this, landscaping along Lenardo Drive would be improved to include the Enhanced Parkway in PA3, which would provide a convenient recreational area for the residents of PA1 and the surrounding community (**Figure 4.2, *Enhanced Parkway***).

TABLE 4.1
LAND USE SUMMARY: PLANNING AREAS 1, 2, 3, AND DEVELOPMENT DISTRICT 3

Land Use Type by Planning Area and DD3	Specific Plan Amendment Land Use Category	Maximum Units, Square Footage (sf)
Development District 3 (11 Acres)[a]		
Residential	MU-M	300 units
Planning Area 1 (15 Acres)		
Residential	MU-M[b]	1,250 units[c]
Planning Area 2 (46 Acres)		
Regional Commercial/Outlet	CM[d]	696,500 sf
Regional Commercial/Restaurant	CM[d]	15,000 sf[e]
Planning Area 3 (96 Acres)		
Light Industrial (Including Ancillary Office) (PA3)[f]		
Ancillary Office	LI	75,000 sf
E-Commerce/Fulfillment Center / Distribution Center/Parcel Hub	LI	1,492,090 sf
Enhanced Parkway	LI	27,500 sf
Totals		**2,278,590 sf of buildings** **27,500 sf of enhanced parkway** **1,550 residential units**

NOTES:

Variations in square footage and types of commercial uses and location and number of residential units in each Planning Area may occur at the time of final design, depending upon the product identified for ultimate development. Change of restaurant uses to regional commercial uses is permitted and change of commercial square footage to restaurant square footage is also allowed, subject to the approval of an administrative permit, and any further environmental review required under CEQA, as applicable.

Residential units may be transferred from PA1 to the portion of PA2 shown in Figure 6.1, *Permitted Residential Areas*, provided such transfer does not cause an exceedance of the allowable residential density under the General Plan or this Specific Plan, or the maximum unit count of 1,250 units. The transfer of residential units shall not require a corresponding decrease in maximum permitted commercial square footage.

[a] DD3 has been developed as a 300-unit apartment complex known as Evolve South Bay.

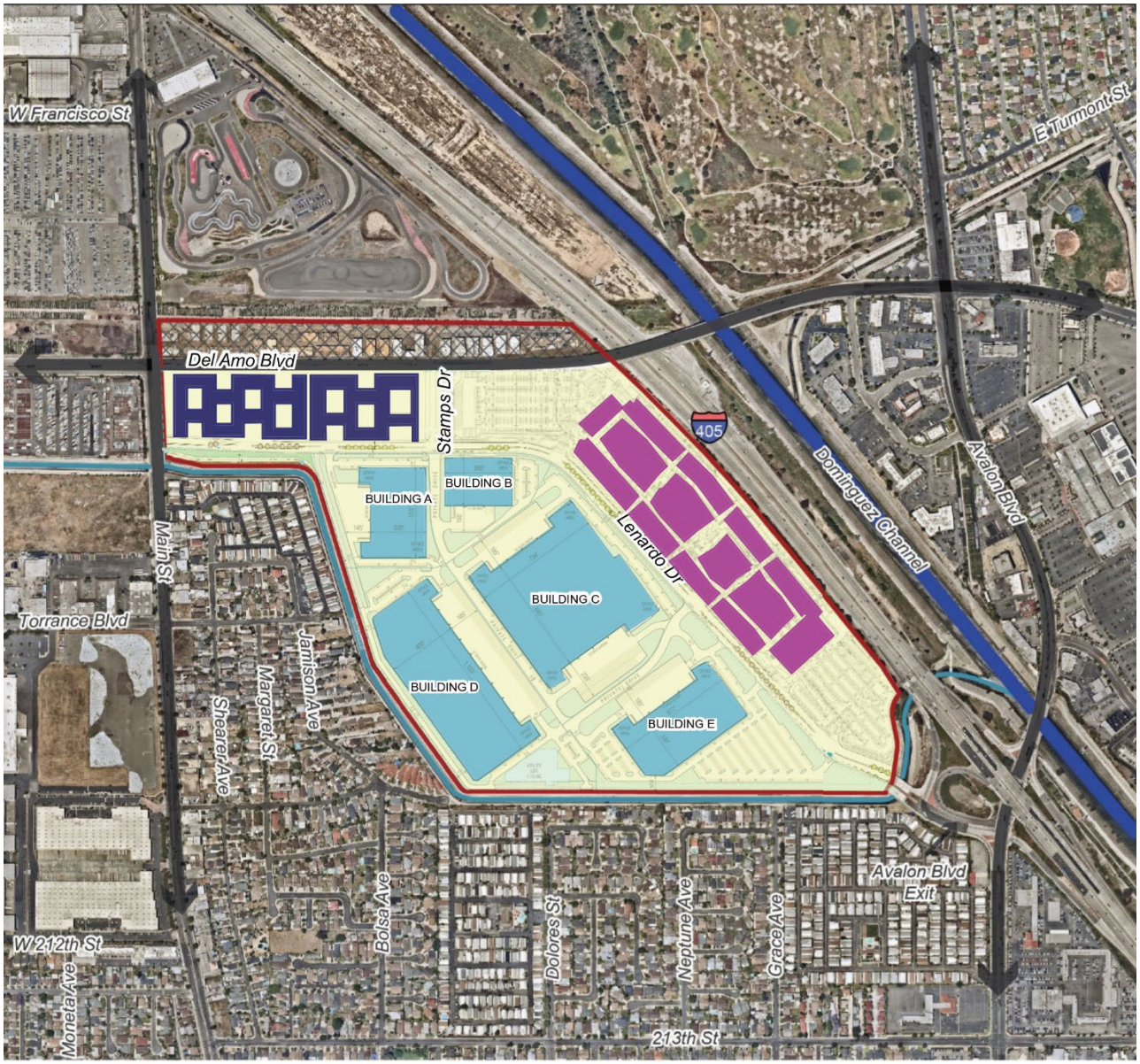
[b] PA1 is designated MU-M, which allows for residential or, with approval of an administrative permit and CEQA review as necessary, commercial uses.

[c] Residential uses in PA1 are permitted by right up to 60 du/ac, which would allow for 900 residential units. The remaining units (up to 1,250 residential units) can be constructed in PA1 with a General Plan Amendment to increase the maximum permitted dwelling unit density to 80 du/acre or can be transferred to and constructed in specific areas of PA2 (which is zoned CM) with an administrative permit, with CEQA review, as applicable.

[d] A variety of regional commercial uses is permitted in the CM land use designation, including outlet and restaurant uses.

[e] The 15,000 sf allocated for "restaurant" uses are intended to address full-service restaurant uses in PA2, if any. All other food service uses, including, without limitation, VIP lounges, food halls, kiosks, and similar food or beverage serving uses, shall be included in the gross building area (GBA) square footage for regional commercial established above for PA2.

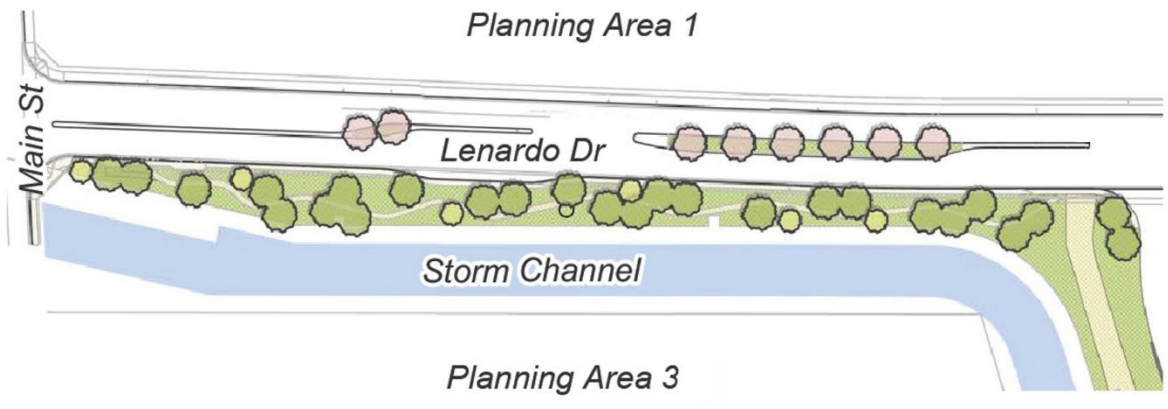
[f] Note that this area shall include the landfill gas collection and control system (LGCCS), groundwater extraction and treatment system (GETS), and Landfill Operations Center (LOC) are located on an approximately 1-acre lot (the "utility lot") in PA3 (refer to Figure 5.16, *Storm Drainage Concept*), adjacent to the Torrance Lateral.



Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 4.1 Conceptual Site Plan Illustrative



SOURCES: RGA, AO, ESA, MBI 2026

NOTE: A transit center could potentially be provided on the Enhanced Parkway (refer to Figure 5.1). This is a graphic representation of a planning concept and is for illustrative purposes only. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 4.2 (Renumbered) Enhanced Parkway

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CHAPTER 5
Plan Elements

In addition to the land use plan previously described, this Specific Plan contains a number of additional elements such as circulation, open space and recreation, infrastructure and utilities, and public services which are critical to the success of any project development under this Specific Plan. These plan elements are discussed in this Chapter 5.

5.1 Circulation Concept

The circulation concept for this Specific Plan is an integral part of the overall land use plan and has been developed consistent with a number of circulation objectives of the City. Foremost among these are the following:

1. To reinforce and serve the land use concepts.
2. To provide adequate accessibility for internal and external trips by future residents, tenants, trucks, and visitors.
3. To provide a sufficient amount of convenient parking for the uses allowed hereunder for PA1, PA2, and PA3.
4. To provide opportunities for a variety of transportation and mobility options.
5. To provide an aesthetically pleasing environment while achieving the above objectives.

5.1.1 Regional Access

The San Diego Freeway (I-405 Freeway), Harbor Freeway (I-110 Freeway), Artesia Freeway (SR-91 Freeway), and Long Beach Freeway (I-710 Freeway) provide regional access to the Specific Plan Area. The I-405 Freeway is located adjacent to the Specific Plan Area's eastern boundary, the I-110 Freeway is located approximately 0.5 miles west of the Specific Plan Area, and the SR-91 Freeway is located approximately 2.5 miles north. The I-710 Freeway, which is located on Carson's eastern boundary, links Carson with the City and Port of Long Beach, whereas the I-110 Freeway provides direct access to the City and Port of Los Angeles. Locally, access to the Specific Plan Area is available via Main Street (a north–south thoroughfare on the western side of the Specific Plan Area), Avalon Boulevard (an exit from the I-405 Freeway and a major north–south arterial), and Del Amo Boulevard (an east–west arterial that bisects the northern portion of the Specific Plan Area).

The Avalon Boulevard/I-405 Freeway interchange was improved following the approval of the 2006 Carson Marketplace Specific Plan and provides direct access to the Specific Plan Area and the areas surrounding it. Interchange improvements included: (1) the extension of Lenardo Drive to Avalon Boulevard (with final improvements to Lenardo Drive currently in process), (2) realignment and reconfiguration of the I-405 Freeway southbound on- and off-ramps, (3) a new I-405 Freeway southbound on-ramp that serves as the east leg of the new Avalon Boulevard/Lenardo Drive intersection, and (4) reconfiguration of the I-405 Freeway northbound off-ramp to allow left turns onto southbound Avalon Boulevard (the traffic signal located at the off-ramp is in the process of being activated).

5.1.2 Internal Circulation

Access to the Specific Plan Area and the proposed internal circulation system are shown on **Figure 5.1, *Vehicular Circulation Concept***. Internal circulation will be provided by two primary routes, Lenardo Drive and Stamps Drive, which continues as "Private Drive" south of Lenardo Drive providing local access to the light industrial uses. Lenardo Drive connects the Main Street entry with the Avalon Boulevard/I-405 Freeway entry. Stamps Drive begins at Del Amo Boulevard and ends at Lenardo Drive, before entering the light industrial uses. Lenardo Drive will be a public street and will retain a similar alignment to the original haul road. The alignment of Stamps Drive is an adaptation of the current roadway, which was originally a haul road for the Cal Compact Landfill. The portion of Stamps Drive north of Lenardo Drive and south of Del Amo Boulevard (also referred to as the "Del Amo Entrance") has been shifted west of the location shown in the 2018 Specific Plan; the new alignment corresponds to the location of the original haul road for the Cal Compact Landfill. This portion of Stamps Drive will be a public street, while the continuation of the roadway south of Lenardo Drive (the Private Drive) will be privately owned and maintained.

Vehicular access to the site, internal circulation, and parking lots should consider the following:

- Short-term parking for delivery of mail and small shipments shall be provided so as not to impede overall circulation.
- Shared access drives between adjacent parcels should be encouraged to minimize curb cuts, where feasible.
- Reciprocal access easements for vehicles, pedestrians, and shared parking facilities between adjacent uses should be encouraged, where feasible.
- The determination of adequate stacking for project entry driveways shall account for security gates, checkpoints, and guard shacks, if applicable.
- Conflicts between truck traffic and employee and visitor parking should be minimized by installing clear signage at proper locations.
- Site circulation and access shall allow for and facilitate emergency access to the site and all buildings.
- To prevent speeding and vehicular conflicts with pedestrians, extended lengths of drives aisles for straight sections of a parking lot should be avoided.
- Lots shall be accessed via public roads, private roads or access easements.

As indicated in **Figure 5.2, *Concept Circulation Sections***, diagrammatic circulation sections are set forth in **Figures 5.3 through 5.14**, depicting conceptual designs for Specific Plan Area entrances (see Figures 5.3, *Section A – Del Amo Entrance*; 5.9, *Section E1 – Lenardo Drive Entrance*; 5.10, *Section E2 – Avalon Boulevard Entrance*; and 5.14, *Section H – Main Street Entrance*), Del Amo Boulevard (see Figure 5.4, *Section B – Del Amo Boulevard*), certain portions of Lenardo Drive and Stamps Drive (see Figures 5.5, *Section C1 – Lenardo Drive without Multipurpose Trail*, and 5.6, *Section C2 – Lenardo Drive with Multipurpose Trail*), the Private Drive (Figures 5.7, *Section D1 – Private Drive without Parking*, and 5.8, *Section D2 – Private Drive with Parking*), the I-405 Freeway edge (see Figure 5.11, *Section F – Freeway Edge (I-405 Freeway/Specific Plan Area Interface)*), the adjacent slope of the Torrance Lateral (see Figures 5.12, *Section G1 – Channel-Adjacent Slope [Adjacent Residential/Specific Plan Area Interface – Condition 1]*, and 5.13, *Section G2 – Channel-Adjacent Slope [Adjacent Residential/Specific Plan Area Interface – Condition 2]*).

Each entry into the Specific Plan Area must be attractively landscaped (as further addressed in Section 6.4, *Landscaping*) and, with respect to the entrances along Stamps Dr. and Lenardo Dr., signed for automobiles, pedestrians, bicyclists, and truck access (to direct trucks to the appropriate truck routes). Tree wells may be added in the public rights-of-way of Main Street and/or Del Amo Boulevard at the discretion of the City Engineer and the Community Development Director.

The term, "parkway," as used in this Specific Plan, shall be defined as the distance between the front of curb and the property line, and may include sidewalks and walkways, landscaping, or both.

Access points into the Specific Plan Area would include the Del Amo Boulevard/Stamps Drive and Main Street/Lenardo Drive intersections, as well as the Avalon Boulevard exit from the I-405 Freeway. The primary ingress and egress location for DD3 is provided at the Del Amo Boulevard/Stamps Drive intersection, where the north leg of the intersection would provide for entry and exit.

While a conceptual circulation configuration has been provided (pursuant to Figures 5.1 and 5.2), the internal circulation system is subject to approval by the Community Development Director and City Engineer and will be finalized with the approval of development plans for each project within the Specific Plan Area. Subject to CEQA review if applicable, half-street improvements to Lenardo Drive and Stamps Drive may be approved by the City Engineer and the Community Development Director to allow for the phasing of the construction of the streets to accommodate the phased development of projects within the Specific Plan Area. The internal roadways, drive aisles, on-site intersection spacing, access openings, sidewalks, and pedestrian and bike paths shall be constructed pursuant to the standards set forth under this Specific Plan and in accordance with all City requirements (as approved by the City Engineer).

SOURCES: RGA, AO, ESA, MBI 2026

Figure 5.1 Vehicular Circulation Concept

Specific Plan Boundary (168 acres)

Planning Areas 1, 2, & 3 (157 acres)

Development District 3 Boundary (11 acres)

Torrance Lateral Drainage Channel

(A) Del Amo Boulevard Entrance

(B) Del Amo Boulevard

(C1) Lenardo Drive without Multi-Purpose Trail

(C2) Lenardo Drive with Multi-Purpose Trail

(D) Private Drive

(E1) Lenardo Drive Entrance

(E2) Avalon Boulevard Entrance

(F) Freeway Edge (Commercial/I-405 Interface)

(G1) Channel - Adjacent Slope Condition 1

(G2) Channel - Adjacent Slope Condition 2

(H) Main Street Entrance

Note: The C1 street section shall be the typical street section for Lenardo Drive between Main Street and Stamps Drive. The C2 street section shall be the typical street section for Lenardo Drive between Stamps Drive and the Avalon Boulevard Entrance.

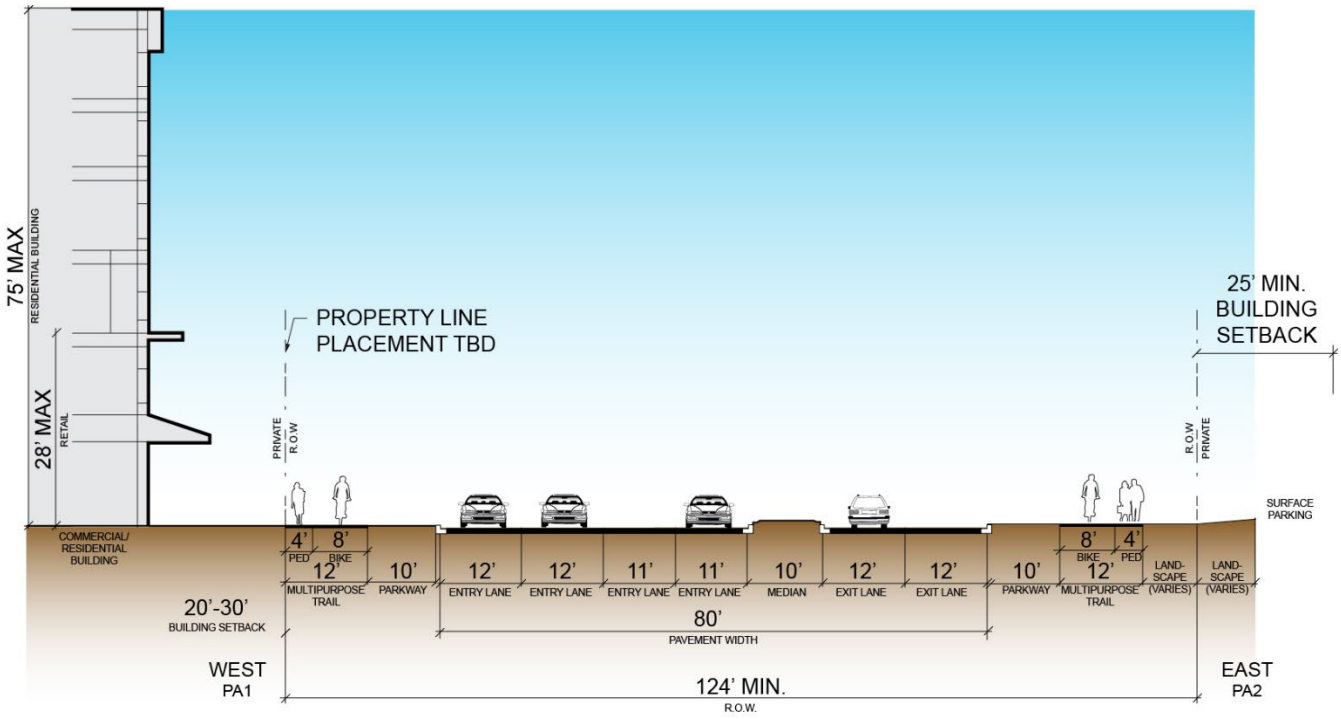
N

0 1,000 Feet

Note: This is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan and design review and other permit and mapping processes.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 5.2 Concept Circulation Sections

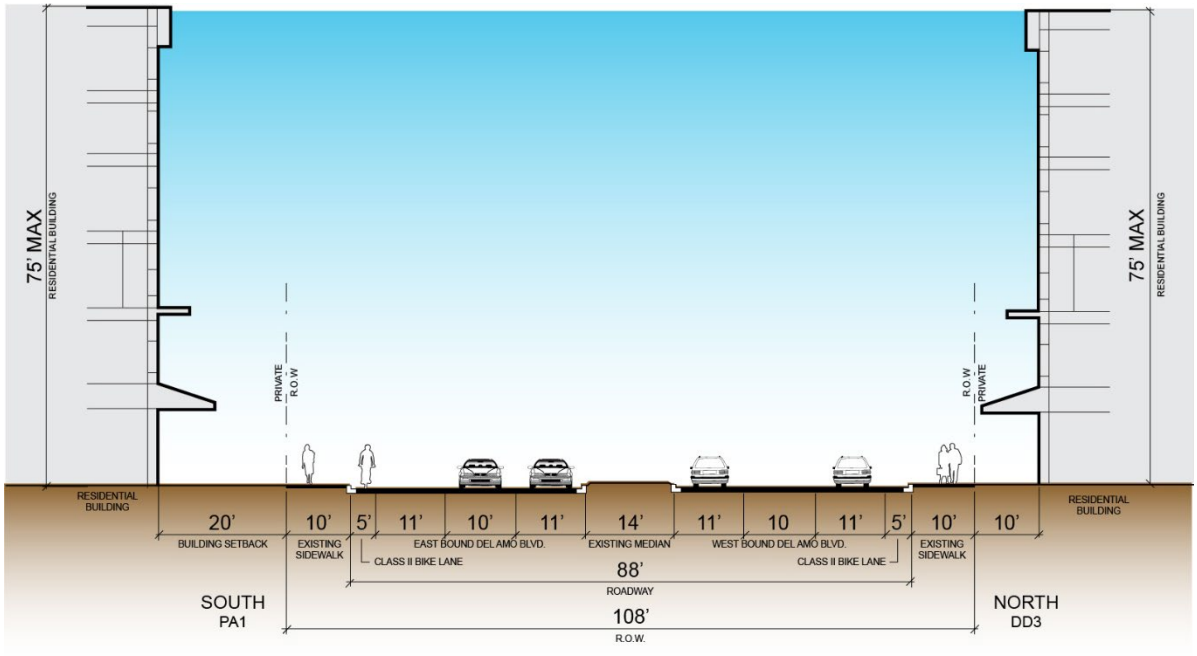


SOURCES: AO, ESA 2026

NOTES: The building setbacks of 20 to 30 feet vary according to the height of the building adjacent to the roadway. The setback is 20 feet for buildings up to 28 feet in height. For buildings above 28 feet in height, a 30-foot setback is required. Building heights refer to the base building height as defined in Table 6.2.

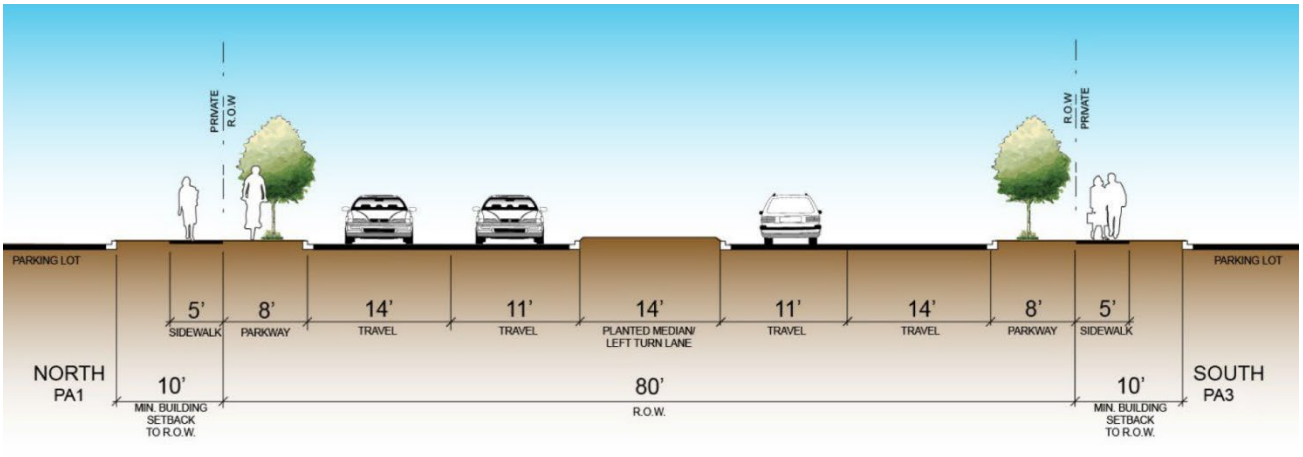
These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.3 Section A – Del Amo Entrance



SOURCES: AO, ESA 2026

Figure 5.4 Section B – Del Amo Boulevard

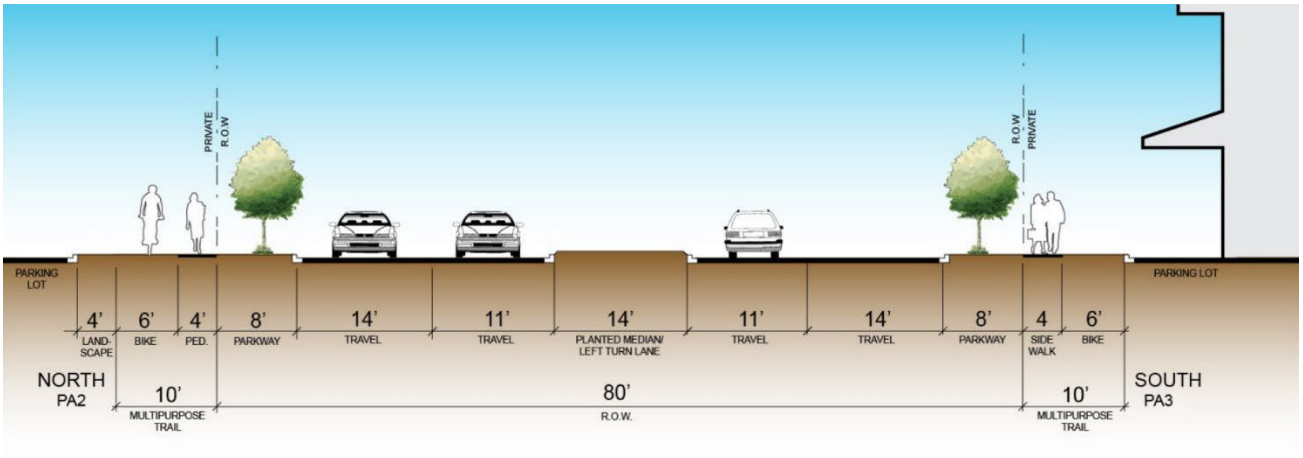


SOURCE: AO, ESA 2026

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access.

These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.5 Section C1 – Lenardo Drive without Multipurpose Trail

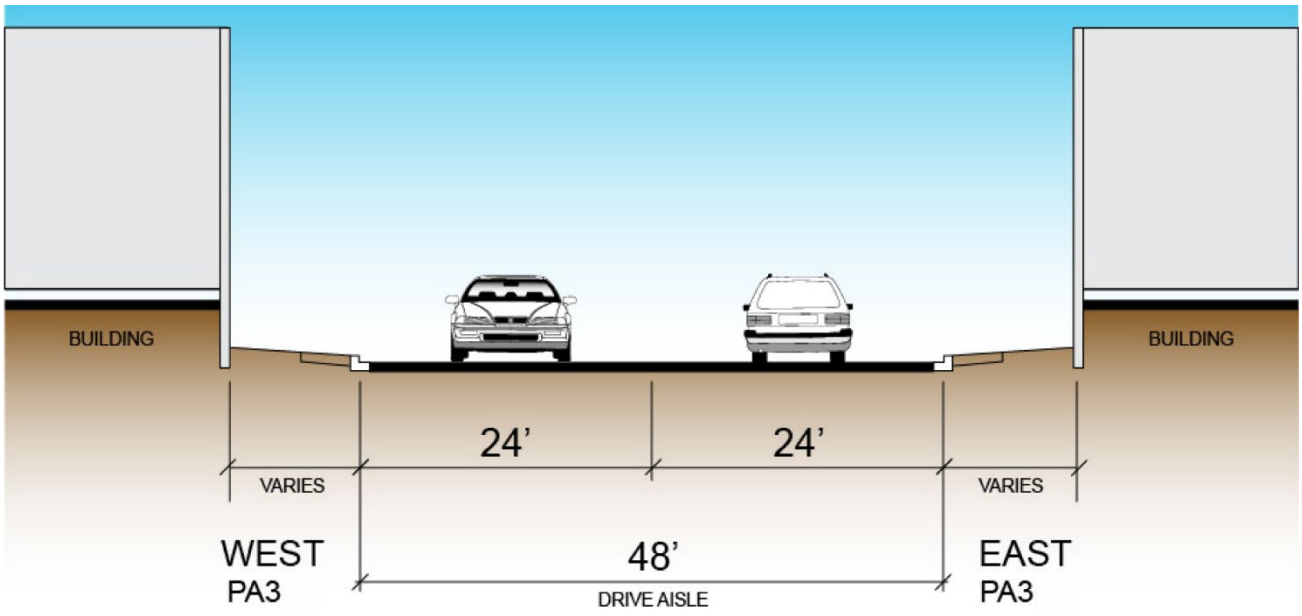


SOURCE: AO, ESA 2026

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access.

These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

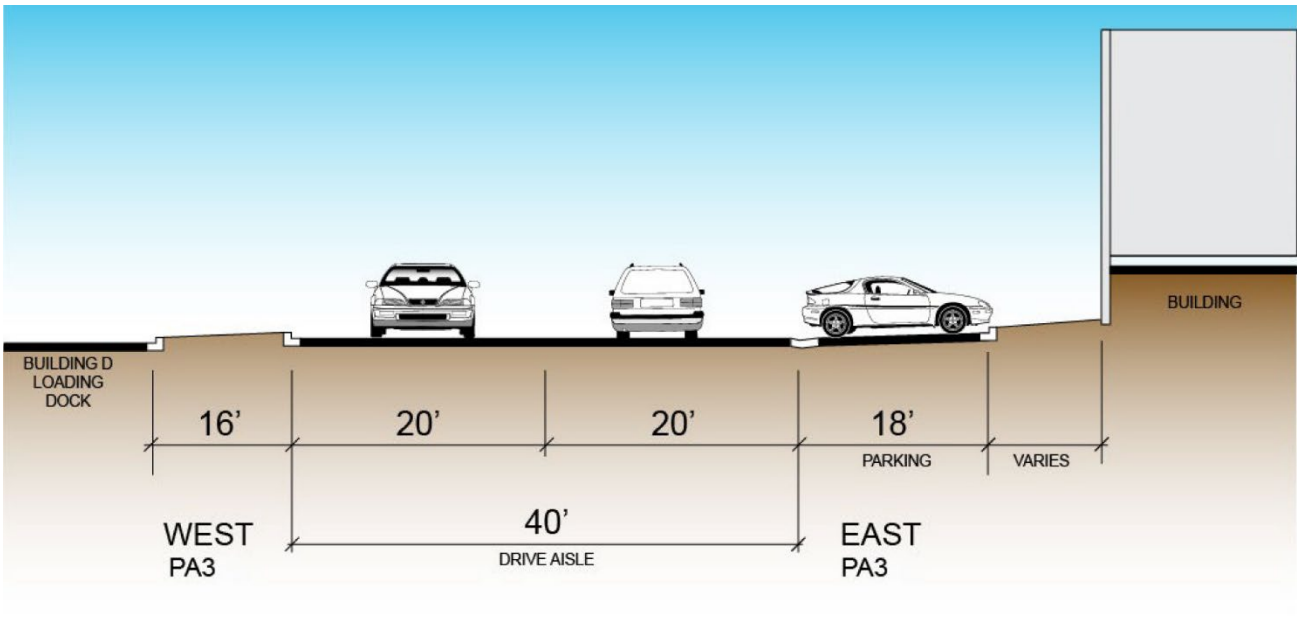
Figure 5.6 Section C2 – Lenardo Drive with Multipurpose Trail



SOURCE: AO, ESA 2026

NOTE: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

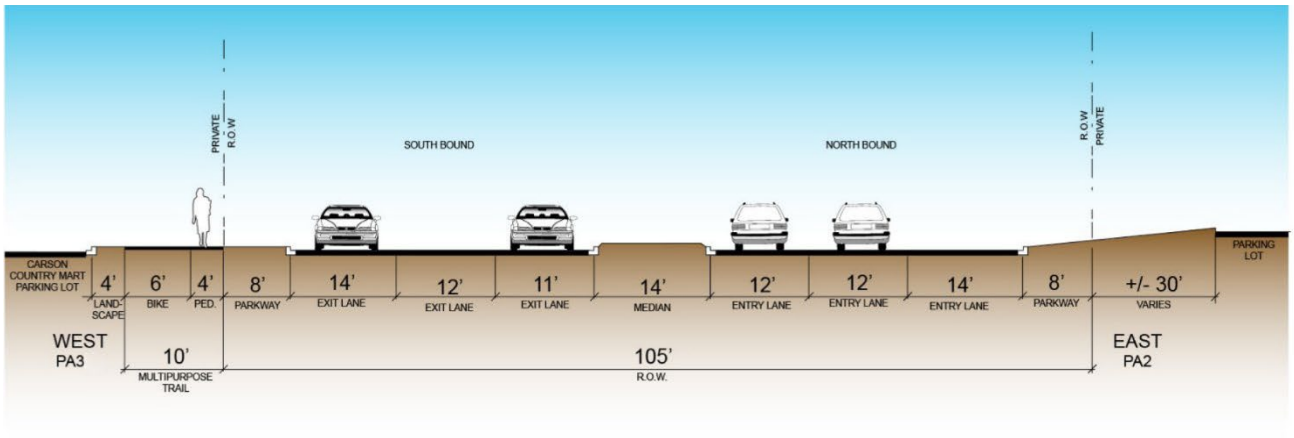
Figure 5.7 Section D1 – Private Drive without Parking



SOURCE: AO, ESA 2026

NOTE: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.8 Section D2 – Private Drive with Parking

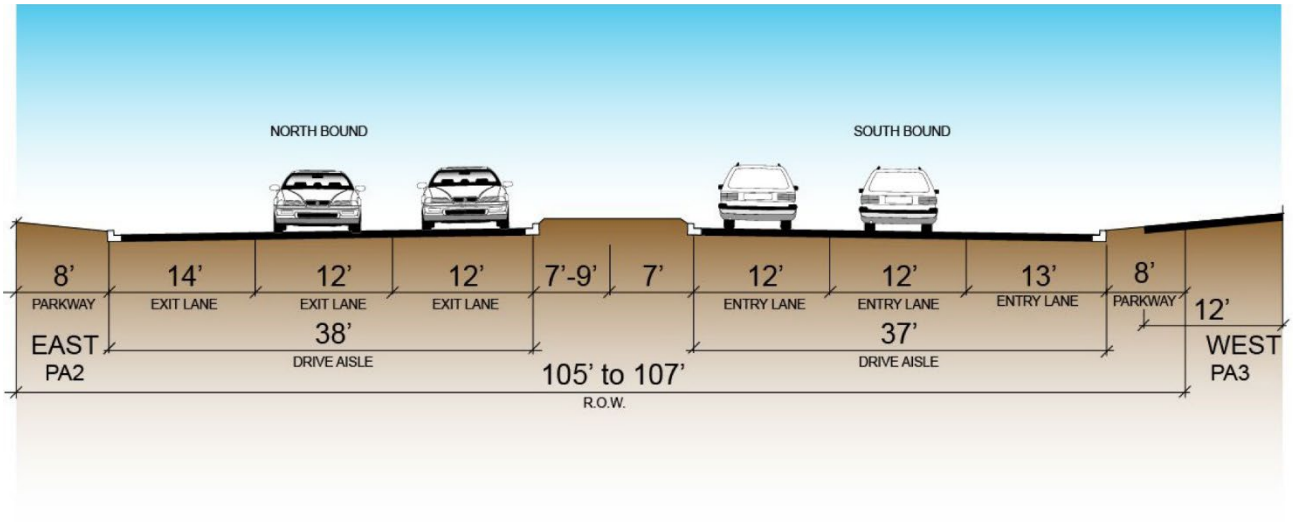


SOURCES: AO, ESA 2026

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access.

These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

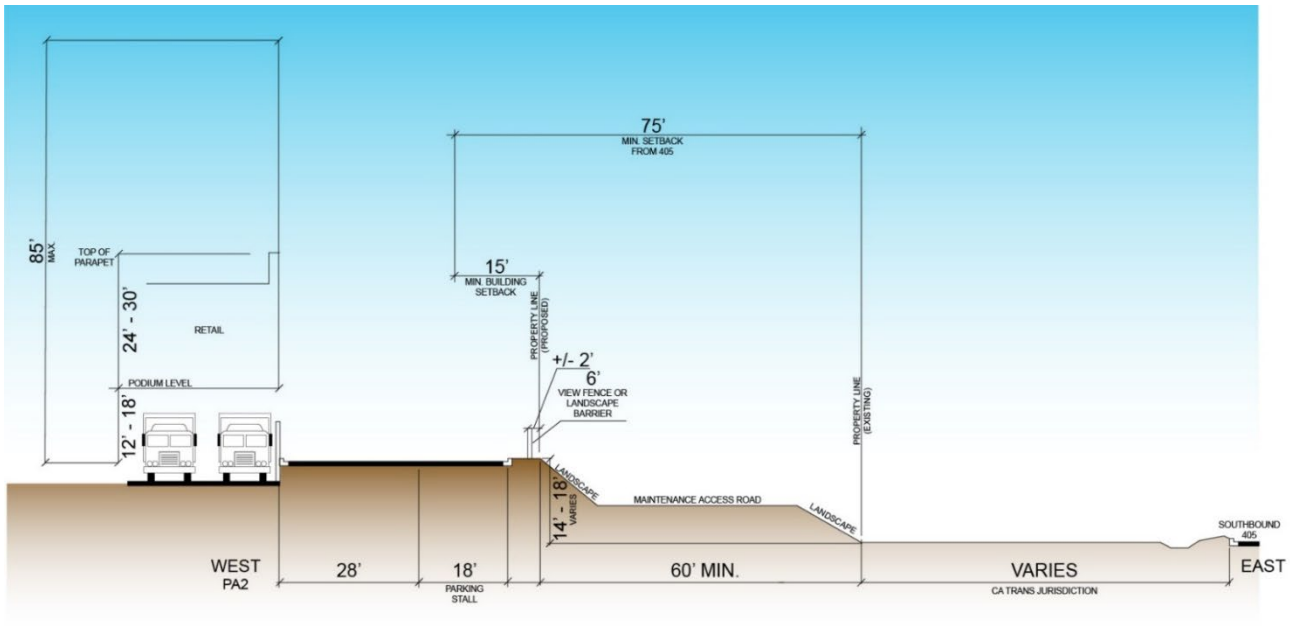
Figure 5.9 Section E1 – Lenardo Drive Entrance



SOURCES: AO, ESA 2026

NOTE: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.10 Section E2 – Avalon Boulevard Entrance

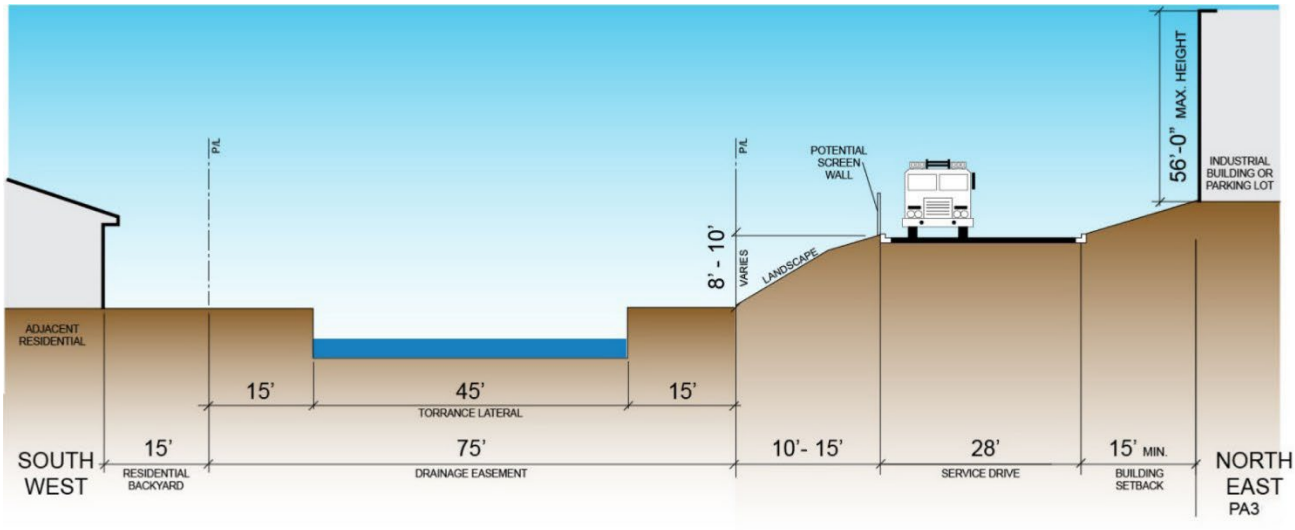


SOURCES: AO, ESA 2026

NOTES: Parking stall and 6-foot-high view fence or landscape screen presence vary according to location of section along freeway edge. Parking stall is optional. Refer to Figure 6.11, *Conceptual Sign Locations: Option A*, for potential perimeter wall, view fence, or landscape screen location.

These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

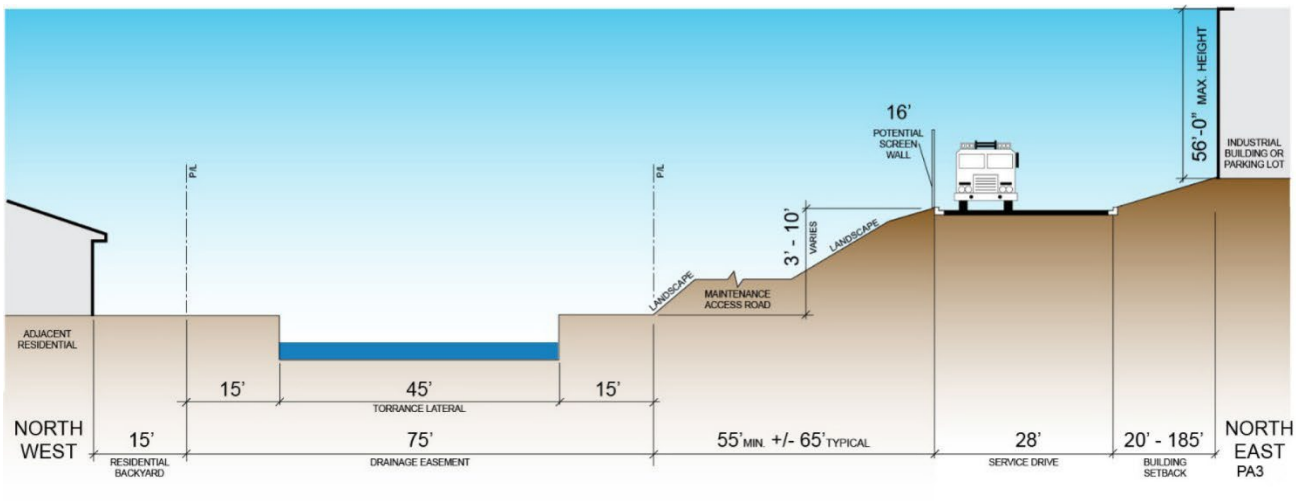
Figure 5.11 Section F – Freeway Edge (I-405 Freeway/Specific Plan Area Interface)



SOURCES: AO, ESA 2026

NOTES: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

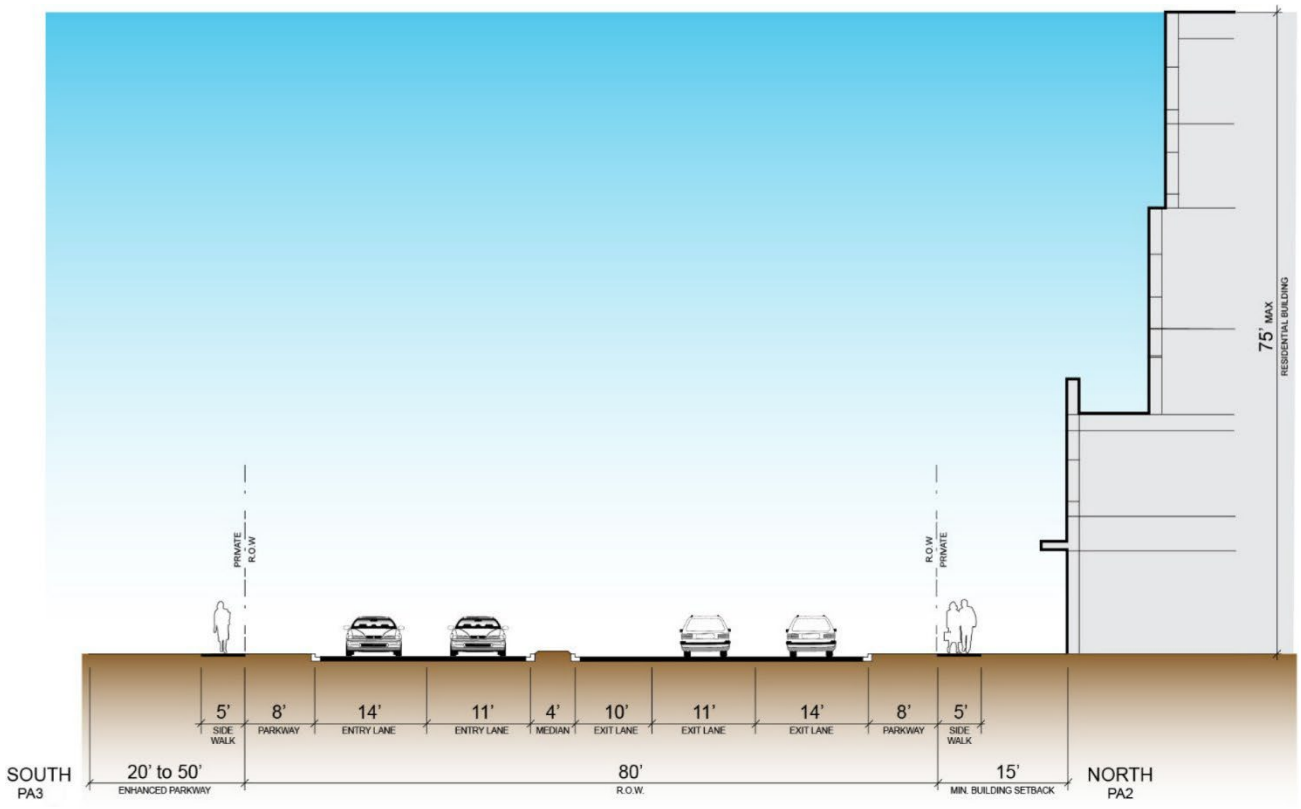
Figure 5.12 Section G1 – Channel-Adjacent Slope (Adjacent Residential/Specific Plan Area Interface – Condition 1)



SOURCES: AO, ESA 2026

NOTES: These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.13 Section G2 – Channel-Adjacent Slope (Adjacent Residential/Specific Plan Area Interface – Condition 2)



SOURCES: AO, ESA 2026

NOTES: When sidewalks and/or walkways are located outside the public rights-of-way, an easement may be required to allow for public access.

These street sections are a graphic representations of planning concepts. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations, and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

Figure 5.14 Section H – Main Street Entrance

5.1.3 Parking

The various uses allowed within PA1, PA2, and PA3 will be required to meet the parking standards specified in Chapter 6 of this Specific Plan. The number of parking spaces will be calculated using the parking ratios shown in Table 6.2, *General Development Standards*, of this Specific Plan. Parking will be provided through a combination of open surface parking and parking structures, with the structures having a maximum height limit of 50 feet, and parking under elevated podium (which shall not be subject to the 50-foot height limitation). A minimum width of 24 feet shall be provided for circulation aisles in all parking areas, unless larger aisles are required by the Los Angeles County Fire Department (LACoFD). A minimum width of 28 feet shall be provided for main entry aisles from the street(s) to satisfy LACoFD's access requirements to designated fire lanes, which shall also have a minimum width of 28 feet.

At least eight (8) percent of all at-grade commercial parking spaces shall be designated for carpool/vanpool and/or clean air vehicles.

As described in Table 6.2, shared parking is permitted to help maximize the efficiency of parking utilization within the site. Shared parking allowances between or among any Planning Areas, shall require a parking demand study approved by the Community Development Director, prior to issuance of a building permit.

5.1.4 Pedestrian and Bicycle Circulation

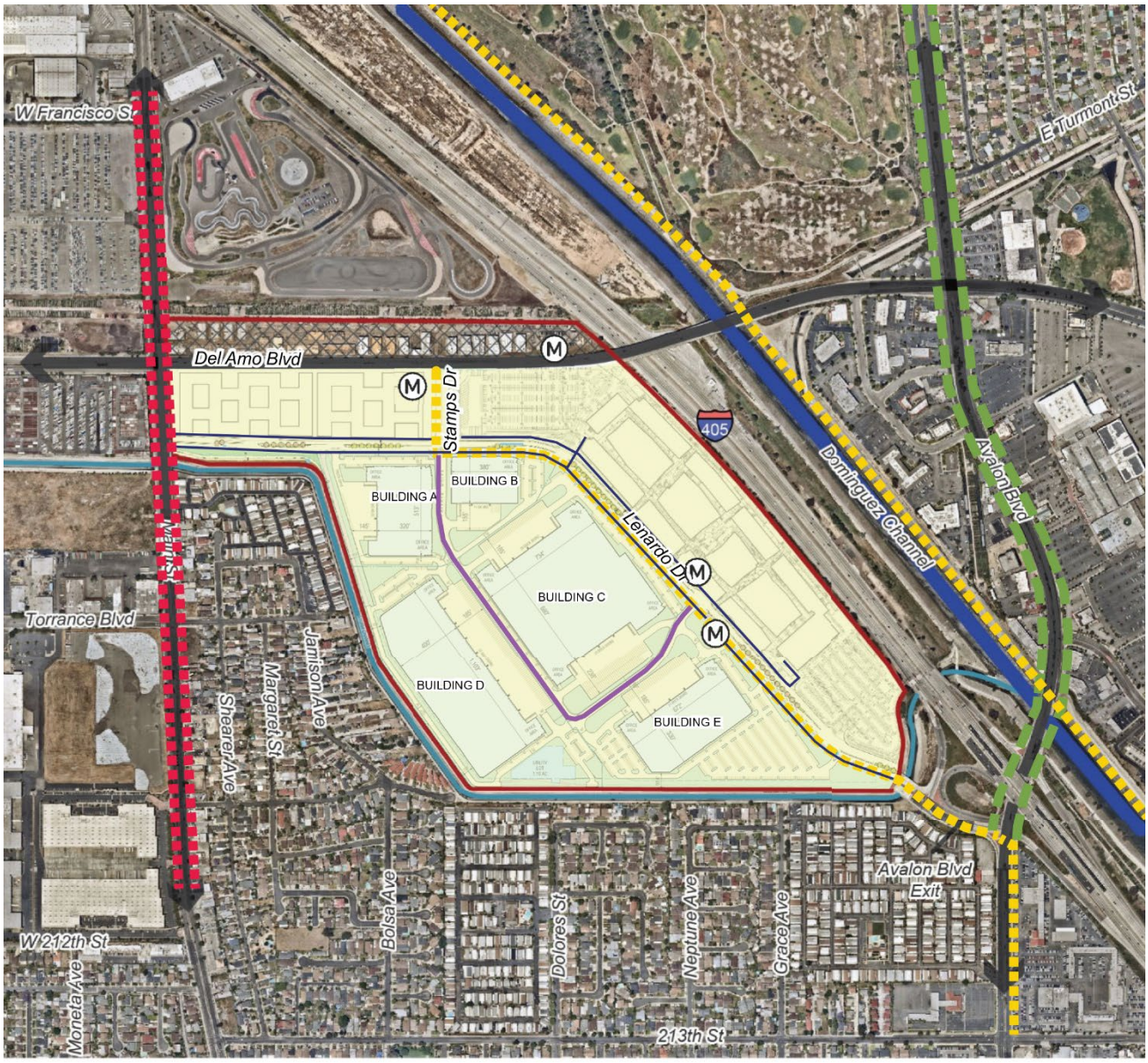
This Specific Plan intends to provide connectivity between the diverse uses within the Specific Plan Area for pedestrians and bicyclists. External bicycle access will be primarily from unbuffered bicycle lanes along Main Street and buffered and painted bike lanes on Del Amo Boulevard, while external pedestrian access will come from sidewalks on those same streets. A multipurpose path, which provides for concurrent, side-by-side use by both bicyclists and pedestrians, is proposed from Avalon Boulevard into the Specific Plan Area's southeastern entrance along Lenardo Drive. From the Avalon Boulevard entrance to its intersection with Stamps Drive, the multipurpose path will continue along the west side of Lenardo Drive, and pedestrian and bicyclist pathways within the multipurpose path internal to the 157-Acre Site will be divided using pavement striping/symbols for safety.

Internally within the 157-Acre Site, bicycle circulation is provided along Stamps Drive in the form of a multipurpose trail between Del Amo Boulevard and Lenardo Drive. From the intersection of Lenardo Drive/Stamps Drive to the Avalon Boulevard entrance, bike lanes are provided as part of the multipurpose trail described above.

Pedestrian circulation will be provided throughout the Specific Plan Area via sidewalks and pathways. In addition, the Enhanced Parkway proposed in PA3, includes an approximately 20- to 40-foot-wide parkway space including shade trees and native plantings, a meandering pedestrian pathway, and a sidewalk. The circulation system described herein is conceptual and flexibility is allowed to reduce or eliminate sidewalks and to vary the width of the landscape areas along Lenardo Drive and Stamps Drive. An at-grade pedestrian crossing shall be constructed across Lenardo Drive to facilitate pedestrian access between PA2 and PA3. The proposed traffic signal on Lenardo Drive midway between Stamps Drive and Avalon Boulevard will also provide safe pedestrian connectivity between PA2 and PA3. The routing of pedestrian and bicycle circulation is conceptually shown on **Figure 5.15, *Multi-Modal Circulation Concept***.

5.1.5 Public Transportation

Los Angeles County Metropolitan Transit Authority (Metro) Bus Route 246 is located along Avalon Boulevard, and Metro Bus Route 205 is located along Del Amo Boulevard east of Avalon Boulevard (as shown on Figure 5.14). The Specific Plan Area shall be designed to allow for at least four bus stops (two in each travel direction) to service the Specific Plan Area by Metro, as well as other transportation services including the Carson Circuit and Long Beach Transit. Conceptual locations of bus pull-outs, including the potential for a transit center within a portion of PA3, are shown on Figure 5.1.



Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 5.15 Multi-Modal Circulation Concept

5.2 Open Space/Recreation

The uses allowed under this Specific Plan provide for common and private open and recreation spaces within the Specific Plan Area to serve residents within the Specific Plan Area, Carson residents, and visitors to the site. Residents living within proposed development within PA1 should have access to the following potential amenities: pools, clubhouses, courtyards, lawn areas, and jogging paths. The requirements for common and private open spaces are listed in Table 6.2, *General Development Standards*.

Community amenity spaces are also important components for the commercial uses within the Specific Plan Area. Specific standards are outlined in Table 6.2 and in Sections 5.1.4, *Pedestrian and Bicycle Circulation*, and 6.3, *Publicly Accessible Private Open Space*, of this Specific Plan.

5.3 Public Services and Infrastructure

5.3.1 Police and Fire

Police services serving the Specific Plan Area shall be provided by the Los Angeles County Sheriff's Department. There is one existing Sheriff's Station located at 21356 South Avalon Boulevard in Carson. This station also provides police services for Torrance, Harbor City, and Rancho Dominguez. To ensure the safety of residents and patrons of The District at South Bay, private security services that coordinate with the Sheriff's Department will be provided for each development proposed within PA2 and PA3. As described in Chapter 7, *Implementation*, a public safety plan that addresses on-site security and staffing for the on-site security office (to be located within PA2) will be submitted for approval by the City, with consultation with the Los Angeles County Sheriff's Department, prior to the issuance of any building permit for vertical construction. Private security services may be provided on a Specific Plan Area–wide basis, by Planning Area, by each developer, or any combination thereof.

Security video cameras shall be installed throughout commercial developments within PA2 and PA3 with a digitally recorded feed to the on-site security office that is accessible via the internet at the Carson Sheriff's Station. Both a community policing plan and a private security plan shall be developed in coordination with the Sheriff's Department.

Fire protection services in the City of Carson are provided by Los Angeles County Fire Department (LACoFD). The Specific Plan Area is located within Division I of the Central Region in the Battalion 7 service area. There are six primary fire stations that provide both fire and emergency medical service in the City of Carson, with four of the stations located within the City of Carson's boundaries. The nearest response unit to the Specific Plan Area is Fire Station No. 36, located at 127 West 223rd Street, approximately 1.5 miles south of the Specific Plan Area. Other response units in the area include Station No. 127 at 2049 East 223rd Street, Station No. 10 at 1860 East Del Amo Boulevard, and Station No. 116 at 755 Victoria Street. Station No. 127 is located approximately 2 miles southeast of the Specific Plan Area, while the latter two stations are located approximately 2.4 miles from the Specific Plan Area.

5.3.2 Drainage

Permanent drainage systems for the 157-Acre Site will be designed to protect the landfill cap. In general, surface drainage from rooftops, parking lots, and hardscape and landscape areas will be picked up by inlets and conveyed to the existing Torrance Lateral owned by the Los Angeles County Flood Control District. Storm drainpipes will be sealed to reduce the potential for leakage and to prevent the migration of landfill gas. Surface water above the landfill cap will be conveyed to the backbone storm drain system and discharged into the Torrance Lateral. The quality of the water discharged into the Torrance Lateral will be maintained by the use of on-site filtering systems as designated in the Hydrology Report & Standard Urban Stormwater Mitigation Plan (2009 SUSMP). Development projects within the 157-Acre Site will also comply with the MS4 permit requirements through implementation of the 2009 SUSMP.

The existing storm drainage backbone infrastructure will be utilized, while some inlets, area drains systems, and permanent water quality best management practices will be installed during precise grading activities. Storm drainage systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of these utility corridors that fall outside of public rights-of-way. The 157-Acre Site will be designed to avoid the placement of buildings over these utility corridors, where feasible.

Collectively, the LGCCS and GETS, along with a (partially constructed) Landfill Operation Center (LOC) are located on an approximately one-acre lot (the "utility lot") between Buildings D and E in PA3 adjacent to the Torrance Lateral. Access rights (via an easement) shall be given to the CRA in order to access the LOC. The utility lot is currently owned by the CRA and operated by the CRA. The GETS and LGCCS, including the flare stacks associated with the LGCCS, are fully constructed and operational. In addition, the slab for the LOC has been constructed. However, because there are more wells and piping to install, as well as the LOC building itself, the system itself is considered only partially constructed.[13]

A conceptual map of the drainage system and the utility lot is provided in **Figure 5.16, *Storm Drainage Concept***.

[13] In this Specific Plan, when the GETS, LGCCS, and/or LOC are mentioned, it is assumed that not all of the wells have been installed nor has the LOC building itself been completely built. When fully constructed, the LOC building would provide offices, system controls, and storage space.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 5.16 Storm Drainage Concept

5.3.3 Water and Sewer Systems

The local utility (Cal Water Service) will supply water to the Specific Plan Area (and currently serves Evolve South Bay). An existing 12-inch water main located in Main Street and a 16-inch water main located both on Del Amo Boulevard and Lenardo Drive will supply both domestic service (with individual meters) and fire protection to the development. Cal Water Service has indicated that no upgrades to off-site facilities are necessary to support the development within the 157-Acre Site.

Water for irrigation and proposed water features within the 157-Acre Site will come from reclaimed water, if feasible. The balance, if any, will be drawn from the domestic water system. A fire line serving the landfill operations center (LOC) has already been installed.

Domestic water infrastructure will be installed at the same time as street improvements are made. Connections to buildings for potable and fire protection water will be made prior to certificate of occupancy. Reclaimed water infrastructure will be installed with street improvements, as shown in **Figure 5.17, *Domestic and Reclaimed Water Concept***, and connected to the West Basin reclaimed water line.

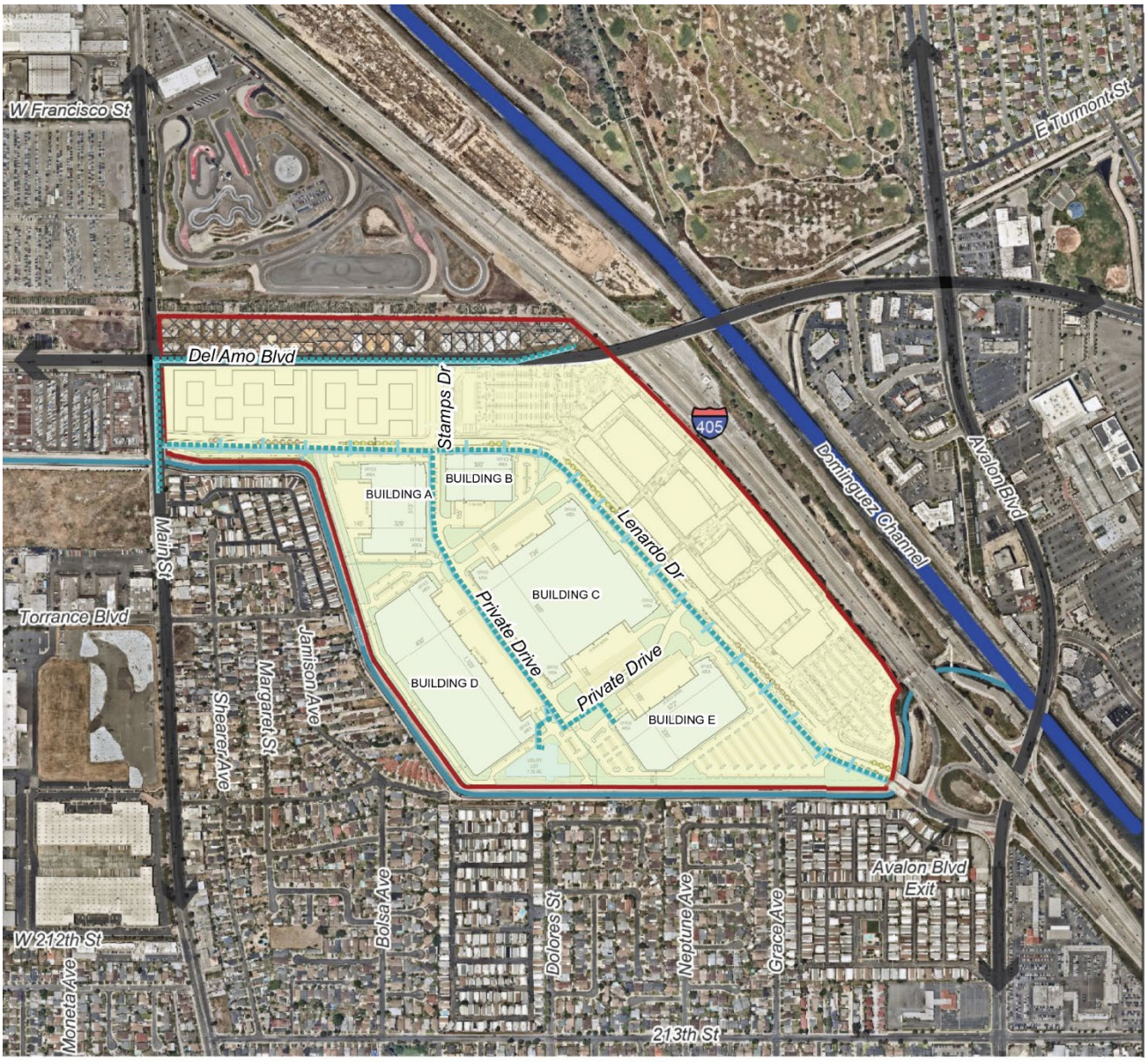
The sewer system servicing the Specific Plan Area is owned and maintained by the Los Angeles County Sanitation District. For the Specific Plan Area, an on-site system will be designed to pick up sanitary flows from points of connection at each building to the existing 42-inch trunk sewer along Main Street. It is anticipated that the on-site sewer will be constructed with airtight joints to prevent the migration of landfill gas. Sewer infrastructure will be installed in connection with the construction of street improvements. Connections to buildings will be made prior to certificate of occupancy. Conceptual maps of the water and sewer systems are provided in Figure 5.17 and **Figure 5.18, *Sanitary Sewer Concept***.

Water and sewer systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of utility corridors that fall outside of public rights-of-way. The 157-Acre Site will be designed to avoid the placement of buildings over utility corridors, where feasible.

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 5.17 Domestic and Reclaimed Water Concept



Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 5.18 Sanitary Sewer Concept

5.3.4 Electricity and Solid Waste

The Specific Plan Area may contain on-site electric distribution substations. Their precise locations will be determined upon the submittal of future tract maps and/or future building permit applications. Refer to Section 6.11, *Energy Conservation*, of this Specific Plan for additional guidance related to methods of energy conservation. If feasible, new utility lines will be placed underground unless such placement conflicts with the Remedial Action Plan (RAP) or is otherwise approved by the Director of Public Works.

The developers/operators of each Planning Area shall coordinate with the City's waste hauler or the collection, disposal, and recycling of solid waste. A comprehensive recycling plan shall be included with each development plan submittals prior to the City's issuance of a building permit approval. The comprehensive recycling plan shall consist of a construction debris recycling program and a general recycling program for residential, light industrial, and commercial uses including the separation of organic waste. The recycling program shall specifically require the incorporation of permanent, clearly marked, durable, source-sorted recycling bins for all structures. The bins shall be continuously maintained to ensure proper operation and adequate access.

Recycling will also extend to construction activities. All construction debris may be recycled in a practical, accessible manner, to the extent feasible, during the construction phase of any Planning Area. Compaction facilities for non-recyclable materials shall be provided for every occupied commercial and light industrial building greater than 20,000 sf in size to reduce both the total volume of solid waste produced and the number of truck haul trips required for collection, to the extent feasible. Trash compaction facilities may be provided in centralized locations for multiple commercial buildings. Alternative trash collection methods may also be used for retail and non-retail uses if approved by the waste management provider and the Community Development Director. The trash collection system must be approved by the Community Development Director prior to issuance of the first building permit for a commercial or light industrial building greater than 20,000 sf in size.

5.3.5 Grading, Subsurface Remediation, and Cap

Rough-grading operations on the 157-Acre Site will be performed in conjunction with the capping of the landfill that is part of the RAP, as modified by the 2011 Explanation of Significant Differences (ESD), and any other requirements for same imposed by DTSC.

The remedial actions to be implemented at the 157-Acre Site per the approved RAP, as modified by the approved ESD, are a combination of the following:

A. Construct a low-permeability cover system (cap) for the entire Cal Compact landfill site to contain the buried waste and the impacted soil on site. The cap shall be constructed after the application of pile driving and/or deep dynamic compaction (DDC) is completed, where necessary (see description below), to assist in settlement control and before the rough grading of the landfill site for development purposes. A portion of the cap was installed after the approval of the Carson Marketplace Specific Plan in 2009, but the cap was not completed in all areas of the Specific Plan Area.

B. Install a groundwater extraction and treatment system (GETS) along the down-gradient side of the landfill site to intercept/capture groundwater contamination coming from the landfill site. The perimeter GETS is intended to capture off-site migration of the groundwater contamination that exceeds the remediation goals. The GETS is fully installed and has been operational on the site since 2014.

C. Install a landfill gas collection and control system (LGCCS) within the Cal Compact landfill site boundary and beneath proposed occupied buildings within the waste zone. The landfill LGCCS will be used to minimize potential off-site migration and remediate potential impacts to on-site indoor/outdoor air quality in compliance with the relevant regulations. The landfill LGCCS (burner, backup carbon filters, and flare) has been constructed, and landfill gas collection wells have been installed on a portion of the landfill site. Additional elements of the landfill LGCCS, including additional collection wells, remain to be installed. The LGCCS system was designed to collect landfill gas (LFG) from the waste zone and condensate and deliver them to a Landfill Operations Center (LOC), which includes facilities for both LFG and groundwater treatment (refer to Figure 5.16).

D. Implement long-term monitoring of the groundwater and landfill gases.

E. Provide for long-term maintenance of the cap.

The RAP assumed that remediation activities would be completed for the entire 157-Acre Site at the same time. A phased remediation and occupancy plan was approved by DTSC[14] to allow vertical construction and occupancy on each Cell after it has been remediated, regardless of the stage of remediation on the other Cells. Phased occupancy is contingent on a cell-specific health risk assessment that would allow occupancy of the portions of the landfill site that have been remediated for the intended use/users.

The RAP and ESD specify the overall remediation and conceptual grading required for the 157-Acre Site. Actual grading plans may vary as required to be consistent with the actual site plan for each project development in conformance with grading guidelines contained in the County of Los Angeles Building Code, professionally accepted engineering practices, any site-specific recommendations of DTSC, and civil and geotechnical engineers licensed or registered by the State of California.

The LGCCS, foundation layer, and associated sub-drainage systems for the landfill cap, and the landfill membrane, all as required by the RAP and the ESD, will be installed and covered with material stockpiled on site, or with other suitable soil to construct the protective soil cover for the landfill cap. The grading plan for the foundation layer and soil cover will be informed by the site plan and development grading plan. When complete, the landfill cap will be at approximately rough development grade. Once the protective soil cover layer of the landfill cap is in place, the landfill site will be brought to design grades under a development grading plan to be approved by the County of Los Angeles.

The current DTSC-approved LUC, dated December 4, 2023, provides at section 4.4(a) that residential multi-family development is restricted to Cell 1 and the westernmost portion of Cell 2, which comprise portions of PA 1 and 2, respectively. As mentioned above, a new LUC is under review at DTSC that will likely prohibit any residential development in PA2.

[14] The development of the 157-Acre Site is subject to the terms and conditions set forth in a document entitled the *Revised Management Approach to Phased Occupancy* (DTSC Site Code 401716) , approved by DTSC on July 24, 2026 (the Revised MAPO).

CHAPTER 6
Development Standards

This section contains the development standards for the Specific Plan Area. Development standards are the regulations, requirements, and by-laws by which development must abide, and are indicated by the use of the word "shall." These standards are mandatory and typically concern topics such as permitted uses, density/ intensity, building and property dimensions, and the quantity of parking and landscaping. Provisions within these standards may also use the word "should," in which case the standard is encouraged but not mandatory.

6.1 Permitted Uses

Permitted uses, uses requiring a Conditional Use Permit or an Administrative Permit, uses Permitted under Specific Conditions, and prohibited uses within the Specific Plan Area are provided in **Table 6.1, *Permitted Uses***. This matrix organizes potential uses within each Planning Area and DD3. Those uses not specifically listed in the table are subject to review based on the consistency with the purpose and intent of the land use categories. The following additional special provisions apply:

A. An Administrative Permit shall be required for any proposed residential use located on PA2 and for transfers of residential units between Planning Areas where otherwise permitted by this Specific Plan.

B. Additionally, Site Plan and Design Review (also referred to as a Design Overlay Review [DOR]) shall be required as set forth in Table 7.1 and Section 7.1.6, in Chapter 7.

Of special note is the fact that at-grade residential uses are only permitted within DD3, as PA1, PA2, and PA3 occupy the former Cal Compact landfill site. Only elevated residential uses, which separate first-floor units from the ground level using at least one level of parking, retail uses, or other nonresidential space, are permitted in PA1 and portions of PA2 , as shown in **Figure 6.1, *Permitted Residential Areas***. Any additional residential uses within the 157-Acre Site will require DTSC approval. All residential use in PA2 will likely soon be prohibited under an amendment to the current Land Use Covenant (LUC) that is currently under consideration at DTSC. Restrictions on ground level residential uses are the result of DTSC regulations applicable to the Cal Compact landfill site.

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 6.1 Permitted Residential Areas

TABLE 6.1
PERMITTED USES

P = Automatically Permitted Use
A = Use Permitted with an Administrative Permit
PC = Use Permitted under Specific Conditions[a]
C = Use Permitted on Approval of a Conditional Use Permit[b]
— = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	
		DD3	PA1	PA2	PA3	
Retail						
Food Sales and Service and Eating and Drinking Establishments	Bar/night club/lounge serving beverages for consumption on premises	C	C	C	—	
	Restaurant (without alcohol)	A	A	P	—	
	Restaurant (with alcohol)	A	A	P	—	
	Beer Garden	—	—	—	—	
	Restaurant (with drive-in or drive-through)	A	C	—	—	
	Non-restaurant retail food services (including kiosks, food halls, refreshment stands, soda fountain)	A	A	P	—	
	Food catering (only direct retail sales or retail distribution)	A	A	P	—	
	Food store: supermarket, grocery, market	A	A	—	—	
	Member-invited VIP lounge with alcohol service	—	—	P	—	
	Café, retail bakery, pastry, candy, health food, and other similar foods/drinks (not supermarket or grocery)	A	A	P	—	
	Fast casual/quick service restaurant with take-out food (not drive-in or drive-through)	A	A	P	—	
Health	Medical or dental or optical office or clinic, public health center (with laboratory uses ancillary thereto)[d]	A	A	P	—	
	Pharmacy	A	A	—	—	
Office[d]	Business offices, including professional, financial, insurance, real estate, newspaper or publishing (no printing), travel/employment agency (or similar), security service, and similar services	A	A	P	P[e]	
Public Assembly and Entertainment	Arcade, pool hall, night club	—	—	C	—	
	Auditorium, meeting hall, event hall[f]	A	A	A	—	
	Community center, lodge hall, private club	A	A	P	—	
	Indoor golf range	A	A	—	—	
	Indoor theater (motion picture or live stage)	—	A	P	—	
	Outdoor theater (live stage, not a drive-in)[g]	C	C	—	—	
	Outdoor performances, concerts, and entertainment[g,h]	—	A	P	—	
	Single- or multipurpose recreation facilities such as golf range, ice skating, and bowling[h]	A	A	—	—	

TABLE 6.1
PERMITTED USES

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C = Use Permitted on Approval of a Conditional Use Permit[b]
— = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	
		DD3	PA1	PA2	PA3	
Public and Quasi-Public Uses	Church, temple, or other place of religious worship[d,i]	A	A	A		
	Bus/shuttle station, fire/police station or ancillary office	A	A	P	A[j]	
	Post office, library, museum[d]	A	A	P	—	
Retail Sales and Services	Animal/pet retail uses (no animal hospital; kennel is allowed as an incidental use)	A	A	—	—	
	Auction house[k]	—	—	C	—	
	Barber shop, beauty shop, salon, manicure	A	A	P	—	
	Copying, address, graphing, mimeographing, photostatting, instant printing, photography, picture framing	A	A	P	—	
	Health club/gym	—	A[e]	P	A[e]	
	High-fashion/upscale previously owned clothing and accessories	—	—	P	—	
	Hotel	—	—	A	—	
	Locksmith, watch repair, small appliance repair, bicycle repair	A	A	P	—	
	Non-restaurant retail kiosks	A	A	P	—	
	Outlet retail	—	—	P	—	
	Parcel delivery service	A	A	P	—	
	Single-price overstock/discount stores	—	—	P	—	
	Specialized stores for apparel, household supplies, business supplies, promotional retail, service retail	A	A	P	—	
	Stand-alone or in-line retail stores	—	A	P	—	
	Tailor, dressmaker, seamstress, shoe repair	A	A	P	—	
	Upscale convenience store	—	A	P	—	
	Vehicle sales (ancillary service)	—	C	—	—	
	Vehicle sales (no service)[l]	—	C	P	—	
Studios	Motion pictures/movie studios/television studios	—	C	—	C	
Light Industrial Uses and Utilities						
Logistics Facilities	Distribution/parcel hub warehouses, high-cube warehouses, retail/e-commerce fulfillment centers, logistics centers, and associated ancillary auto and trailer parking	—	—	—	P	
Manufacturing of Products and Materials	Manufacturing of products and materials of non-hazardous products/materials[m]	—	—	—	C	

TABLE 6.1
PERMITTED USES

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C = Use Permitted on Approval of a Conditional Use Permit[b]
— = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	
		DD3	PA1	PA2	PA3	
Utilities and Public Service	Public utility or public service uses, including but not limited to a landfill operation center and groundwater extraction and treatment system	—	A	A	P	
Residential/Mixed-Use						
Residential/ Mixed-Use	Adult care facility	—	A	—	—	
	At-grade apartments, townhomes, condominiums	P	—	—	—	
	Elevated apartments, townhomes, condominiums[n]	P	P	A	—	
	Live-work residential	A	A	A	—	
Parking						
Parking	Parking lot, parking building/structure or shared parking facilities associated with an approved use	P	P	P	P	
	Parking lot or structure – primary use	C	C	C	—	
Public/Private Park, Community Amenities, and Associated Uses						
Public Park	Park, playground	P	P	P	—	
Open Space, Community Amenities and Associated Uses	A variety of open space and community amenity uses such as gardens, dog park, nature park, plazas, children's play area, event lawn, pedestrian and bicycle pathways, performance pavilion, games terrace, and water features.	—	—	—	P	
	Passive and active open space uses and walkways	—	—	—	P	
Accessory Uses[o]						
Private Recreational Facilities	Swimming pool, tennis court, skating rink, gym/fitness center (if center is ancillary to residential uses)	P	P	—	—	
Passenger Station	Bus station, rail station, taxi stand, ride-share pick-up/drop-off	P	P	P	A	
Alcoholic Beverage Sales and Service	Alcoholic beverage sales and service in conjunction with a restaurant, kiosk, beer garden, department store, drugstore, supermarket	A	A	P	—	
	Alcoholic beverage sales and service in conjunction with take-out food, bar, indoor theater	C	C	C	—	
	Alcoholic beverage sales and service in conjunction with programmed events and outdoor festivals[e,f]	—	—	—	—	
Communication and Utilities Stations[p]	Transmitter, receiver, or repeater station; control or measurement station; major wireless telecommunication facilities	C	C	C	C	

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Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M DD3	MU-M PA1	CM PA2	LI PA3	
	Minor telecommunication facilities	P	P	P	P	
Temporary Uses[q]						
Offices	Contractor office or real estate office	P	P	P	P	
Outdoor Sales	Sidewalk, parking lot, and tent sales; Christmas tree sales; pumpkin sales; food trucks	A	A	A	A	
Outdoor Market/ Festivals	Farmer's market, arts festival, other festival	—	—	P	A	
Programmed Events[f]	Scheduled events ancillary to retail uses	A	A	A	A	
Prohibited Uses						

Adult businesses

Bail bonds

Check cashing services, payday loan services and deferred deposit

Convenience store (other than upscale convenience store in PA2)

Firework stands

Thrift store, pawn shop, salvation army type store, "army surplus" or "secondhand store" other than upscale pre-owned clothing and accessories in PA2.

Explosives – fireworks, dynamite, ammunition, weapons involving use or testing with explosive materials.

Storage, handling, or transport of hazardous substances or any CalARP-regulated materials. All development within the 157-Acre Site shall adhere to all applicable City ordinances related to hazardous substances in effect at the time that building permits are issued for such development.

NOTES:

[a] Specific conditions required to permit alcohol sales and drive-through uses are discussed in Chapter 7.
[b] The restaurant drive-through/pick-up and delivery feature would cater to upscale/gourmet/"fast casual"–type restaurant tenants as opposed to traditional fast-food-type establishments.
[c] Where the referenced use is permitted or permitted with permit, (a) total gross leasable area within a Planning Area for any one such use shall not exceed 5 percent and (b) uses that do not generate sales tax shall not exceed 10 percent in the aggregate of the gross leasable area within a Planning Area. The Applicant shall provide the City with documentation to ensure these limits are adhered to prior to issuance of a business license for automatically permitted uses or prior to the approval of an administrative permit.
[d] Use permitted under certain conditions as an ancillary use.
[e] At Community Development Director discretion, and after appropriate consultation with the Los Angeles County Sheriff's Department, an Administrative Permit may be required for events that are anticipated to attract large crowds or that could have security or public health or safety considerations. Smaller-scale events shall be allowed by right.
[f] A calendar of programmed events shall be submitted annually for review and approval by the Community Development Director. Additional events may be added to the annual calendar and approved on an individual basis throughout the year.
[g] Not to include stadium or arena.
[h] See CMC 9138.22 (Church Uses within the Commercial-Regional Zone) and 9182.25 (Continuation of Churches, Temples or Other Places of Religious Worship Located within the Commercial-Regional Zone or Mixed-Use – Carson Street Zone).
[i] Ord. 86-763U, Section 1 (Swap Meets, Flea Markets and Minimarts); Ord. 87-813, Section 1 (Uses Permitted in Commercial and Manufacturing Zones).
[j] Limited to the potential transit center.
[k] Where the referenced use is permitted, or permitted with permit, total gross leasable area within a Planning Area for such uses that do not generate sales tax shall not exceed 20 percent in the aggregate of the gross leasable area within a Planning Area.
[l] See CMC 9133 (Conditional Use Criteria).
[m] Manufactured products and materials shall not include the following: hydrocyanic acid, tar, coal tar, pyroxyline plastic, guncotton, rubber, bleaching powder, glue, chamois, lacquer, synthetic enamel, materials with dextrin, cloth, textiles, upholstery, felt, canvas, wallboard, fiberglass, glass, polyurethane, engines (with foundry), automobiles, trailers, boats, aircraft, heavy equipment, concrete block, brick, tile, poisons, explosives, ammunition, hazardous substances or materials, CalARP-regulated materials, or any other similar products/materials. Any project development will be required to comply with the requirements set forth in any future City ordinance related to hazardous substances as set forth herein.
[n] Residential uses in PA1 requiring a General Plan Amendment shall require a Conditional Use Permit. All other residential uses in PA1 shall be permitted.

TABLE 6.1
PERMITTED USES

P = Automatically Permitted Use
A = Use Permitted with an Administrative Permit
PC = Use Permitted under Specific Conditions[a]
C = Use Permitted on Approval of a Conditional Use Permit[b]
— = Not Permitted

Land Use Designation	Typical Permitted Uses	Planning Area				
		MU-M	MU-M	CM	LI	
		DD3	PA1	PA2	PA3	

[o] Accessory use: a use of the land or of a building that is: (1) clearly incidental and subordinate to the principal use of the land or building; (2) located on the same lot with the principal use; (3) not a generator of additional auto trips, parking needs, or adverse environmental impacts; and (4) for uses other than eating establishments, bars, and indoor theaters, occupies equal to or less than 10 percent of the area of the principal use. Where more than one accessory use occurs on a development project site, the total aggregate of all accessory uses must be equal to or less than 10 percent.

[p] Major wireless telecommunication facilities shall be permitted subject to a Conditional Use Permit and the requirements of CMC Section 9138.16 (Communications Facilities). Minor wireless telecommunication facilities, as defined in CMC Section 9138.16, are permitted by right and do not require a Conditional Use Permit.

[q] For temporary uses, the Community Development Director has discretion whether to require design review.

6.2 General Development Standards

The Development Standards contained herein (**Tables 6.2 and 6.3**) shall control the development of allowed uses within the Specific Plan Area, including the residential, commercial, office, and light industrial uses, as well as publicly accessible but privately maintained open space and commercial/community-use and amenity areas. These regulations have been designed to provide for flexibility in site design while ensuring a consistent and coordinated built environment for the Specific Plan Area.

TABLE 6.2
GENERAL DEVELOPMENT STANDARDS

	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	
Topic	**DD3[a]**	**PA1**	**PA2**	**PA3**	
Density/Intensity					
At-grade multifamily	60 du/ac max.	n/a	n/a	n/a	
Elevated multifamily	60 du/ac max.	60 du/ac max.[b]	60 du/ac max. (with AP)	n/a	
Vertical mix of uses[c]	Commercial not to exceed 0.5 FAR and residential not to exceed 60 du/ac[b]		Commercial not to exceed 0.5 FAR and residential not to exceed 60 du/ac	n/a	
Commercial uses (including hotel)[d]	0.5 FAR max.		0.5 FAR max.	n/a	
Light Industrial[e]	n/a		n/a	0.50 FAR max.	
Building Setbacks[f]					
Perimeter Setbacks					
Interstate 405	110 feet min.	n/a	75 feet min.	n/a	
Del Amo Boulevard	10 feet	20 feet	10 feet	n/a	
Main Street	10 feet	20 feet	n/a	25 feet or 25 percent of the lot depth, whichever is less	
Northern Border (north of DD3)	20 feet	n/a	n/a	n/a	
Storm Channel	n/a		70 feet min. from property line for commercial buildings with base building height up to 52 feet; 250 feet min. from property line for commercial buildings with base building height over 52 feet	70 feet min. from property line for buildings along the western boundary with base building height up to 60 feet; 55.5 feet min. from property line for buildings along the southern boundary with base building height up to 60 feet; 250 feet min. from property line for all buildings with base building height over 60 feet that are adjacent to residential uses	

TABLE 6.2
GENERAL DEVELOPMENT STANDARDS

Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	
	DD3[a]	PA1	PA2	PA3	
Internal Setbacks[f]					
Building to Stamps Drive within Del Amo Entry Area	n/a	20 feet min. from the back of curb for buildings with base building height up to 28 feet; 30 feet min. from the back of curb for buildings with base building height greater than 28 feet	20 feet min. from the back of curb for buildings with base building height up to 28 feet; 30 feet min. from the back of curb for buildings with base building height greater than 28 feet	n/a	
Commercial building to Lenardo Drive/ Stamps Drive other than Del Amo Entry Area	Lenardo Drive: 10 feet min. from the property line Stamps Drive: 10 feet min. from the property line, or if private street, 10 feet min. from the back of curb		Lenardo Drive: 10 feet min. from the property line	n/a	
Light Industrial building to Lenardo Drive	n/a		n/a	25 feet min. from property line	
Residential building to Lenardo Drive/ Stamps Drive other than Del Amo Entry Area	15 feet min. from the property line		Lenardo Drive: 15 feet min. from the property line	n/a	
Commercial building to building (if detached)	20 feet min. from building to building		20 feet min. from building to building	n/a	
Light Industrial building to building (if detached)	n/a		n/a	20 feet min. from building to building	
Residential building to commercial building or parking structure (if detached)	25 feet min. from building to building		25 feet min. from building to building	n/a	
Encroachments[g]					
Encroachments	See Municipal Code Section 9126.29/ Section 9136.29		See Municipal Code Section 9126.29/ Section 9136.29	See Municipal Code Section 9146.29	
Sidewalks/Walkways/Parkways[h]					
Internal sidewalk widths	4 feet min.		4 feet min.	4 feet min.	
Adjacent to:					

TABLE 6.2
GENERAL DEVELOPMENT STANDARDS

Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	
	DD3[a]	PA1	PA2	PA3	
Lenardo Drive	8-foot parkway min.		8-foot parkway min.	8-foot parkway min.	
Del Amo Entry Area	10-foot parkway min.		10-foot parkway min.	n/a	
Stamps Drive	5 feet min.		5 feet min.	n/a	
Multipurpose path	8 feet min. of bike path, 4 feet minimum of pedestrian path (may be attached)		n/a	n/a	
Open Space[i]					
Private residential open space[j]	**Development 25 du/ac or more in density:** Studios and 1BR: 60 sf average, 50 sf min. per unit; 2BR: 75 sf average, 65 sf min. per unit; 3+BR: 100 sf average, 80 sf min. per unit; all with a min. dimension of 5 feet in any direction **Development less than 25 du/ac in density:** 100 sf min. per unit, with a min. of 5 feet in any direction		PA1 standards applicable to residential development with approval of Administrative Permit	n/a	
Residential common open space[k]	300 sf min. per unit, with a min. dimension of 15 feet in any direction	Studio and 1BR: 150 sf min. per unit; 2BR: 200 sf min. per unit; 3+BR: 250 sf min. per unit, all with a min. dimension of 15 feet in any direction	PA1 standards applicable to residential development with approval of Administrative Permit	n/a	
Private storage space	**Development 25 du/ac or more in density:** 100 cubic feet of private storage space **Development less than 25 du/ac in density:** 200 cubic feet of private storage space[l]		PA1 standards applicable to residential development with approval of an administrative permit[l]	Outdoor storage is permitted only in areas within truck courts and abutting a right-of-way area, but not in a required parking area. Outdoor storage areas shall be screened from view from any adjoining public street or walkway, and from surrounding residential areas.[m]	

TABLE 6.2
GENERAL DEVELOPMENT STANDARDS

Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	
	DD3[a]	PA1	PA2	PA3	
Parking					
Auto parking[n,o,p]	**Residential**: Studio (0 BR, not more than 450 sf): 1 space/unit; 1 BR, and 0 BR units larger than 450 sf: 1.5 spaces/unit; 2BR or more: 2 spaces/unit Guest Parking: 1 space/4 units **Commercial:** 4 spaces/1,000 sf of gross leasable area, except: Theater = 1 space/4 seats Hotel = 1 space/room		**Residential:** Same as PA1 and DD3 with approval of Administrative Permit; **Commercial:** 4 spaces/1,000 sf of gross leasable area, except: Theater = 1 space/4 seats Hotel = 1 space/room	**Light Industrial:** 1 space per 1,000 sf (less than 40,000 sf) 1 space per 4,000 sf (more than 40,000 sf) **Ancillary Office:** 1 space per 300 sf[e] Off-Site Parking shall not be counted toward required parking spaces	
Truck trailer parking[p]	n/a		n/a	Subject to Parking study to be completed by the Applicant[q]	
Preferential auto and bicycle parking	Per City Code Section 9165.3		Per City Code Section 9165.3	Per City Code Section 9165.3	

TABLE 6.2
GENERAL DEVELOPMENT STANDARDS

Topic	Mixed-Use Marketplace (MU-M)		Commercial Marketplace (CM)	Light Industrial (LI)	
	DD3[a]	PA1	PA2	PA3	

NOTES:

du/ac = dwelling unit per acre; sf = square feet; BR = bedroom

a DD3 has been developed with a 300-unit apartment complex project known as Evolve South Bay.

b On PA1 only, a General Plan Amendment shall be required to increase the maximum permitted residential density to 80 du/ac.

c For developments with residential and commercial horizontal mixed use, maximum commercial FAR shall not be reduced by residential density, and maximum residential density is not reduced by commercial FAR.

d Hotel use would only be applicable to PA2.

e For all light industrial uses in PA3, a Specific Plan Amendment shall be required for a FAR below 0.25 for any PA3 parcel or for the entire PA3 area. A Specific Plan Amendment shall be required for a FAR above 0.50 for the entire PA 3 area.

f The Community Development Director is authorized to issue an Administrative Permit to approve a decrease in setback requirements not exceeding 10 percent of the setback requirement.

g Outdoor dining, benches, outdoor displays, or any other ancillary uses as approved by the Community Development Director may encroach into the sidewalk area a maximum of 8 feet from the building frontage.

h Refer to Sections 5.1.2 and 5.1.4, providing flexibility to reduce or eliminate sidewalks, walkways, and/or parkway widths, subject to Community Development Director approval.

i For residential uses, at least 40 percent of common and private open space must be useable for recreation, which is defined as open space that serves a specific function with an average gradient of not more than 5 percent and excludes sidewalks within the public right-of-way. Usable open space excludes space located within roadway setback areas. The recreational areas shall be located within reasonable proximity of the dwelling units. Usable open space may include but is not limited to: balconies, terraces, roof gardens, children's playgrounds, pools, clubhouses, BBQ pits, fire pits, seating areas, and landscape areas within or immediately surrounding these open space areas. Walkways and their associated landscaping that serve no purpose other than connecting these spaces shall not be considered usable open space.

j Each bedroom category must address both its minimum size and average size private open space requirements. Any unit that does not meet the minimum requirement will not have any of its private open space counted towards the overall average. No more than 10 percent of 1 BR, 2BR, or 3BR units may provide less than the minimum size requirement. If any bedroom category has a shortfall in average private open space, that shortfall must be replaced by additional usable open space above the required amount at a one-to-one ratio.

k Open space includes accessible walkways, landscaping areas, and non-private courtyards. Common areas such as clubhouses, pools, and spas can satisfy up to 50 percent of the common open space requirement.

l Refer to Section 6.12 of this Specific Plan for additional guidance on the provision of private storage space.

m Refer to Section 6.8 of this Specific Plan for additional guidance on storage space.

n Shared parking will be allowed per the Community Development Director's approval and subsequent to a parking study if deemed necessary by the Community Development Director.

o DD3 has been developed with only residential units (no commercial); therefore, the guest parking requirement is 0.5 spaces/unit.

p The Community Development Director is authorized to issue an Administrative Permit to approve a decrease in parking requirements of not more than 10 percent, subject to approval by the Community Development Director of a parking demand study.

q Applicant is required to provide a parking study to confirm truck trailer parking is sufficient to support the proposed development. Such study will be reviewed and approved by the Community Development Director. Refer to District at South Bay Planning Area 3 Parking Demand Study, August 20, 2021.

TABLE 6.3
BUILDING HEIGHT DEVELOPMENT STANDARDS

Use	Area	Base Building	With Secondary Features[a]		With Major Features[a]	
		Max. Height	Max. Height	Max. Width of Feature (% of elevation length)	Max. Height	Max. Width of Feature (% of elevation length)
Residential						
Multifamily[b]	n/a	75 feet	75 feet	n/a	75 feet	n/a
Commercial						
Retail	n/a	30 feet	42 feet	30%	52 feet	15%
Theater	n/a	60 feet	70 feet		80 feet	20%
Hotel	n/a	75 feet	79 feet		85 feet	15%
Commercial – Elevated Podium[c,d]	n/a	85 feet	85 feet	n/a	85 feet	n/a
Light Industrial						
E-Commerce/Fulfillment Center	>250,000 SF	55 feet	65 feet	n/a	65 feet	n/a
E-Commerce/Fulfillment Center	<250,000 SF	50 feet	56 feet	n/a	56 feet	n/a
Distribution Center/Parcel Hub	n/a	55 feet	65 feet	n/a	65 feet	n/a
Mixed-Use						
Vertical Mix of Uses: Two-Story Office/Retail over At-Grade Commercial	10,000–30,000 SF	35 feet	40 feet	30%	45 feet	30%
Other Vertical Mix of Uses[b,c]	n/a	75–85 feet	75–85 feet	n/a	75–85 feet	n/a
Parking						
Parking Structure[e]	n/a	45 feet	50 feet	n/a	55 feet	n/a
Accessory Structures						
Accessory Storage	maximum height to be determined according to standard for principal use					

NOTES:

[a] Major and secondary features are building elements that are added to building faces to provide architectural interest, without adding to interior floor area. Major features are more prominent than secondary features, and are often used to focus visual attention with a vertical element that rises above the base building. Major features may sometimes incorporate secondary features, which are physically connected to them. Where such secondary features are an integral part of the major feature, the overall assemblage can be considered collectively as the major feature, with the height limitation applying to the highest-most point of the assemblage.

[b] The maximum height of any living space in residential structures cannot exceed 74 feet 11.9 inches, so as not to be classified as a high-rise structure as defined by Los Angeles County Fire Department regulations.

[c] The maximum height for Commercial – Elevated Podium in PA2 and vertically mixed-use buildings is 85 feet when located within 1,000 feet of the Specific Plan Area's easterly border (loosely defined as the I-405 freeway) as measured along the southern edge of Del Amo Boulevard. For buildings along the northern edge of Del Amo Boulevard or beyond the 1,000-foot area described above, the maximum height is 75 feet.

[d] Commercial – Elevated Podium uses are planned for PA2.

[e] Maximum parking structure height applies to the height of the primary structure only; elevator shafts are excluded. Maximum parking structure height does not apply to on-grade parking under Commercial – Elevated Podium retail.

6.3 Common Spaces and Pedestrian Circulation

The design standards and guidelines for any common space including active and passive open spaces, programmed areas, and/or pedestrian circulation and/or community-serving commercial uses are provided below. The common spaces and pedestrian circulation system are meant to offer employees, residents and visitors of the Specific Plan Area the opportunity for recreational amenities in proximity to the residential, commercial, and light industrial uses within PA1, PA2, and PA3. The exact locations and design for these common spaces will be determined as part of site plan and design review approval process.

6.3.1 General Requirements for Common Spaces and Pedestrian Circulation

A. Common space shall be located near building entrances and areas of high pedestrian traffic to promote their use and highest functionality.

B. Design for common space should include landscaping with trees, shrubs, and groundcovers. If the space(s) is/are located along permeable walkways or paths, include ample pots and planter boxes that accommodate trees, shrubs, and groundcovers to provide adequate shade and visual interest.

C. Design for common spaces should focus on utilizing permeable hardscaping to reduce water runoff (where appropriate), tree planting, and utilization of light-colored hardscaping to minimize absorbed heat and the resulting urban heat island effect.

D. Pedestrian circulation shall be located primarily along internal roadways and building frontages to provide safe pedestrian crossing and access throughout the 157-Acre Site.

E. Pedestrian circulation should be enhanced with attractive and durable landscape/hardscape treatments to provide a pedestrian-friendly environment.

F. Bike racks shall be provided at convenient locations throughout the 157-Acre Site.

6.3.2 Specific Requirements for Commercial Common Space and Pedestrian Circulation

A. Commercial common space may consist of pedestrian-accessible spaces, including outdoor seating areas, open space, water features, and landscape areas.

B. Commercial common space shall be provided with a minimum of 33 percent shade coverage, which can be provided through shade trees, trellises, gazebos, awnings, or other similar improvements. A minimum of 25 percent of the common space area shall be softscaped with trees and understory plantings, subject to DTSC requirements.

C. In order to enhance the pedestrian environment, commercial common space areas shall contain a minimum of three engaging public functions, such as outdoor seating, artistic features, decorative stone/brick pavement, water features, shade tree canopy, or other similar improvements.

D. Commercial common spaces are not intended to serve as space for outdoor sidewalk sales.

E. Intentionally omitted.

F. Development applications that incorporate commercial common space shall be accompanied by design plans for the areas, specifying location and extent of landscaping, irrigation systems, structures, and circulation (vehicular, pedestrian, and bicycle).

6.4 Landscaping

6.4.1 General Provisions

A. All areas not utilized for parking, buildings, plazas common spaces, or access/circulation should be generously landscaped with trees, drought-tolerant shrubs, and groundcovers.

B. Plantings should be used to enhance ground level and vertical pedestrian circulation areas (i.e., areas with stairs, escalators, and elevators) up to elevated podiums.

C. Landscape treatments (such as tree, shrub, and perennial plantings) should be used to screen the visual impacts of parking areas as well as service, trash, and utility areas.

D. Due to the subsurface constraints of the site (based on the fact that it constitutes a former landfill), large trees shall generally not be permitted to be planted in the soil in the landfill portion of the Specific Plan Area, unless there is certainty that the proposed tree and its location are not determined to pose a threat to the landfill cap by DTSC.

E. For plantings installed at finish grade within the landfill portion of the Specific Plan Area, landscaping shall conform to the DTSC requirements with respect to irrigation and allowable plantings to protect the landfill cap. The landscape palette shall consist primarily of trees/palms (trees shall be containerized or planted on engineered piles when located above the landfill cap), small to medium shrubs, graminoids (grasses, rushes, and sedges), and other plants with fibrous and/or shallow root systems, bulbs, culms, or rhizomes. Tree selection must consider horizontal rooting space and available rooting depth. Trees in pots and raised planters may be used where planting at grade is not feasible. Plantings outside of the landfill perimeter or within the original haul roads do not need to adhere to these restrictions.

F. Site grading shall convey excess water off site. For containerized trees below grade, a subsurface drainage conveyance system will be necessary to convey drainage off site.

G. Any plant listed as invasive by Cal-IPC is prohibited due to their ability to escape and naturalize off site. For example, pampas grass (***Cortaderia sellowiana***) and Giant Reed (***Arundo donax***) are prohibited. Refer to the approved plant palette located in Appendix A.

H. The approved plant palette includes plants that are native or adapted to the local climate, are not invasive, and can survive with limited amounts of water in accordance with the Plant Palette provided in Appendix A.

I. Irrigation of planting areas shall be kept to a minimum to conserve water and to avoid damaging the landfill cap. Therefore, drip irrigation and a low-water-use native plant palette shall be used to the maximum extent feasible.

J. Recycled water shall be used for irrigation, assuming recycled water is available.

K. Landscaping shall not obscure visual surveillance of common open space, parking areas, or building entries.

L. Per the California Model Water Efficient Landscape Ordinance (MWELO), turf shall not be installed unless used primarily for active or passive recreation. Additionally, turf may not be installed in areas directly above landfill.

M. Turf may be installed in PA3 with the approval of DTSC.

6.4.2 Specific Landscape Requirements and Standards

Landscaping within the Specific Plan Area shall conform to the following design standards and requirements:

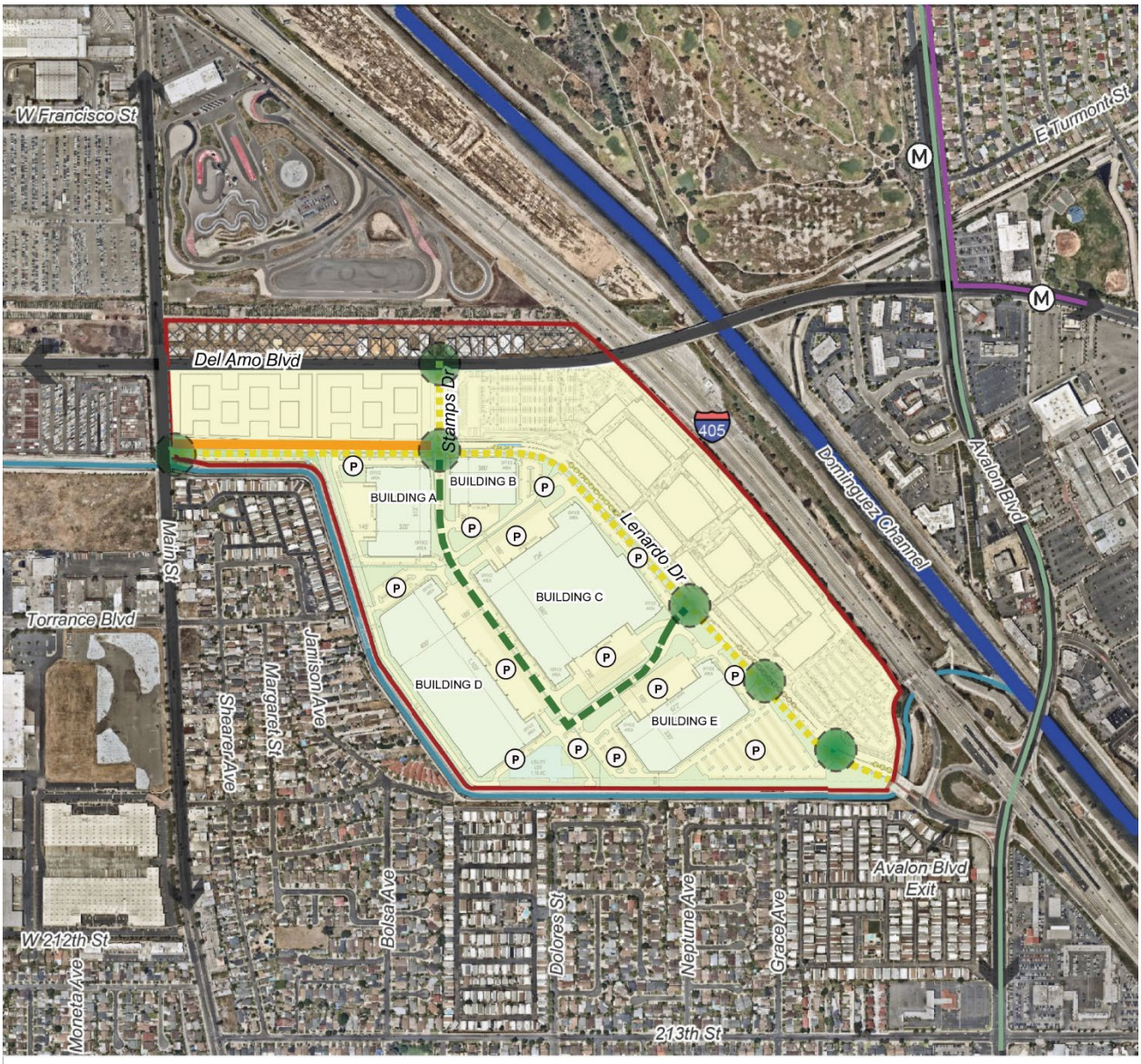
A. Landscape treatments, such as tree, shrub, and perennial plantings, shall be used to enhance intersection nodes, public rights-of-way, building fronts, pedestrian corridors, and common spaces.

B. Layered landscaping and a mix of native drought-tolerant plants and large containerized trees for shade should be incorporated in the landscape design of at-grade commercial uses. The plant palette should emphasize massing and form rather than individual or small groupings of shrubs and trees, and shall be made in accordance with the Plant Palette provided in Appendix A.

    - Plantings shall be irrigated with water-efficient permanent automatic irrigation systems and shall conform with the Model Water-Efficient Landscape Ordinance (MWELO).
    - Plants should be grouped according to their water needs and irrigated separately from other groupings with dissimilar water needs.

C. Tree placement should provide maximum large-tree canopy for shading of parking areas, sidewalks, and outdoor common spaces; however, care should be taken to ensure that trees are of a scale suitable to the surrounding development and that potted plants are used in landfill areas to protect the landfill cap.

This Specific Plan allows for various landscape themes with unique qualities and/or goals to address the diversity of edge conditions and planned uses. These themes are conceptual in nature and, therefore, are not precise and will need to be clarified further during plan submittal. The following is a description of the landscape themes for various areas within the 157-Acre Site and a brief discussion of their design intent. For the conceptual delineation of these themed areas, see **Figure 6.2, *Concept Landscape Themes***. Conceptual landscape themes for the streetscape, including entry monuments, materials, grading, and plantings, shall be prepared to ensure a cohesive development.



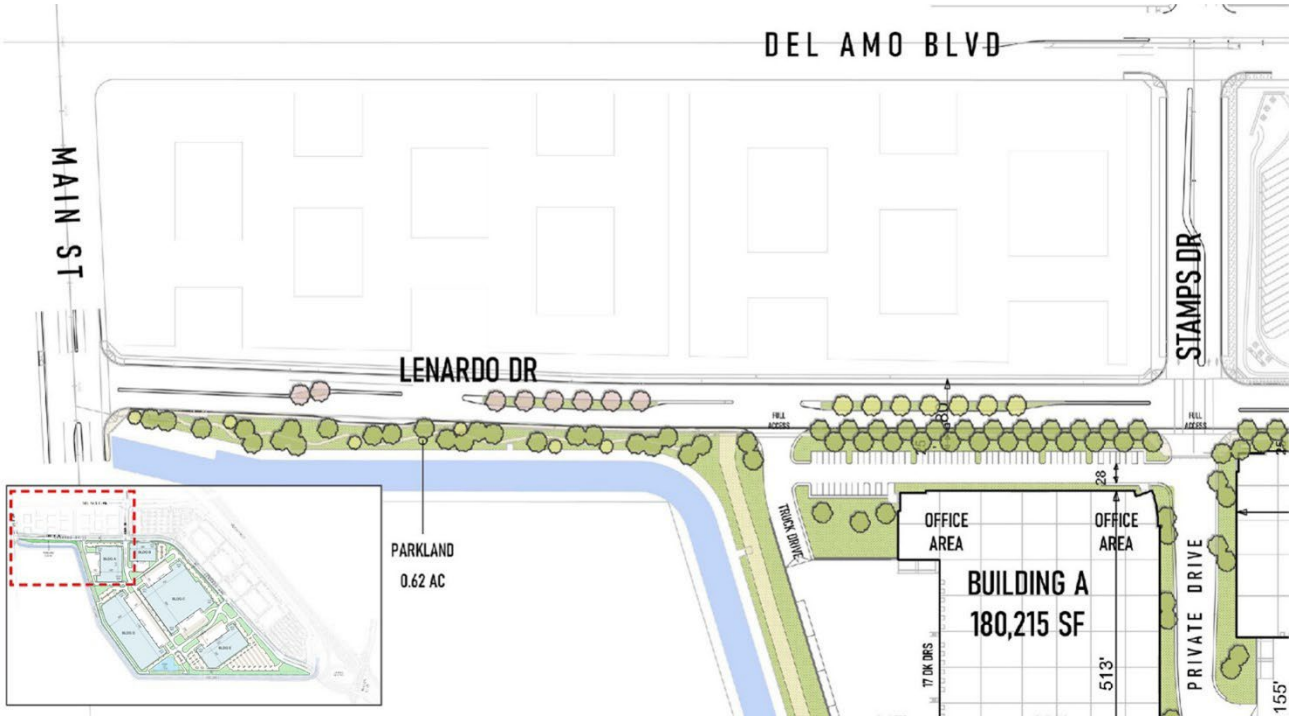
Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 6.2 Concept Landscape Themes

Vehicular Entries Landscape Theme

Vehicular entries shall have landscaping that clearly distinguishes them from their surroundings. For example, the entrance at Main Street and Lenardo Drive will feature the Enhanced Parkway as described below. To attract attention and create a focal point, vehicle entries shall have planting beds, including ornamental trees, that offer variety and visual interest, and complement the streetscape landscaping. In addition, landscaping at vehicular entries shall be designed to ensure that landscaping does not obstruct vehicular lines of sight. **Figure 6.3,** ***Vehicular Entries Landscape Concept Theme: Main Street at Lenardo Drive (Enhanced Parkway)***, and **Figure 6.4,** ***Vehicular Entries Landscape Concept Theme: Lenardo Drive at Avalon Boulevard***, illustrate conceptual designs for vehicular entry landscaping. Similar designs may be used at other Specific Plan Area entries shown in Figure 6.2.



SOURCES: AO, OJB 2026

NOTE: A transit center could potentially be provided on the Enhanced Parkway (refer to Figure 5.1). Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.3 (Renumbered) Vehicular Entries Landscape Concept Theme: Main Street at Lenardo Drive (Enhanced Parkway)

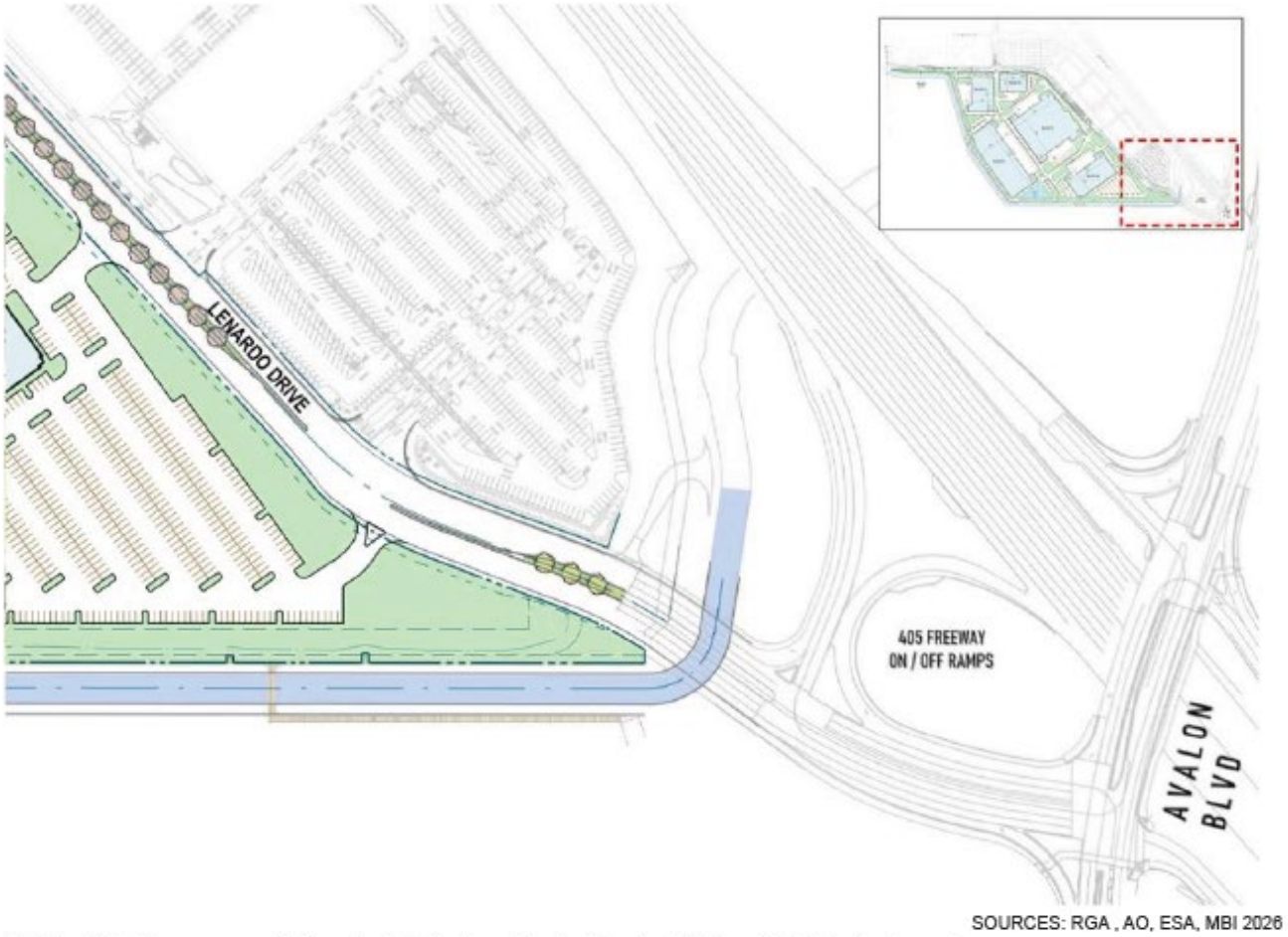


Figure 6.4 (Renumbered) Vehicular Entries Landscape Concept Theme: Lenardo Drive at Avalon Boulevard

Enhanced Parkway Landscape Theme

PA3 would include a 0.62-acre Enhanced Parkway located along Lenardo Drive and the Torrance Lateral, just east of Main Street, as shown in Figure 6.3. The Enhanced Parkway would constitute an approximately 20- to 40-foot-wide linear park and include shade trees, low-water-use native plantings, a meandering pedestrian pathway, and a sidewalk along Lenardo Drive, from Main Street to the western entrance of Building A in PA3. A transit center could potentially be located on the Enhanced Parkway.

Del Amo Boulevard and Main Street Landscape Themes

Del Amo Boulevard and Main Street shall utilize landscaping in the parkways and medians to buffer the proposed residential and/or commercial uses in PA1 from the street and surrounding areas. Landscaping shall include planting of trees and drought-tolerant understory plants to provide maximum shading near roadways and sidewalks. Streetside landscaping shall not include turf. Streetside landscaping should complement the landscape themes of adjacent properties. A comprehensive visual branding for the area will be developed to complement the landscape themes of adjacent properties while maintaining a unique character. Tree grates

shall be placed within the sidewalk in the public right-of-way at the discretion of the Community Development Director and the City Engineer.

Freeway Edge Landscape Theme

The freeway edge landscape theme consists of the top bank and slope that parallels the western edge of the I-405 Freeway. This landscape theme also encompasses the Embankment Lot which will be retained by CRA to provide a location for the freeway signage along the I-405 Freeway. Landscaping within the freeway edge landscape theme shall be designed to work in conjunction with signage, building façades, and view fence designs, and should include a wide variety of drought-tolerant understory plantings, such as grasses and trees (**Figure 6.6, *Conceptual Landscape for Freeway Edge***).

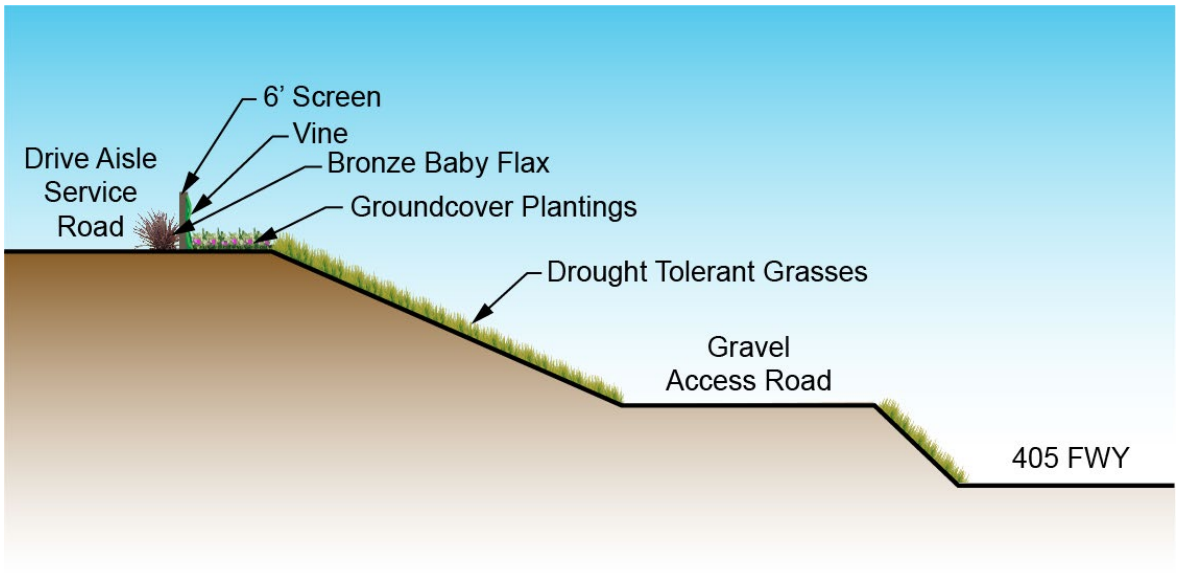
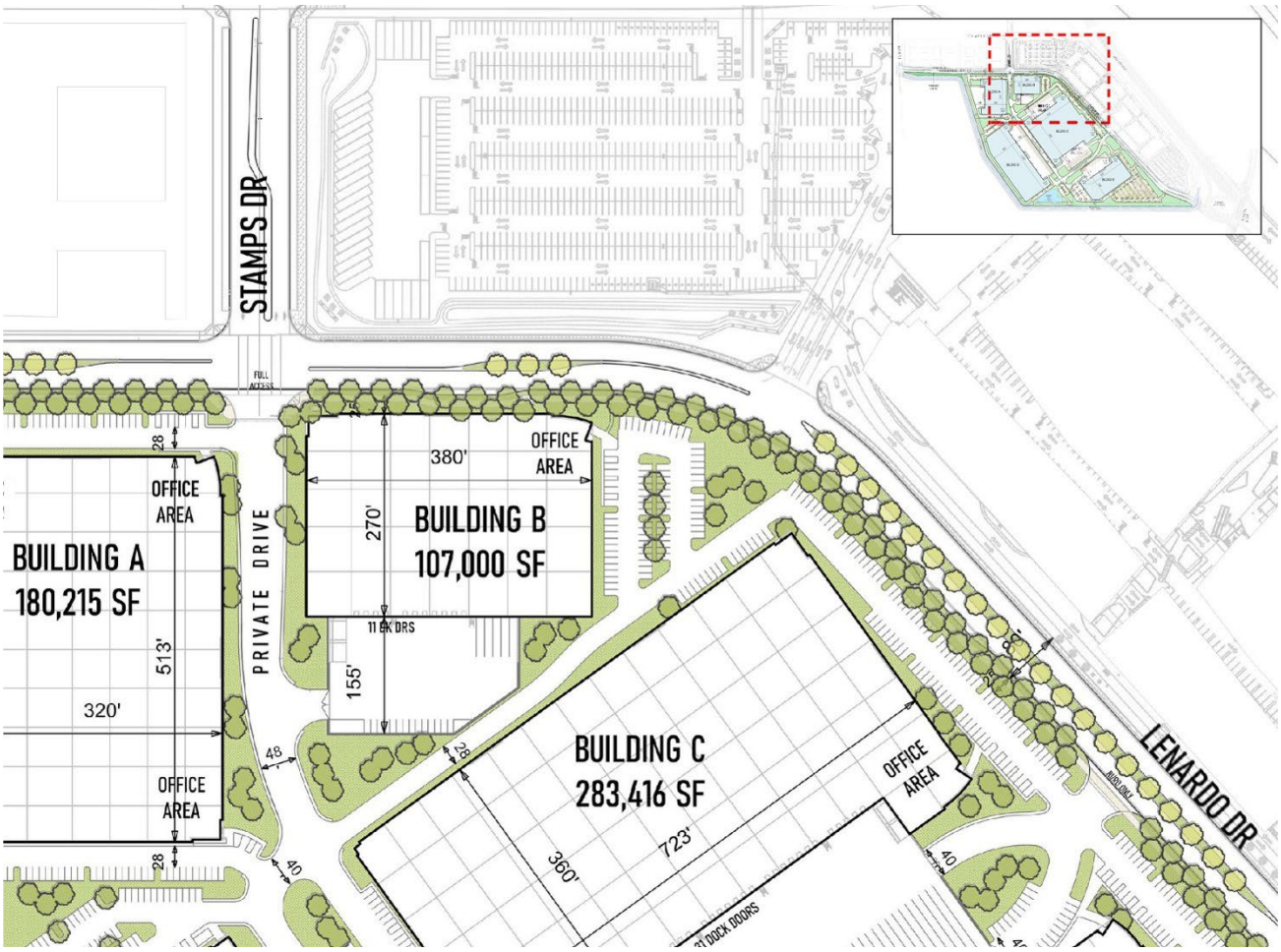


Figure 6.6 Conceptual Landscape for Freeway Edge

Lenardo Drive and Stamps Drive Streetscape Landscape Theme

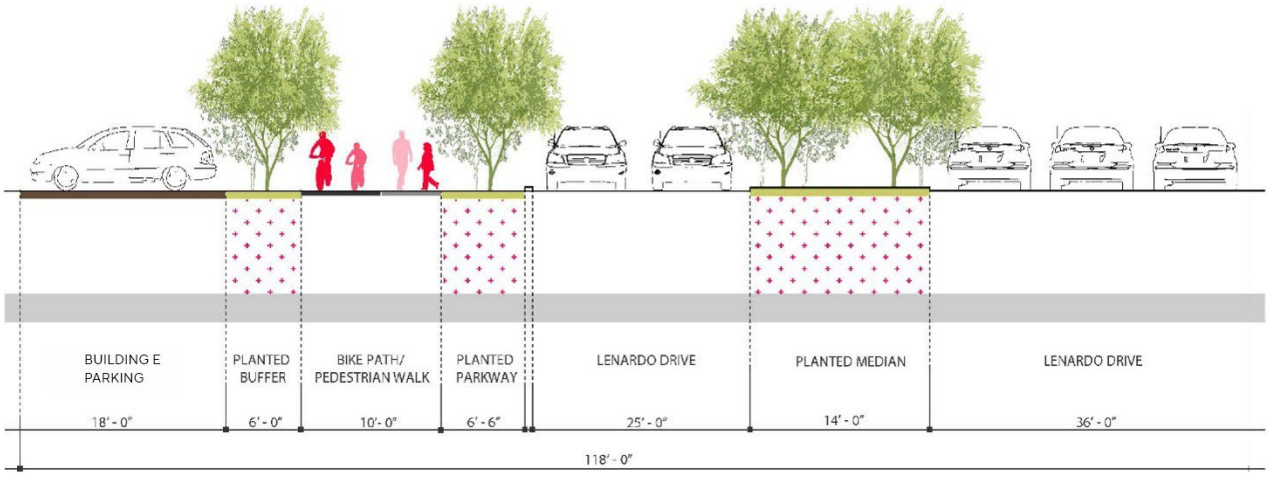
The internal streetscape consists of Lenardo Drive and Stamps Drive (see Figure 5.1). Although portions of these streets are located on top of the original haul roads where planting is not restricted, portions of the streets that are not within the original haul roads will be subject to DTSC requirements for landfill properties, including containerized trees and non-woody root system shrubs and ground cover. These internal streets will have landscaped medians and parkways (see **Figure 6.7, *Internal Streetscape Landscape Theme Concept: Lenardo Drive South of PA1 and PA2***, and **Figure 6.8, *Internal Streetscape Landscape Theme Concept: Lenardo Drive along PA3***). There shall be continuous shrub and ground-cover plantings in the medians and parkways with vertical planting at an average of every 50 feet along the edges. In addition, in order to protect view corridors and signage visibility, trees may be planted outside the right-of-way, provided that the number of trees is greater than or equal to the number of trees that would otherwise be required in the right-of-way. Trees may also be clustered, so long as the number of trees planted is greater than or equal to the number of trees that would otherwise be required, and the landscaping complements the rest of the development. Clustered trees may be placed at entry driveways, on-site drive aisles, and pedestrian plaza entries that face Lenardo Drive. Landscape plans for the median and parkway on public roads must be approved by the City Engineer.



SOURCES: AO, OJB 2026

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.7 Internal Streetscape Landscape Theme Concept: Lenardo Drive South of PA1 and PA2



SOURCES: AO, OJB 2026

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.8 Internal Streetscape Landscape Theme Concept: Lenardo Drive along PA3

Private Drive Streetscape

The private streetscape along the Private Drive within PA3 (see Figure 5.1) is subject to the same DTSC requirements for landfill properties for portions of the street that are not within the original haul roads. However, planting is not restricted by DTSC-requirements along portions of the Private Drive that are located on top of the original landfill haul roads (which are non-contaminated).

6.4.3 Parking Lots

The parking lots in the Specific Plan Area shall achieve a minimum of 5 percent planting coverage. These parking lots include parking fields and parking drive aisles, all of which shall require landscaping adjacent to parking lots. A decrease by more than 10 percent of the required landscape coverage in parking lot areas will require approval of an Administrative Permit by the Community Development Director. The planting shall consist of tall vertical elements such as canopy trees, large palms, and low-lying shrubs, groundcovers, and grasses provided that they are approved by DTSC. The shrubs and groundcovers should not exceed 3 feet in height at maturity to keep lines of sight clear for vehicles. Planting beds shall be provided at the ends of every parking row, and should be provided within the interior of long parking rows. Parking lot entryways and primary intersection nodes should be treated with special landscape elements, such as special paving, graphic signage, specialty lighting, ornamental trees, or flowering plants to create a sense of place.

Parking Structure Edge

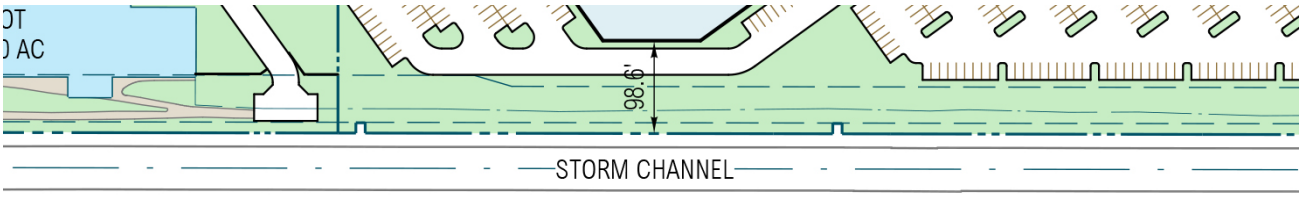
Parking structure facades (note this excludes Commercial – Elevated Podium, which is addressed below) should be designed with enhanced aesthetic treatments to soften the visual appearance of the structures. Enhanced aesthetic treatments may include but are not limited to: landscaping, signage, or special treatment of building materials (such as the use of color or patterns) as approved by the City. If parking structures are adjacent and visible to residences, the edge of the structure shall achieve 50 percent coverage of visible concrete surfaces with trees, palms, and/or vines for all land uses except commercial over podium.

Parking at Grade under Podium (Commercial – Elevated Podium)

Parking on-grade located under a raised podium (i.e., Commercial – Elevated Podium uses in PA2) shall be an open garage with up to 3-foot-high enhanced treatment of landscaping plant material screen or other screen material (other material up to 50% open) to prevent visible automobile light and glare from spilling onto Lenardo Drive. Openings in the landscape plant material and screen material are permitted to allow pedestrians to conveniently access the garage. Building elevations upon parking structures/areas facing adjacent open parking lots and freeway side service drives/fire lane, may remain open without screening. A fence may be provided at the top of the freeway embankment to screen the view of perimeter parking stalls and to screen the view of open parking under the podium from the top of the embankment.

6.4.4 Channel-Adjacent Slope

There is, and will continue to be, a slope bank along the southern and western edges of the Specific Plan Area immediately adjacent to the access road that serves the Torrance Lateral. Landscaping for this area shall stabilize existing slopes with minimum maintenance and water requirements and shall soften views of the development from the west and south of the Specific Plan Area (**Figure 6.9, *Conceptual Landscape for Channel-Adjacent Slope***). Landscaping for this area shall include drought-tolerant shrubs and groundcovers.



SOURCES: RGA, AO, ESA, MBI 2026

NOTE: Illustrations are conceptual in nature. Final landscaping to be determined with the submittal of a Landscape Plan.

Figure 6.9 Conceptual Landscape for Channel-Adjacent Slope

6.5 Walls, Fences, and Barriers

An objective of this Specific Plan is to ensure the visual compatibility of on-site uses with the existing surrounding residential areas. Rather than a traditional, complete separation of residential from commercial and light industrial uses, walls, acoustical screen barriers, and fences will be incorporated within the Specific Plan Area as needed to provide privacy or noise control.

This Specific Plan includes various types of walls, fences, and barriers, each with its own purpose and function. Wing walls, screening walls and tubular fencing with acoustical screens are primarily intended to screen the Specific Plan Area from surrounding developments and to prevent noise pollution that may impact surrounding residential areas. As such, these elements should be designed to be opaque and at heights of 6 to 16 feet. Heights of walls or fences may be increased or decreased by a maximum of 1 foot with an Administrative Permit approved by the Community Development Director. Perimeter walls can also be used to screen trash enclosures, utilities, and similar functional uses.

Screening elements should be used to buffer residential uses from roadways as well as commercial uses. As the name implies, however, screening elements do not completely shield residential uses from the remainder of the Specific Plan Area. This Specific Plan is intended to function as an integrated, mixed-use development, and visual connectivity is an important component; therefore, screening elements should consist of a permeable combination of slump or split-faced block, and architectural open-wire tubular fence or tubular wrought iron with landscaping to provide a secure but attractive barrier. Screening elements may also consist entirely of landscaping. Chain-link fencing is only permitted when required by the LA County Flood Control District. Other materials may also be used with approval of the Community Development Director, so long as the design is consistent with the design theme and intent outlined in this Specific Plan. Barbed wire fencing is prohibited.

All screening elements in PA3 shall conform to those specified in this Specific Plan. The standard height of such elements is eight feet. However, due to the proximity to noise-sensitive uses, the height of certain tubular picket fences with acoustic windscreen associated with Buildings A, D, and E have been increased as described below:

a. Building A would include a tubular picket fence with acoustic windscreen up to 16-foot-high that encloses the northern (with a 10-foot-high truck access gate made of solid material such as steel) and western sides of the loading dock area. In addition, the western fence and windscreen structure extends from the beginning of the truck drive aisle at the north to the parking area associated with Building D. Building A also includes a 12-foot-high tubular picket fence with acoustic windscreen on the southern end of the loading dock area (with a 10-foot-high solid truck access gate).

b. Building B includes the 12-foot-high tubular picket fence with acoustic windscreen around the loading dock area (with a 10-foot-high solid truck access gate).

c. Building C (revised to combine Buildings C and E into a single Building C) relocated the truck loading docks from the area between the previous Buildings C and E to the northwest and southeast sides of Building C. Building C includes the 12-foot-high tubular picket fence with acoustic windscreen around the two loading dock areas on the northwest and southeast sides of Building C (with 10-foot-high solid truck access gates), which is the same height as the previously proposed 12-foot-high tubular picket fence with acoustic windscreens at the southwestern and northeastern areas of the loading docks between the previous Buildings C and E. Therefore, the tubular picket fence with acoustic windscreen heights in the revised design for Building C are the same as were included in the Project Characteristics in the 2022 SEIR for Buildings C and E.

d. Building D includes the 14-foot-high tubular picket fence with acoustic windscreen enclosing the southeastern side of the loading dock area with a 10-foot-high solid truck access gate and also includes a 12-foot-high tubular picket fence with acoustic windscreen enclosing the northeastern side and northwestern side (with a 10-foot-high solid truck access gate) of the loading dock area.

e. Building E (previously F) includes the 16-foot-high tubular picket fence with acoustic windscreen enclosing the west and southwestern sides of the loading dock area (with a 10-foot-high solid truck access gate), and a 14-foot-high tubular picket fence with acoustic windscreen enclosing the northeastern and northwestern sides of the loading dock area. Building E also includes the 16-foot-high tubular picket fence with acoustic windscreen extending from the Building E loading dock area wall to the edge of the utility lot that is provided for added noise attenuation.

6.5.1 General Provisions

The conceptual locations of walls and fencing, as they relate to the perimeter of the Specific Plan Area, are shown on **Figure 6.10, *Conceptual Wall Locations***. As described in Chapter 7, wall and fence plans must be submitted to and approved by the Community Development Director prior to the issuance of any building permit. The following guidelines/requirements are established to guide the location and treatment of walls and fences.

A. A combination of solid and transparent barriers should be used to separate the residential components of the Specific Plan Area from Del Amo Boulevard and Main Street. Fencing shall be designed with variations using accent elements in combination with pilasters, landscaping, and setbacks to reduce the monotony of fencing design.

B. A maximum 6-foot-high wall or fence may be incorporated for ground-floor screening of residential outdoor space. Other barrier alternatives such as a landscape screen may be used if noise is not a major consideration.

C. Solid walls or tubular picket fencing with acoustic windscreen shall be screened with ornamental trees and plant material at a minimum of 3 feet in height in areas visible from residential uses or common spaces and streets.

D. Drought-tolerant planting should be applied to spaces between a wall or fence and the adjacent sidewalk.

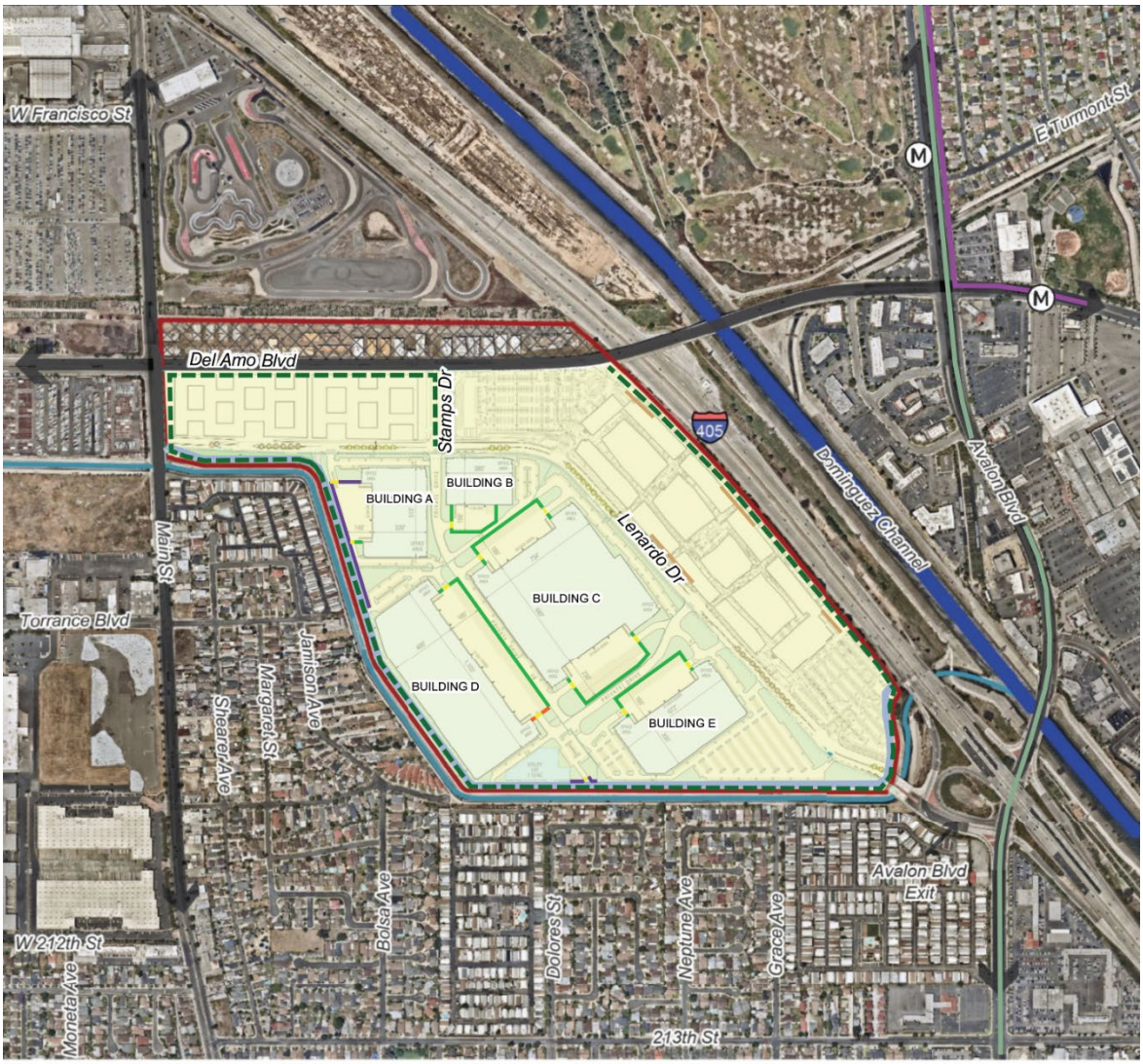
E. Any wall greater than 3 feet tall shall be screened with tall shrub planting, trees, or vines.

F. Landscape treatments shall be applied to spaces between a wall or fence and the adjacent sidewalk.

G. Commercial loading areas shall be screened and located appropriately, where it is feasible, to minimize visual and noise impacts. Wing walls and/or other architectural features may be used for this purpose.

H. The application of materials, colors, textures, and alignment in the design of walls and tubular picket fencing with acoustic windscreen shall be used to relieve visual monotony within at-grade development areas.

I. Light industrial loading areas shall be located appropriately and separated from non-compatible uses by walls to minimize visual and noise impacts. Light industrial loading areas shall incorporate walls as shown in Figure 6.10.



SOURCES: RGA, AO, ESA, MBI 2026

Figure 6.10 Conceptual Wall Locations

6.6 Signage

Because of their high visibility, signs are prominent elements of the physical environment of the Specific Plan Area. The signage program proposed by this Specific Plan shall welcome visitors and residents and help users navigate the Specific Plan Area. The sign development standards set forth below are intended to maximize the identification of the Specific Plan Area as a distinct location in a manner that enhances the overall image of the City of Carson.

The number, size, type, and location of all signs proposed for the 157-Acre Site will be governed by a comprehensive sign program for each proposed development within each Planning Area that will provide internal consistency in design style and direction for placement and size of signs, as well as a Master Sign Program for the overall 157-Acre Site (as discussed below). All such comprehensive sign programs will include a way-finding sign program and designs for all Project Name ID signage, which shall be consistent with and/or incorporated into a Master Sign Program adopted for the entire 157-Acre Site (as detailed below).

The comprehensive sign programs for each development within the 157-Acre Site shall also include provisions that ensure that lighting and illuminance from their respective signs shall not significantly intrude upon or impact adjacent residential uses. Each comprehensive sign program must be submitted and approved as part of the initial Site Plan and Design Review approval for any proposed project within the 157-Acre Site (pursuant to Section 7.1.6). Alternatively, if a comprehensive sign program (or components thereof) are submitted subsequently, it shall be reviewed administratively by the Director for consistency with this Specific Plan (along with the appropriate CEQA clearance documentation).[15]

The Master Sign Program shall include the design for the Freeway Pylon Signs and the Entry Monuments and Entry Signage. The first project developer within the 157-Acre Site that seeks issuance of building permits for its project shall be responsible to draft the Master Sign Program for the entire 157-Acre Site, prior to issuance of building permits for its proposed project development from the City. If necessary, however, the Master Sign Program may be prepared by the City with assistance from a consultant (with the reasonable costs of the development of same charged back to the developers of any Planning Areas to the extent applicable) . Regardless, the final Master Sign Program shall be subject to review, comment, and approval from the City.

The Master Sign Program may be adopted in phases with the approval of the City. If the Master Sign Program is adopted subsequent to the adoption of a comprehensive sign program for any development or Planning Area, it shall be consistent with any previously approved comprehensive sign program for such development or Planning Area (except as otherwise agreed to by any applicable developer and/or the City). Otherwise, any comprehensive sign program shall be consistent with the Master Sign Program.

All project sign lighting will be limited as follows:

A. Sign Lighting luminance will not exceed 500 candelas/m^2 luminance at night from 45 minutes after sunset until 45 minutes prior to sunrise, and 10,000 candelas/m^2 during daytime hours from 45 minutes after sunrise until 45 minutes prior to sunset. Sign luminance shall transition smoothly from daytime luminance to nighttime luminance and vice versa.
B. Sign Lighting where sign luminance has the potential to exceed 500 candelas/m^2 will include an electronic control mechanism to reduce sign luminance to 500 candelas/m^2 at any time when ambient sunlight is less than 100 foot-candles (fc).

[15] Signage proposed for the embankment lot (freeway signage) shall be subject to Planning Commission review and approval.

C. Sign Lighting with external illumination will seek to incorporate design elements to limit the direct view of the light source surface at all exterior light fixtures to ensure that the light source cannot be seen from adjacent residential-zoned properties.

D. If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign at night, then the sign luminance shall be reduced to less than 300 cd/m2 at night.

E. If any portion of the illuminated sign surface is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance shall be limited so that the light trespass illuminance is less than 0.74 foot-candles at said residential property line.

F. Sign Lighting illuminance, including freeway pylon sign lighting along the I-405 freeway embankment lot, will not exceed a maximum nighttime brightness of 500 candelas/m^2.

G. Sign Lighting glare, with respect to the California Vehicle Code, will not exceed the maximum measured brightness of the light source within 10 degrees from the driver's normal field of view and shall not be more than 1,000 times the minimum measured brightness in the driver's field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less; the measured brightness of the light source in foot-lambert shall not exceed 500 plus 100 times the angle, in degrees, between the driver's field of view and the light source.

Additional general sign standards are provided in **Table 6.4**, while conceptual maps of sign location options are shown in **Figure 6.11, *Conceptual Sign Locations: Option A*; Figure 6.12**, ***Conceptual Sign Locations: Option B*;** and **Figure 6.13, *Conceptual Sign Locations: Option C***, final sign designs, including designs for any digital signage, may vary and will be provided as part of a comprehensive sign program that shall be reviewed and approved by the Community Development Director.

TABLE 6.4
SIGN STANDARDS

Sign Type[a]	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance[b,i,j]	
		Height	Width		Digital	Static
Freeway Icon Pylon: (Options A and B)[c,d,e] Double Faced LED, Digital Display and Changeable Message	1	88 feet	65 feet	The supporting pylon width will be 10 to 25 feet. The 20-foot-high and 60-foot-long LED digital display board with Changeable Message Display and Color Changing Illumination will be attached to sign panels or a sign frame that will be a maximum of 25 feet high and 62 feet wide. The top of the reader board will be located no higher than 88 feet above measured I-405 Freeway elevation. Height is measured from the elevation of I-405 Freeway immediately adjacent to the sign location. Off-site advertising would be permitted subject to obtaining necessary approvals.	500 cd/m^2	—
Freeway Icon Pylon (Options A and B)[c,d,e] Static or Double-Faced LED, Digital Display and Changeable Message	1	88 feet	48 feet	The base width will be 10 feet to 25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. The sign face will be 14 feet by 48 feet LED digital or static billboard display attached to the pylon. Height is measured from the elevation of the I-405 Freeway immediately adjacent to the sign location. Off-site advertising would be permitted subject to obtaining necessary approvals.	500 cd/m^2	500 cd/m^2
Option A (Additional 2 signs, for a total of 4 signs)						
Freeway Icon Pylon[c,d,e] Static	2	88 feet	25 feet	The base width will be 10–25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. Up to 6 double-sided tenant signs. Tenant signs may be 6 feet by 20 feet each. PA3 Center ID may be placed on pylon. Height is measured from the elevation of I-405 Freeway immediately adjacent to the sign location.	—	500 cd/m^2
Option B (Additional 1 sign, for a total of 3 signs)						
Freeway Icon Pylon[c,d,e] Static or Double-Faced LED, Digital Display and Changeable Message Allowed	1	88 feet	48 feet	The base width will be 10 feet to 25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. The sign face will be 14 feet by 48 feet LED digital or static billboard display attached to the pylon. Height is measured from the elevation of the I-405 Freeway immediately adjacent to the sign location.	500 cd/m^2	500 cd/m^2
Option C (Total of 4 signs)						

TABLE 6.4
SIGN STANDARDS

Sign Type[a]	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance[b,i,j]	
		Height	Width		Digital	Static
Freeway Icon Pylon[c,d,e] Double-Faced LED, Digital Display and Changeable Message	2	88 feet (above grade)	70 feet	The supporting pylon width would be 10 to 25 feet. The size of the digital display would comply with applicable State law (currently 20 feet high and 60 feet long). The 20-foot-high x 60-foot-long LED digital display board with changeable message display and color changing illumination may be surrounded by an architectural frame no more than 10 feet to the outer dimensions of the 20-foot x 60-foot LED display face. Off-site advertising would be permitted subject to obtaining necessary approvals. Signage would rotate messages at maximum allowed by the Outdoor Advertising Act. The digital display pylon structure may contain up to six double-sided tenant signs, each 6 feet x 20 feet.	500 cd/m^2	—
Freeway Icon Pylon[c,d,e] Double Faced LED, Static, Digital Display and Changeable Message	2	88 feet (above grade)	70 feet	The supporting pylon width would be 10 to 25 feet. The size of the static digital display would comply with applicable State law (currently 20 feet high and 60 feet long). The 20-foot-high x 60-foot-long LED static digital display board with changeable message display and color changing illumination may be surrounded by an architectural frame no more than 10 feet to the outer dimensions of the 20-foot x 60-foot LED display face. Off-site advertising would be permitted subject to obtaining necessary approvals. Signage would rotate messages at maximum allowed by the Outdoor Advertising Act. The speed of rotation of static digital displays is slowed to comply with State law. The static digital display pylon structure may contain up to six double-sided tenant signs, each 6 feet x 20 feet.	—	500 cd/m^2
Project Name ID	4 – PA2	15 feet	45 feet	The design, size, and location of the sign shall be determined by the Developer/Applicant(s) in the comprehensive sign program at a later date.[b,k]	—	500 cd/m^2
Project Name ID	3 – PA1 and PA3	15 feet	45 feet	The design, size, and location of the sign shall be determined by the Developer/Applicant(s) in the comprehensive sign program at a later date.	—	500 cd/m^2
Entry Monument	Up to 3 permitted — 1 at Lenardo Drive & Main St, 1 at Del Amo Blvd & Stamps Drive, and 1 at Lenardo Drive & Avalon Blvd	38 feet	15 feet	The entry monuments are to provide identity signage for the Specific Plan as a whole and for the developments on each Planning Area. The design, size, and location of the signs shall be determined by the City in one or more Comprehensive Sign Programs submitted by an Applicant at a later date.	—	500 cd/m^2
North Del Amo Entry Element	2 – DD3	8 feet	12 feet	If the signage serves residential development, the sign dimensions shall be no greater than 6 feet high by 8 feet wide. Height is measured from the finished pad.	—	500 cd/m^2

TABLE 6.4
SIGN STANDARDS

Sign Type[a]	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance[b,i,j]	
		Height	Width		Digital	Static
Parking Garage Signage and Commercial – Elevated Podium Wall Signage	Multiple – PA2	30 feet	300 feet	The multiple letter and graphic signs for tenant names, and static billboard display shall be allowed on parking garage and commercial – elevated podium wall area facing Freeway, Lenardo Drive, and site parking fields with 60 percent maximum wall coverage.	—	500 cd/m^2
Wall-Mounted Project ID Exterior[f,g]	2 – PA2 2 – PA2 7 – PA3	12 feet 8 feet 5 feet	330 feet 230 feet 8 feet	Individual illuminated sign letters located on building walls.	—	500 cd/m^2
Plaza Project ID Exterior (Entry SW and NW corners)	2 – PA2	10 feet	12 or 24 feet	Individual illuminated sign letters. 2 to 4 letters each location at grade level exterior plaza.	—	500 cd/m^2
Wall Billboard Exterior	4 – PA2	20 feet	60 feet	Static billboards with external front illumination. Billboards allowed to extend above top of building wall. Billboards allowed to convert to digital LED display board in the future. No off-site advertising permitted.	500 cd/m^2	500 cd/m^2
Wall Billboard Exterior	2 – PA2	14 feet	48 feet	Static billboards with external front illumination. Billboards allowed to extend above top of building wall. No off-site advertising permitted.	—	500 cd/m^2
Roof Billboard Interior	8 – PA2	10 feet	34 feet	Static billboards with external front illumination. Billboards located on roof above top of building wall. No off-site advertising permitted.	—	500 cd/m^2
Wall Billboard Interior	1 – PA2	14 feet	48 feet	Static billboard with external front illumination. Billboard allowed to convert to digital LED display board in the future. No off-site advertising permitted.	500 cd/m^2	500 cd/m^2
Integrated Identity Architectural Wall Graphic[h]	6 – PA2	(2) 27 feet (1) 24 feet (1) 24 feet (1) 24 feet (1) 24 feet	330 feet 265 feet 235 feet 220 feet 105 feet	Painted Specific Plan ID Name integrated into architectural wall vertical fin design	—	—

TABLE 6.4
SIGN STANDARDS

Sign Type[a]	Maximum Number	Maximum Sign Dimensions		Notes	Nighttime Luminance[b,i,j]	
		Height	Width		Digital	Static

NOTES:

cd/m^2 = candelas per square meter

A Comprehensive Sign Program was approved for PA2 on April 3, 2018, by City of Carson City Council Resolution No. 18-042 in association with certification of the 2018 SEIR.

The number, area, type and location of wall mounted business ID signs for Planning Areas 1 and 3 shall be determined through the approval of a comprehensive sign program and/or, if applicable, a Master Sign Program. As described in Chapter 7 of this Specific Plan, an increase in sign area and/or number of signs of not more than 10 percent and other than pylon signs, a relocation of sign location or an increase in sign height of not more than 10 percent is allowed with an Administrative Permit.

Except where noted for Freeway Icon Pylons set forth above, no off-site advertising shall be permitted.

a All free-standing signs may be double-sided. All digital LED signs may have color changing illumination.

b Prior to approval of any Development Plan or comprehensive sign program, a view analysis shall be conducted by sign owners and/or the CRA/City to determine the exact location of the freestanding freeway-oriented signs (i.e., pylon signs) to ensure maximum visibility and maximum usability of all these signs. The view analysis shall be submitted as part of an application package for City review and approval. Every effort shall be made to preserve the visibility of the freeway-oriented wall mounted signs for PA2.

c The Community Development Director (or a designee) shall also have the authority to select Option A, Option B, or Option C for the Freeway Icon Pylon Signs.

d Signage adjacent to a freeway will comply with applicable Caltrans standards and requirements, including the Outdoor Advertising Act.

e CRA is the owner of the Embankment Lot where all Billboard Signage shall be placed and thus, the CRA shall retain all rights to development of any signage upon the Embankment Lot, unless otherwise granted to developers of the Site pursuant to a Development Agreement approved by the City.

f Wall-mounted project ID exterior signs may project above top of building wall.

g Only one wall-mounted project ID exterior sign will be permitted for buildings in PA3, except where a building is shared by two tenants.

h Integrated Identity Graphics/Murals are not considered signage; they are considered as architectural features, which are excluded from permitted signage area.

i If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign at night, then the sign luminance shall be reduced to less than 300 cd/m2 at night.

j If any portion of the illuminated sign surface is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance shall be limited so that the light trespass illuminance is less than 0.74 foot-candles at said residential property line.

k The design, size, and location of the sign shall be guided by approved 2018 Comprehensive Sign Program for PA2.

SOURCES: RGA, AO, ESA, MBI 2026

Figure 6.11 Conceptual Sign Locations: Option A

SOURCES: RGA, AO, ESA, MBI 2026

Figure 6.12 Conceptual Sign Locations: Option B

SOURCES: RGA, AO, ESA, MBI 2026

Figure 6.13 Conceptual Sign Locations: Option C

6.7 Lighting

The lighting standards set forth herein are intended to establish a design framework to guide all future lighting improvements and meet specific lighting standards for each particular development application and type of use anticipated by the proposed development within each Planning Area. The standards herein define the scale, brightness, direction, and shielding for all lighting installations with respect to any project developed within the 157-Acre Site and are intended to restrict light intensity, minimize off-site impacts, prescribe light control methods, and limit light pole heights. Design of lighting is intended to provide comfortable spaces for people to walk around the 157-Acre Site and ensure the safety of residents, visitors, shoppers, and employees. A Lighting Palette Guideline, consisting of various lighting styles, is included in Appendix B, The District at South Bay Lighting Palette.

The lighting standards and the resulting lighting improvements and requirements contained herein are based on evaluation of the proposed lighting impact of the proposed developments and signage within the 157-Acre Site on the surrounding community (which are subject to further confirmation through a comprehensive sign program approved for each Planning Area prior to implementation). The lighting standards contained herein are based upon criteria and standard practices established by the Illuminating Engineering Society of North America (IESNA) for measurement and design of light sources, illuminated surfaces, and lighting systems.

All lighting proposed by any development within the 157-Acre Site must comply with the light requirements included in the California Green Building Standards (CALGreen) Code for light trespass illuminance and glare, which requires Building Lighting (defined as all exterior and interior lighting associated with the structure) to be less than 0.74 foot-candles (fc) if visible from a residential property, and limits glare from Building Lighting to less than 30:1 contrast ratio, if visible from a residential property.

Generally, all light sources must be shielded to prevent direct view of high brightness light sources to adjacent off-site properties. The lighting standards contained herein provide for specific control of the direction of light so as to limit glare and any off-site view of glare. These controls are intended to limit the light distribution angle so that light is primarily directed down to the ground or up to a vertical surface. Special event lighting and construction lighting are exempt from these angular criteria if the light is focused to restrict any direct illumination upon adjacent residential properties.

To provide for safe illumination for vehicles and pedestrians traveling within the 157-Acre Site, pole-mounted lights will be required for roads and sidewalks. These pole-mounted lights should be placed in landscape/ parkway strips instead of directly in the sidewalk pavement, when possible. To prevent direct view of these pole-mounted light sources located off-site and to reduce the overall brightness of the 157-Acre Site, the standards establish maximum heights for street and pedestrian lighting fixtures, maximum horizontal illuminance (foot-candles) at the ground level, and average to minimum uniformity ratios for light at the ground level. The lighting standards contained herein define special lighting criteria for parking areas to prevent direct view of lighting fixtures. The recommended criteria are summarized below as a table of measurable numerical criteria based on the various options for the allowed project development within the 157-Acre Site.

Lighting conditions, standards, and light level requirements are presented for the following: pedestrian sidewalks and walkways, perimeter and interior roadways, commercial exterior, office exterior, light industrial exterior, residential exterior, at-grade parking, parking structures/parking under raised podiums,

Publicly Accessible Private Open Space, and landscape illumination. Design performance standards are established for each of the above-mentioned components by the following issues and their listed measurable criteria:

- **Light level requirements:** Task illuminance (foot-candles)
- **Light control methods:** Glare/light distribution (luminaire photometrics)
- **Visibility:** Pole height limits (section diagram)
- **Design style or character:** Luminaire and pole characteristics, pattern of light, and color of light

Two sets of lighting plans are to be drawn, stamped, and signed by a licensed lighting consultant and submitted and approved by the Community Development Director prior to the issuance of any building permits, which shall be in accordance with the standards and requirements set forth herein.

6.7.1 Light Level Requirements

The residential, commercial/retail, light industrial, and publicly accessible private open space uses of the 157-Acre Site will include activities at night, which will require illumination for vehicular and pedestrian access, advertising, and on-site tasks or functions such as deliveries and truck loading, subject to the Mitigation Measures and Project Design Features set forth in the 2022 SEIR MMRP. Each of these activities has a defined light level standard (illuminance, measured in foot-candles) as well as unique color, brightness, pattern, and architectural features. Low-pressure and high-pressure sodium lamps will not be considered for design purposes within these standards. To provide for more aesthetically pleasing environmental conditions, the use of low-pressure and high-pressure sodium lamps is not permitted due to their low correlated color temperature, particularly less than 2,100 Kelvin.

Table 6.5, *Light Intensity Standards*, summarizes the light intensity levels recommended by the IESNA for safe operation of vehicles and pedestrian security as applied to the proposed development within the 157-Acre Site. Future lighting improvements should meet or exceed these minimum standards to provide adequate light for public access and safety. These standards are the recommended average maintained horizontal illuminance values for each specified use within the 157-Acre Site. As used below, “entrances” refers to entrance areas where lighting is required for entrance identification and “egress lighting” applies to areas where lighting is required for safe path of travel.

Pedestrian Sidewalks and Walkways

The lighting for pedestrian sidewalks and bikeways shall be to a level that increases pathway visibility and safety of pedestrians and bicyclists. Pedestrian-scale lighting should be provided along interior streets, as deemed appropriate by the Community Development Director.

TABLE 6.5
LIGHT INTENSITY STANDARDS

Specific Use/Area	Location of Foot-Candles	Foot-Candles (fc) Average	Uniform Ratio (min to max fc)
Sidewalks			
Residential	Pavement or in landscape	0.6	—
Commercial	Pavement	1.0	—
Perimeter and Interior Roadways			
On-site circulation roads	Pavement	1.0	5:1
Entrance roads	Pavement	2.0	5:1
Commercial Exterior			
Entrances	Doorway	5.0	—
Facade floodlighting	Building	3.0 to 15	—
Elevated podium building façade lighting	Building	3.0 to 15	—
Office Exterior			
Entrances	Doorway	3.0	—
Façade lighting	Building	3.0	—
Light Industrial Exterior			
Entrances	Doorway	0.5	—
Residential Roadways			
Roadway	Pavement	0.6	5:1
At-Grade Parking			
Parking	Parking Surface	1.0	15:1
Parking Structures/Parking Under Raised Podiums			
Parking	Parking Surface	5.0	10:1
Publicly Accessible Private Open Space			
Restaurants, performance pavilion, dog park, beer garden, etc.		0.7	30:1
Landscape			
Tree up-lighting	Foliage	1.0	—

NOTE: Light Intensity Standards are minimum standards except where range is shown. Pursuant to CALGreen, Building Lighting at the property line is required to be less than 0.74 fc at adjacent residential property lines. Development must comply with CALGreen regulations for light trespass illuminance and glare, which includes limits to glare from Building Lighting to less that 30:1 contrast ratio. If any portion of the illuminated surface of the sign is visible from a residential use within 1,000 feet of said sign at night, then the sign luminance shall be reduced to less than 300 cd/m^2 at night. If any portion of the illuminated sign surface is visible from a residential use within 1,000 feet of said sign, sign area and/or sign luminance shall be limited so that the light trespass illuminance is less than 0.74 foot-candles at said residential property line.

Perimeter and Interior Roadways

The lighting for perimeter and interior roadways shall provide adequate illumination for safe and efficient vehicular travel and conform to the illumination standards of the American National Standards Institute (ANSI), IESNA. Roadway lighting fixtures shall comply with Backlight Uplight and Glare (BUG) requirements of CALGreen and shall either be equipped with glare shields or be of a full cutoff type reflector system.

Commercial Exterior

The lighting for the exterior of commercial/retail/restaurant buildings and spaces shall be safe and attractive to customers. This can be achieved mainly with entrance accent lighting and targeted façade floodlighting. "Entrances" and "Façade lighting," as listed in Table 6.5, refer to entrances of dense retail developments with heavy nighttime vehicular and pedestrian traffic.

Office Exterior

The lighting for the exterior of ancillary office spaces shall be to a level that provides security and egress. If the office use is part of a mixed-use building, then the commercial criteria can override the values shown in Table 6.5. "Entrances," as shown in Table 6.5, refers to entrances that are unoccupied at nighttime, requiring lighting for entrance identification. Egress lighting shall be provided at a level that provides security and safe egress.

Light Industrial Exterior

The lighting for the exterior of light industrial buildings and outdoor spaces within PA3 shall be to a level that provides sufficient security and egress. Light industrial uses will be operational 24 hours per day, 7 days per week. To ensure that this activity does not negatively affect residential uses across the Torrance Lateral, light spillage from the light industrial facilities within PA3, including lighting at loading docks, must comply with the Carson Municipal Code Section 9162.53, which requires that lighting be shielded and directed away from nearby residential properties and streets, as well as the CALGreen BUG and light trespass lighting standards, which limit glare are light trespass. Light fixtures that would be implemented within PA3 in the light industrial areas are shown in Appendix B.

The Building Lighting within PA3 must comply with the requirements of CALGreen, which stipulate the height and shielding of the lighting sources to limit glare visible from any adjacent residential use property.

Residential Exterior

The lighting for the exterior of residential buildings and outdoor spaces shall be to a level that provides security and safe egress. If part of a mixed-use building, then the commercial exterior criteria, as shown in Table 6.5, can be applied to residential uses instead.

At-Grade Parking

The lighting for at-grade parking lots shall be to a level that provides safe movement of vehicles and pedestrians, and the security and safety of customers and employees, as approved by the Los Angeles County Sheriff's Department. Lighting fixtures for parking lots shall be equipped with spill control and/or with full cutoff capability at light poles at property perimeter with no cut-off at parking field interior poles. Lighting fixture standard height shall not be in excess of what is necessary to meet with recommended minimum illuminance levels identified in Table 6.5.

Parking Structures/Parking under Raised Podiums

The lighting for parking structures and parking under raised podiums shall be provided at a level that enhances pedestrian safety and visibility; however, lighting of off-street parking areas shall be directed away from nearby residential properties and streets to avoid creation of light trespass nuisances or impacts.

Landscape Illumination

In vertical landscape (i.e., palm and decorative trees with foliage), up-lighting illumination is encouraged.

6.7.2 Light Control Methods

A. Glare/Light Distribution: Offensive or unattractive lighting results from excessive contrast, or glare. Glare conditions usually result from highly visible lamps (light bulbs) within landscape, streetlights, parking, security, or entertainment lighting. Proper design and selection of light fixtures, mounting heights, and placement will control the visibility and perceived brightness of light sources from outside or within the Specific Plan Area and, therefore, limit the perception of glare. The lighting standards establish criteria to control the light output, mounting height, and placement of fixtures to reduce glare.

B. All Parking and Roadway light poles from 12 to 40 feet high shall be in accordance with Section 5.106.8 of the CALGreen Code, which limits light fixture brightness adjacent to the property line of the Specific Plan Area.

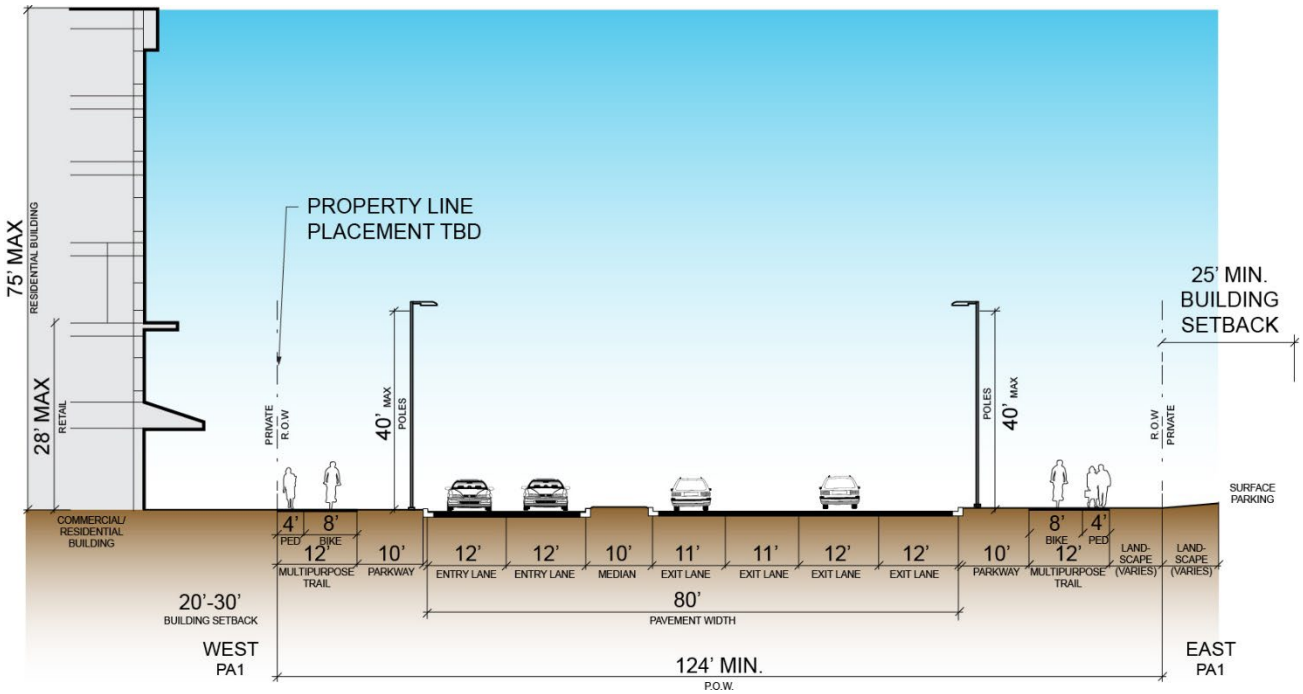
C. Pole Height Limits: Light pole height limits shall be as shown in **Figures 6.14, *Conceptual Site Lighting Exhibit Key Map*, through 6.20, *Section F – Light Industrial Buildings A and E Loading Dock Lighting***, which are required to prevent light trespass from the Specific Plan Area onto adjacent properties. These height restrictions will not eliminate complete visibility of the pole itself. Height restrictions in combination with the shielding and glare control restrictions will decrease visibility of the high brightness lamps within the pole fixtures and will prevent stray light from extending over the property line of the Specific Plan Area. Lighting shall be constructed, shielded, and directed so that adjacent residences are not impacted by light or glare coming from the Specific Plan Area.

6.7.3 Site Lighting Exhibits

Lighting design exhibits as shown on Figures 6.14 through 6.20 demonstrate conceptual lighting design for each area with intended pole locations and heights, and luminaire head orientations. Location of streetlights is subject to the approval of the City Engineer and the Community Development Director and may be placed in either the landscape/parkways or the medians.

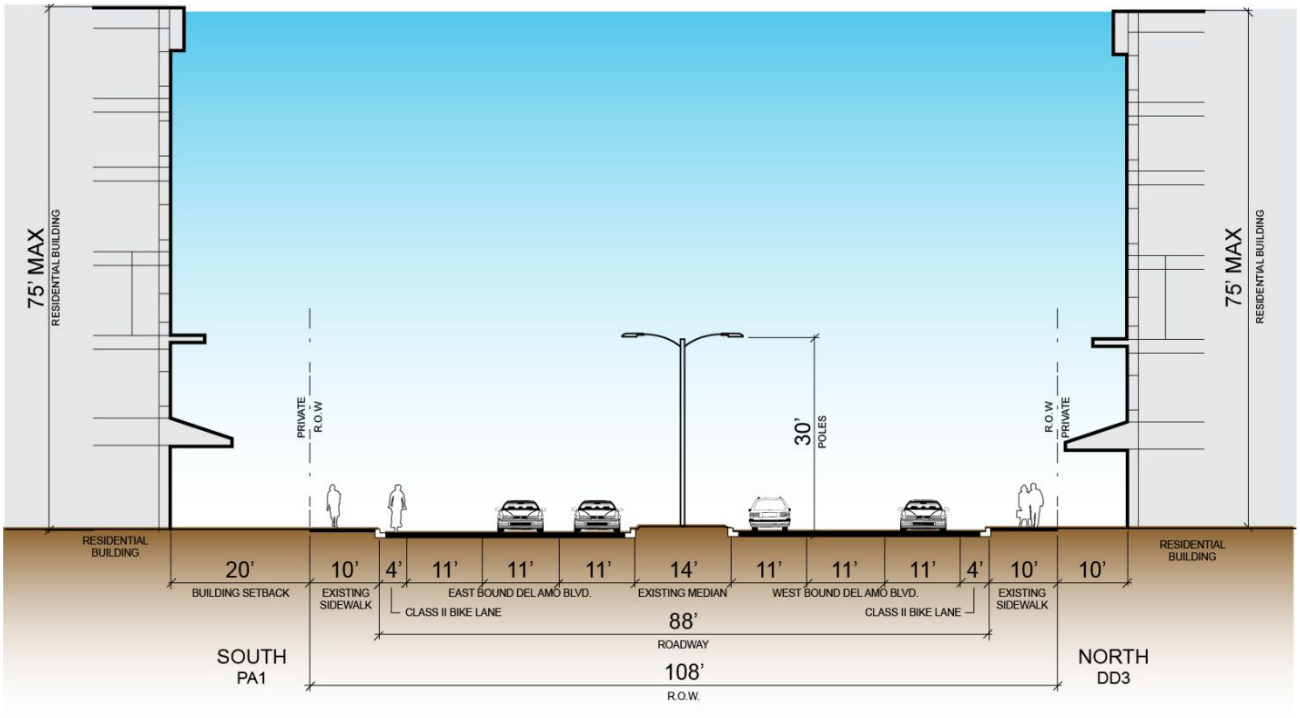
SOURCES: RGA, AO, ESA, MBI 2026

Figure 6.14 Conceptual Site Lighting Exhibit Key Map



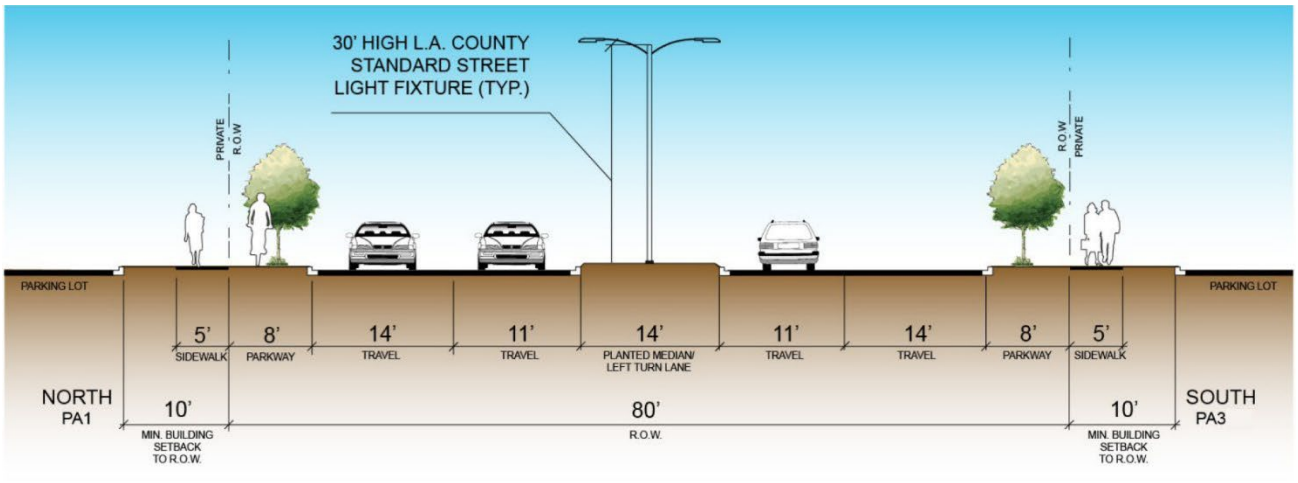
SOURCES: RGA, AO 2026

Figure 6.15 Section A – Del Amo Entrance along Stamps Drive Lighting



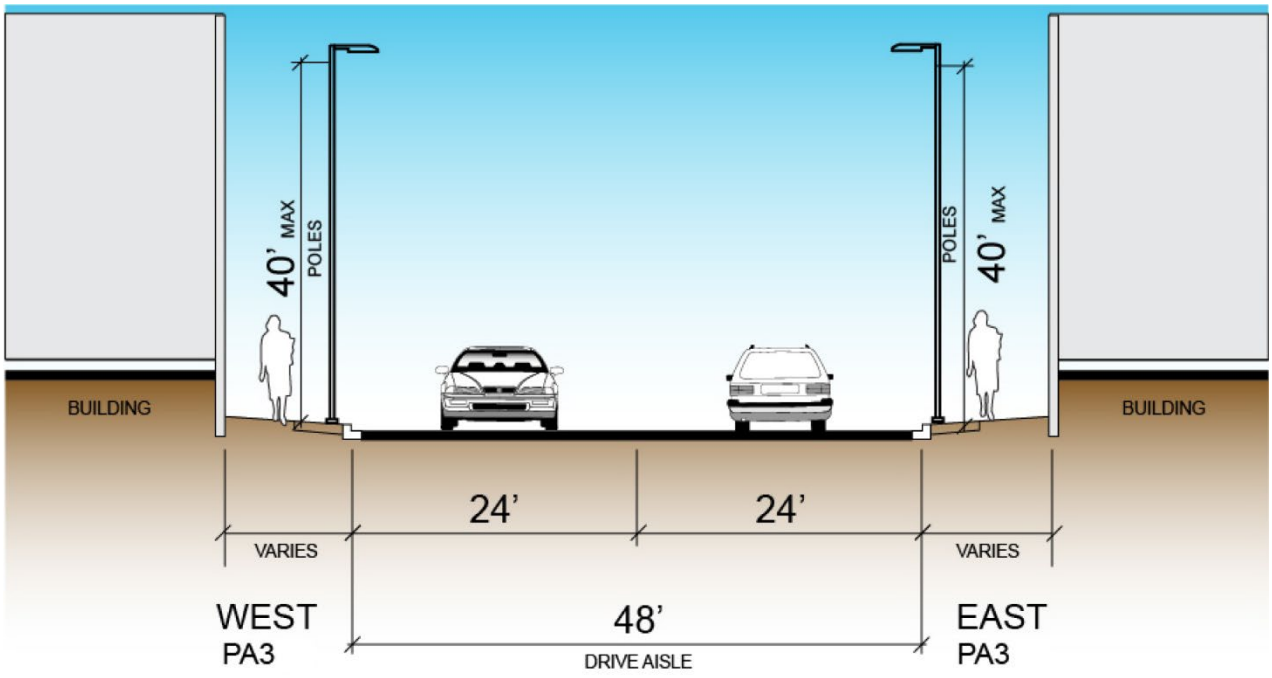
SOURCES: RGA, AO 2026

Figure 6.16 Section B – Del Amo Boulevard Lighting



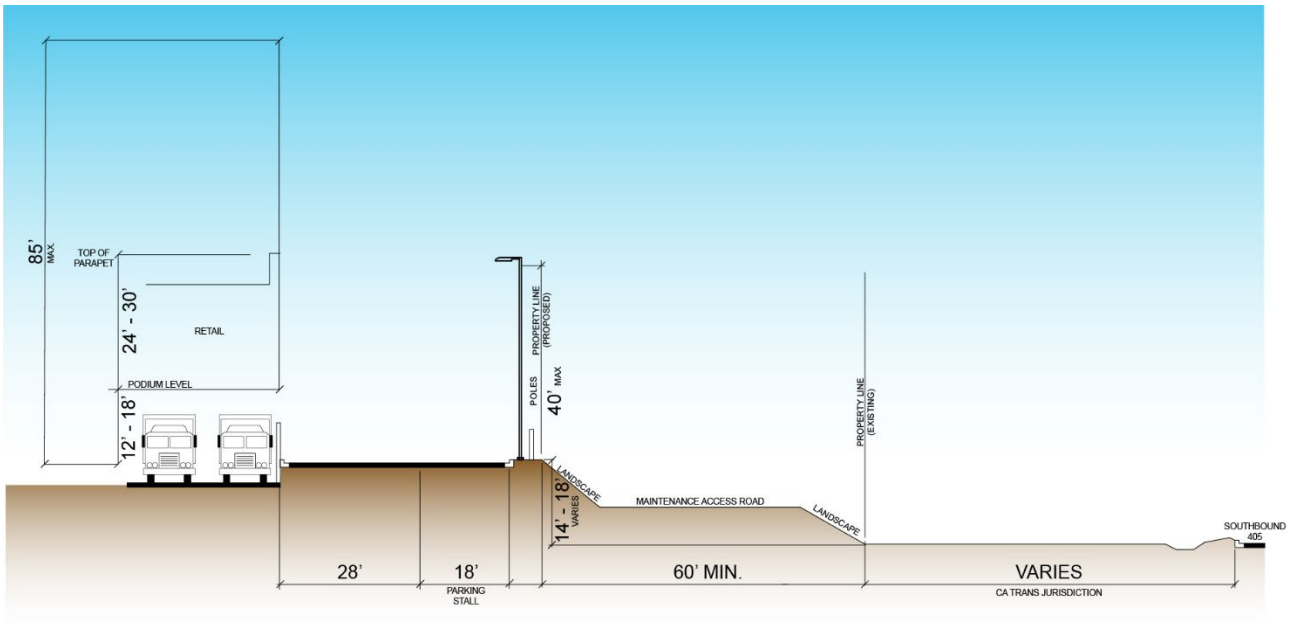
SOURCES: RGA, AO 2026

Figure 6.17 Section C – Typical Lenardo Drive Lighting



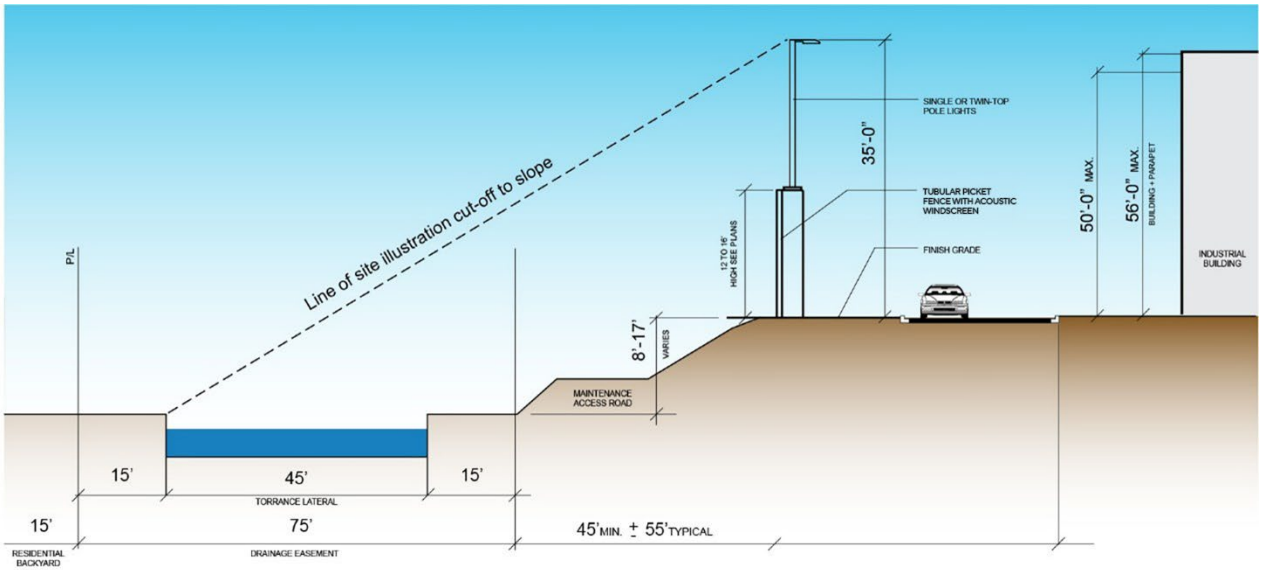
SOURCES: RGA, AO 2026

Figure 6.18 Section D – Private Drive Lighting



SOURCES: RGA, AO 2026

Figure 6.19 Section E – Freeway Edge (I-405/Specific Plan Area Interface) Lighting



SOURCES: RGA, AO 2026

Figure 6.20 Section F & G – Light Industrial Buildings A and E Loading Dock Lighting

6.8 Drive-through, Service, Trash, and Utility Areas

A. Stacking lanes for any drive-through food service windows shall accommodate a minimum of eight vehicles.

B. Stacking lanes for drive-through restaurants shall be visually screened and shall be situated so as to not block any other drive aisle or parking spaces. Stacking lanes may be screened with a combination of ornamental fences, vegetation, and/or decorative walls.

C. Drive-through restaurants should be adjacent to the sidewalk and/or open space and should have pedestrian access from the sidewalk for convenience. However, restaurants should be primarily adjacent to and/or screened by planting areas to conform with the park-like environment.

D. Service, maintenance, storage, and trash areas shall be located in discreet places to the extent feasible while still allowing convenient access for each tenant, and screened with landscaping from adjacent public rights-of-way, public plazas, pedestrian corridors, and building façades.

E. Except as set forth in Section 6.8.C and D, all trash and garbage bins shall be stored in an enclosure and designed to architecturally integrate within the overall design theme of the development. Except as set forth in Section 6.8.C, all exterior trash enclosures shall include a solid roof or canopy.

F. Trash enclosures located in obscured areas such as behind buildings or adjacent to loading areas shall also be screened from view, but the design of the enclosure shall consist of solid fencing only—landscaping and decorative treatments are not required in these areas. At the discretion of the Community Development Director, screening or gates may not be required for trash areas not visible from public streets or pedestrian areas.

G. Trash enclosures shall be constructed of substantial building materials used in the design of the building(s). Gates shall be constructed of durable building materials that screen a minimum of 80 percent of the view of the trash enclosure. Wood or chain-link gates are not permitted.

H. Trash enclosures shall be located on a 4-inch concrete pad screened by a 6-foot-high decorative wall clad with stucco, brick, or with a material that is compatible with the architectural design of the adjacent building. Enclosures shall incorporate an opaque decorative gate, a screened pedestrian access door, and exterior enclosures should have a decorative solid roof or canopy to provide visual screening.

I. Trash enclosure design shall be approved by the Community Development Director prior to issuance of any building permit(s).

J. When nonresidential buildings are to be constructed adjacent to existing residential uses, loading and delivery shall be planned to occur on the side of the building, away from residences when feasible. Loading and delivery areas shall not be located in a required setback area, with odors to be mitigated by walls and/or setback areas where feasible.

K. Service areas, enclosures, and loading docks shall be designed so that they are not directly visible from a public street or shall be appropriately screened. Screening shall be achieved through a combination of building design, walls, landscaping, and/or siting of outdoor storage areas. Screening shall match the design of the building and the overall landscape design theme of the development.

L. Truck loading docks for each building adjacent to the Torrance Lateral shall be screened from surrounding residents through the use of landscaping and/or sound walls.

M. Truck maneuvering/circulation areas adjacent to residential properties shall be designated to prohibit trucks from parking and idling in these locations, except in approved loading spaces or docks.

N. Outdoor storage enclosures in light industrial areas shall be screened from public view.

6.9 Access and Deliveries

A. All development within the 157-Acre Site shall be accessible via public roads, private roads or access easements.

B. Short-term parking for delivery of mail, small shipments and other pick-ups/deliveries shall be provided so as not to impede overall circulation.

C. Site circulation and access shall allow for and facilitate emergency access to the site and all buildings within the 157-Acre Site.

6.10 Artistic Features

Artwork is an instrumental feature of this Specific Plan that is intended to create a connection between the public and the Specific Plan Area. Artistic features make spaces more interesting, help to distinguish one place from another by creating landmarks that are easily recognizable, and create a unique shopping, working, and living environments. Artistic features also make public spaces more welcoming. Unless otherwise provided by a Development Agreement entered into by the City with any applicant/developer for any Planning Area or by ordinance approved by the City for any Planning Area or portion thereof, the following artistic feature requirements and guidelines shall apply to all construction within the Specific Plan Area, as further described below:

6.10.1 Artistic Feature Requirements

A. Artistic features within the Specific Plan Area shall be provided for the following:

   1. New development having total project costs of $300,000 or more, as determined by the City's valuation of building permits issued for the development;

   2. Expansion of existing buildings or remodeling of existing buildings when any such work has a building permit valuation of $300,000 or more.

B. The artistic features provided within each Planning Area shall have a value equal to 0.5 percent of the total building costs (as determined by the City's reasonably estimations for building permit valuations), excluding any purchase price for the land, site development (i.e., all site development below the foundation layer/foundation slab; all costs of the foundation slab, BPS improvements, and additional costs required for development above the subsurface layer of the site shall be included in the measurement of the building costs; all other site development shall be excluded from the calculation), off-site requirements, and remediation costs. The value of the artwork shall include the art piece itself and the cost of installation.

C. Artistic features shall be installed concurrently with the construction of each building that triggers the artistic features requirement; or the value of the required artistic features for each building can be consolidated, or banked, and applied to the provision of larger installations that serve multiple buildings.

D. The artistic features requirements shall not apply to reconstruction of structures that have been damaged by fire, flood, wind, earthquake, or other calamity.

6.10.2 General Provisions

A. Artwork siting and its visibility are important design considerations. The artistic features shall be easily visible to the general public and be located in areas specifically designated on the approved building plans. Appropriate locations may include entryways, entry signage, publicly accessible private open space, parks, plazas, pathways, and building exteriors.

B. Installation of the artistic features shall be planned and implemented allow for unobstructed public viewing from as many angles as possible.

C. The artistic features shall be constructed of permanent materials with a high level of durability and weather resistance and requiring a low level of maintenance.

D. The continued maintenance of the artistic features in the Specific Plan Area shall be the responsibility of the applicable Planning Area developer (and its successors/assigns). Stolen or vandalized art must be replaced or repaired as close as possible to its original form.

E. The artistic features must be designed by artists with experience and knowledge of monumental-scale artwork.

F. All forms of original visual art are encouraged, including but not limited to:

   1. Painting of all media, such as portable and permanently affixed works such as murals;

   2. Sculptures, which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, architectural, etc. in any material or combination of materials;

   3. Other visual media including but not limited to: prints, drawings, stained glass, artistic lighting, mosaics, photography, clay, wood, metals, paving, plant materials, plastics, or other durable and weather-resistant materials.

G. A wide range of style, materials, and types of artworks is encouraged to assure a balanced and interesting collection.

H. Artwork shall be constructed in a size proportional to the scale of the development.

I. Artwork shall be an integral part of the landscaping and/or architecture of building development within any Planning Area.

J. Exterior artistic features should be adequately lit to be clearly visible from sidewalks during evening hours. Interior artworks should be adequately lit during all hours of public access.

K. Artworks shall be a permanent part of any development within any Planning Area and must remain in place for the life of the development. If any development within the Specific Plan Area is rebuilt or remodeled, the required art shall be re-created according to this Section of the Specific Plan.

When property within the Specific Plan Area is transferred to new owners, they shall be informed of their responsibility to maintain the artwork and surrounding landscaping and lighting and of their inability to remove any existing artwork without written City approval.

6.11 Noise

Noise sources in the proximity of the Specific Plan Area include roadway noise from the San Diego Freeway (I-405 Freeway) and local roadways such as Main Street, which are located east and west of the Specific Plan Area, respectively. Del Amo Boulevard is also a predominant noise source. Traffic on the Harbor Freeway (I-110 Freeway) and Avalon Boulevard also contribute to noise levels at within the Specific Plan Area, although to a lesser degree due to the effect of distance, intervening buildings and topography. Other community noise sources include noise from commercial uses, industrial uses, and residential uses. Refer to the Project Characteristics detailed in the 2021 Draft SEIR. Refer also to 2022 SEIR Mitigation Monitoring and Reporting Program (MMRP) for all Mitigation Measures (MMs) and Project Design Features (PDFs) required under the 2022 SEIR, which shall apply to all development within PA1, PA2, and PA3.

6.11.1 General Provisions

A. Where residential uses on or off-site are potentially exposed to interior or exterior noise levels greater than those permitted herein or otherwise by CMC Article V, Chapter 5, certification from a licensed acoustical engineer shall be obtained prior to issuance of a building permit to document attenuation to the applicable maximum levels. The exterior standards shall be measured at the closer of the property line of any applicable project within the Specific Plan Area or of the nearest noise sensitive use such as a patio, yard, or landscaped open space.

B. Any loudspeakers associated with the drive-through lanes shall be operated in compliance with the City's Noise Ordinance.

C. No drive-through service shall be permitted within 300 feet of a residential area unless a sound study determines that the noise impacts to the residential areas have been mitigated to an acceptable level as reasonably determined by the Community Development Director.

D. No noise generating compressors, or other such equipment shall be placed on or near the property line adjoining any residential district or any property used for residential use.

E. Commercial uses shall be designed and operated, and hours of operation limited, where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic, trash collection, routine deliveries.

F. Prior to issuance of building permits for any residential development, the project Applicant shall submit a detailed acoustical study demonstrating that all structures will meet applicable City interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.

   1. The study shall be prepared by a City-approved acoustical expert, to the satisfaction of the Community Development Director.

   2. The study shall document projected ultimate noise exposure for residential space and shall demonstrate that design plans have incorporated adequate sound attenuation measures to achieve the applicable noise standards.

G. Noise mitigation and proper design may include but shall not be limited to building orientation, sound walls, double- or extra-strength windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed in order to achieve the required level, means shall be provided for ventilation/cooling to provide a habitable environment.[16]

H. All light industrial loading dock areas will include concrete block walls and gated access for security and noise attenuation purposes. Such security walls will be between approximate 12 to 16 feet tall to buffer noise-sensitive uses from industrial loading dock areas.

I. Any emergency generators for Buildings A and D within PA3 shall be located at the eastern side of their respective buildings.

J. Intentionally omitted.

K. Intentionally omitted.

L. Construction activity within PA2 and PA3 shall be exempt from the noise limitations imposed under the County of Los Angeles Noise Ordinance, as incorporated into the Carson Municipal Code. Specifically, noise limits set forth in Los Angeles County Code Section 12.08.440 (as amended by Carson Municipal Code Section 5502) and the corresponding penalties in Carson Municipal Code Section 5503 shall not

[16] The Specific Plan Area would be subject to the implementation of mitigation measures set forth in the 2022 SEIR Mitigation Monitoring and Reporting Program (MMRP).

apply within PA2 or PA3. Construction noise levels may be permitted within PA2 and PA3 up to the projected noise levels evaluated in the 2022 SEIR without need for a construction noise variance as required by County Municipal Code Section 12.08.580 (as further amended by Carson Municipal Code Section 5502).

6.12 Energy Conservation

The California Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Energy Code Title 24, Part 6), referred to as the Title 24 standards, and the CALGreen Code (California Code of Regulations Title 24, Part 11) have codified many ways to reduce energy usage and preserve outdoor and indoor environmental quality. These regulations address lighting, building construction, and heating/cooling systems. Compliance with the California Building Energy Efficiency Standards and the CALGreen Code would result in a reduction of energy usage for any given building or complex. Additional steps can be taken to further reduce the energy usage and reduce operating costs of a building or complex. Development within the Specific Plan Area will meet or exceed the requirements of Title 24 and CALGreen through measures that may include but are not limited to the following:

A. Use of light-colored roofing materials to reflect heat and reduce cooling requirements in residential and retail buildings. Energy Star–labeled roofing materials are encouraged.

B. Installation of Energy Star–labeled appliances (e.g., water heaters) to the greatest feasible extent. Solar, electric (efficiency rating of at least 0.92), or lower-nitrogen-oxide (as defined by the Air Quality Management District) gas-fired water heaters are strongly encouraged.

C. Installation of cool pavement is encouraged to the extent feasible and practicable.[17]

D. Participation in programs offered by or sponsored by local utilities.

E. Require food waste and recycling at special events. Before approving permits, require special events to prepare solid waste management plans to include food waste collection and recycling.[18,19]

F. In both residential and nonresidential development, new construction shall facilitate the installation and use of EV chargers as set forth in the 2022 SEIR MMRP which shall apply to all development within PA1, PA2, and PA3.

G. Promote bicycling as a mode of transportation within the Specific Plan Area. Provide pedestrian, bicycle, and transit amenities in new developments. Comply with the Nonresidential Mandatory Measures of the CALGreen Code.[20]

H. Promote Tier 1, Tier 2, Green Building Ratings such as LEED, Build It Green/Green Point Rating System, or Energy Star–certified buildings.

I. Encourage and support on-site installation and use of renewable and alternative energy generation systems for residential, commercial, and light industrial uses, including solar power (i.e., photovoltaic and thermal). Energy storage, microgrids, geothermal, biomass, and fuel cells.[21,22] All light industrial

[17] Only applicable to PA1 and PA3.

[18] South Bay Cities Council of Governments, *Climate Action Plan, City of Carson*, 2017, https://ci.carson.ca.us/content/files/pdfs/planning/CAP.pdf.

[19] Only applicable to PA1 and PA3.

[20] Only applicable to PA1 and PA3; PA2 applicability is limited to the Title 24 efficiency standards effective at the time that construction began.

[21] South Bay Cities Council of Governments, *Climate Action Plan, City of Carson*, 2017, https://ci.carson.ca.us/content/files/pdfs/planning/CAP.pdf.

[22] Only applicable to PA1 and PA3.

buildings shall implement a combination of sky lights and solar photovoltaic (PV) infrastructure such that a minimum of 25 percent of the rooftops will include solar PV arrays at buildout (applicable to uses in PA3) as set forth in the 2022 SEIR MMRP which details all Mitigation Measures (MMs) and Project Design Features (PDFs) required under the 2022 SEIR that apply to all development within PA1, PA2, and PA3.

J. Promote water conservation through methods such as implementation of low-flow toilets, low-flow showerheads, low-flow fixtures and other water-saving appliances.

K. Reclaimed water shall be used for non-potable water needs, if feasible.

L. Encourage tree planting that maximizes shading to reduce the urban heat island effect.[23,24]

M. Encourage ridesharing and carpooling by requiring each light industrial tenant to have a designated coordinator to oversee a carpool match or other ride-share program for the facility.

6.13 Residential Unit Requirements

6.13.1 Private Storage Space

A. Private Storage Space. Residential units within the PA1 (and potentially PA2, with the approval of an Administrative Permit) developed at densities of 25 units per acre or less shall have at least 200 cubic feet of enclosed, weather-proofed, and lockable storage space for the sole use of the unit owner. Units within the Specific Plan Area developed at densities over 25 units per acre shall have at least 100 cubic feet of private storage space as described below:

1. Such space may be provided within individual storage lockers, cabinets, or closets, and may be split among two locations. Moreover, it is the intention of this standard to require space over and above what is normally associated with the day-to-day functioning of the unit, such as guest, linen, or clothes closets or food pantries that are customarily within the unit. Thus, while providing such private storage space within the limits of the unit is not precluded, it shall be over and above that which would otherwise be provided within the unit.

2. If such space is located within a common area within the Specific Plan Area, the residential association shall be responsible for the care and maintenance of the exterior surface of the space in order to ensure that the surface is maintained in a manner compatible with the architectural treatment of the development project. Regardless of the location, the precise architectural treatment of such space shall be approved by the Planning Division to ensure that such areas are safe, convenient, and unobtrusive to the functional and aesthetic qualities of the development project.

[23] South Bay Cities Council of Governments, *Climate Action Plan, City of Carson*, 2017, https://ci.carson.ca.us/content/files/pdfs/planning/CAP.pdf.

[24] Only applicable to PA1 and PA3.

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CHAPTER 7
Implementation

7.1 Review and Approval Process

Approvals for any development within The District at South Bay Specific Plan Area shall be subject to the review authority and review processes set forth in this section. Unless subject to site plan and design review as indicated in Section 7.1.6, *Site Plan and Design Review*, uses that are "automatically permitted uses" or marked as "P" in Table 6.1, *Permitted Uses*, shall not require any discretionary approval under this Specific Plan. Carson Municipal Code (CMC) Article IX, Chapter 1, and, as applicable, Chapter 1A, shall apply to matters not covered in this Specific Plan. If there is any conflict between the provisions of this Specific Plan and CMC Article IX, Chapter 1, and, as applicable, Chapter 1A, the provisions of this Specific Plan shall control. Unless otherwise set forth below, to be valid, any appeal must be filed with the City Clerk in accordance with the provisions of CMC Section 9173.4, attached as Appendix C, within 15 days of the decision upon which the appeal is made, and failure to timely file an appeal is a failure to exhaust administrative remedies. Except as set forth in this Chapter 7, all appeals shall be governed by the provisions of CMC Section 9173.4. All decisions shall automatically become final unless a valid appeal is timely received. Notice of public hearings shall be provided, and hearings held in accordance with the provisions of the CMC. All items appealed shall be heard at the next available Planning Commission meeting or City Council meeting, as applicable.

7.1.1 Subdivisions

Unless specifically provided for in this Specific Plan, the regulations set forth in CMC Article IX, Chapter 2 (Subdivision Regulations), shall apply to all Divisions of Land hereafter made of property within the Specific Plan Area. Any (a) lot merger or (b) minor lot line adjustment between two or more existing adjacent parcels, where the land taken from one parcel is added to an adjacent parcel, and where a greater number of parcels than originally existed is not thereby created, shall not be deemed to be a Division of Land pursuant to the Subdivision Regulations and shall instead be approved, consistent with the California Subdivision Map Act, Government Code Section 66400 et seq. (Subdivision Map Act), and a certificate of compliance may be issued upon the approval of such lot merger or lot line adjustment by the Community Development Director.

7.1.2 Residential Condominiums

The regulations set forth in CMC Article IX, Chapter 3 (Standards and Criteria for Residential Condominiums), shall not apply to residential condominiums within this Specific Plan.

7.1.3 Review Authority

This Specific Plan shall be administered by the City Council, the Planning Commission, and the Community Development Director (each a "Review Authority"). The authority of each Review Authority with respect to

each discretionary action described in this Section 7.1 shall be as set forth in **Table 7.1, *Decision and Appeal Authority of Each Review Authority***.

TABLE 7.1
DECISION AND APPEAL AUTHORITY OF EACH REVIEW AUTHORITY

	Decision and Appeal Authority		
Type of Permit[a]	**Community Development Director**	**Planning Commission**	**City Council**
Specific Plan Amendment	Recommend	Recommend	Decision
Specific Plan Adjustment	Decision	Appeal	—
Administrative Permit	Decision	Appeal[c]	—
Site Plan and Design Review[b]	Recommend	Decision	Appeal
Conditional Use Permit	Recommend	Decision	Appeal
Uses Permitted with Specific Conditions	Decision	Appeal[c]	—

NOTES:

[a] When a site plan and design review, conditional use permit, administrative permit, or permit with specific conditions application is processed in conjunction with a Specific Plan Amendment, then notwithstanding this Table 7.1, the determination of the Review Authority and the process for consideration and approval may, at the discretion of the Community Development Director, be determined pursuant to Section 7.1.10, *Concurrent Entitlement Consideration with Specific Plan Amendment*.

[b] If the proposed new construction or modification has an estimated valuation of $250,000 or less, site plan and design review may be approved administratively by the Community Development Director (no public hearing), with right of appeal to the Planning Commission and then the City Council.

[c] The appeal may only be initiated by the applicable applicant.

7.1.4 Specific Plan Amendments

Amendments to this Specific Plan shall be processed in accordance with the applicable provisions of State law provided in California Government Code Section 65450 et seq. The procedure in CMC Section 9172.11 shall be followed for hearing, notice and decision of an amendment to the Specific Plan by the Planning Commission and City Council. Each request for amendment shall specify the sections or portions of the Specific Plan that are affected by the amendment. Consideration of a Specific Plan amendment may be initiated by the Planning Commission or the City Council or upon the written request of any person, consistent with CMC Section 9172.11.

The following changes to PA3 vehicle and truck parking require a Specific Plan Amendment, pursuant to this Section:

a) An increase in the total number of vehicular and/or van parking spaces attributable to the warehouse/logistics based light industrial uses proposed throughout all of PA3 (i.e., increase in total van/vehicle parking spaces for Buildings A-E) by more than 10 percent. This limitation shall not apply to an increase in parking stalls for any office or other non-warehouse/logistics uses proposed at PA3;

b) An increase in the total number of vehicular and/or van parking spaces attributable to the warehouse/logistics based light industrial uses by more than 10 percent within any individual PA3 building or parcel. This limitation shall not apply to an increase in parking stalls for any office or other non-warehouse/logistics uses proposed in any single PA3 building or parcel;

c) An increase in the total number of truck parking stalls by more than 20% for the light industrial uses proposed throughout all of PA3 (i.e., total number of truck stalls for Buildings A-E).

d) An increase in the total number of truck parking stalls by more than 20% for any individual light industrial building or parcel located within PA3.

As part of an application for a Specific Plan Amendment to change the amount of parking as described above, the Applicant must include a site plan showing how the changes relate to the entire PA3 master planned area.

A Specific Plan Amendment shall be required for FAR below 0.25 for any parcel within PA3 or for the entire PA3 area.

A Specific Plan Amendment shall be required for FAR above 0.50 for the entire PA3 area.

Specific Plan Adjustments

Notwithstanding the foregoing, the Community Development Director shall be entitled to issue an "Adjustment" to any terms, provisions, regulations, standards, or conditions contained in this Specific Plan, following a written finding confirming that the proposed Adjustment satisfies each of the following requirements, in addition to any other required Specific Plan findings that may be required (such findings to be issued by the Director unless determined by the Director that such review shall require Planning Commission or City Council review and approval):

(a) That there are special circumstances applicable to the proposed project upon the 157-Acre Site that make the strict application of the terms, regulations, and provisions of this Specific Plan impractical;

(b) That in granting the Adjustment, the Director has imposed project requirements and/or decided that the proposed Adjustment substantially complies with all applicable Specific Plan regulations, terms, and conditions;

(c) That in granting the Adjustment, the Director has considered and found no detrimental effects of the Adjustment on surrounding properties and public rights-of-way; and

(d) That the Adjustment incorporates mitigation measures, monitoring of measures when necessary, or alternatives identified in the environmental review that would mitigate the negative environmental effects of the project, to the extent physically feasible.

7.1.5 Administrative Permits

A. Authority

An Administrative Permit is required (i) to approve those uses specifically identified as requiring an Administrative Permit in Table 6.1, *Permitted Uses*, of this Specific Plan and to verify compliance with the regulations, standards, and requirements of this Specific Plan, or (ii) where a minor change, deviation or modification is requested to the regulations, standards, and requirements herein. The Community Development Director shall review the application for Administrative Permit with particular attention to the location, design configuration, and operational characteristics of the proposed development and other land uses that would be developed under this Specific Plan. The action on an Administrative Permit by the Director is ministerial; therefore, and Administrative Permit is not subject to CEQA and does not require public notice or a hearing.

B. Minor Deviations

The Community Development Director is authorized by Administrative Permit to approve a minor change, deviation or modification to the provisions under this Specific Plan to allow the following:

1. A decrease in setback requirements not exceeding 10 percent.
2. Height of walls or fences to be increased by a maximum of 1 foot.
3. Expansion or reduction of the net acreage covered by a given Planning Area within the Specific Plan Area by a maximum of 10 percent (and accompanying expansion or reduction of the net acreage covered by a given Land Use Category).
4. A decrease of not more than 10 percent in landscape coverage in parking lot areas.
5. An increase in sign area and/or number of signs of not more than 10 percent and/or a relocation of sign location or an increase in sign height of not more than 10 percent.
6. A decrease in parking requirements of not more than 10 percent, subject to approval by the Community Development Director following receipt of a parking demand study.
7. A change in exterior color from the approved color for the exterior of any improvement.
8. Other minor changes, deviations or modifications of a similar nature to those listed above, which are deemed minor by the Community Development Director, including (i) minor changes, deviations or modifications to landscape materials, signage, wall materials, wall alignment, entry design and streetscape design, and (ii) minor modifications to the development standards, design standards and guidelines set forth in Chapters 6 and 7 of this Specific Plan, provided such changes, deviations or modifications pursuant to either clause (i) or (ii) above do not exceed 10 percent of the applicable standard, and are consistent with the intent of the design guidelines and this Specific Plan.

C. Procedure

1. Decisions by Community Development Director on Administrative Permits

   Except as set forth in Section 7.1.5.C.2 (below), all Administrative Permit applications shall be decided by the Community Development Director and, notwithstanding any provision of the CMC to the contrary, without a public hearing. In reviewing any application for an Administrative Permit, the Director shall initially perform a CEQA check to determine whether environmental review under CEQA is necessary, and if so, shall refer the application to the Planning Commission for discretionary review. Any Applicant may appeal the determination of the Director to the Planning Commission.

2. Referral to Planning Commission

   The Community Development Director may refer any Administrative Permit application for a public hearing before the Planning Commission that the Community Development Director determines is inconsistent with the regulations, standards, and requirements hereunder or could pose environmental impacts not previously studied in the 2022 SEIR.

7.1.6 Site Plan and Design Review

A. Applicability

Site plan and design review is required for (i) all projects within the Specific Plan Area for which a building permit is required (including all exterior alterations or exterior installations for an existing building); (ii) the erection, replacement, or alteration of signage not in conformance with an approved comprehensive sign program and/or Master Sign Program; (iii) landscaping associated with any project development / construction and alterations thereto.

B. Process

For all matters for which site plan and design review is required, a development plan, as defined in CMC Section 9191.184, shall be submitted to the Carson Planning Division. If site plan and design review and an administrative permit are required for any development or use, the administrative permit shall automatically issue without further action of the City upon approval by the City of the site plan and design review. Notwithstanding the foregoing, it is recognized that the conceptual site plan shown in Figure 4.1 in this Specific Plan, the internal streetscape and vehicular and multi-modal circulation concepts (Figures 5.1 through 5.15), the infrastructure concept plans (Figures 5.16 through 5.18), the landscape theme areas (Figures 6.2 through 6.9), conceptual wall locations (Figure 6.10), conceptual sign locations (Figures 6.11 through 6.13) and site lighting (Figures 6.14 through 6.20) diagrams are conceptual only, and other solutions, locations, and/or concepts may be proposed and reviewed during the site plan and design review process without requiring a Specific Plan amendment.

C. Authority

The Community Development Director shall review each application for site plan and design review and make a recommendation to the Planning Commission for action on the development plan/modification. If the development plan/modification complies with all applicable requirements and standards of this section and other laws and regulations, and the Planning Commission finds that the criteria of Section 7.1.6.D are adequately met, or can be met if specified conditions are observed, the development plan shall be approved, subject to such specified conditions. If the Planning Commission finds that the proposal cannot meet and cannot be modified to meet the requirements of this section and the above criteria, the development plan shall be disapproved. In all cases, findings shall be made concerning the grounds for approval or disapproval. Notice of the decision by the Planning Commission shall be given as provided in CMC Section 9173.32. Any change, modification to, or deviation from a development plan approved in accordance with the site plan and design review procedures set forth in this Section 7.1.6, *Site Plan and Design Review*, shall be processed pursuant to an administrative permit application pursuant to Section 7.1.5.

D. Required Findings

In acting to approve or conditionally approve an application for site plan and design review, the Planning Commission shall make the following findings:

1. That the development plan is in conformity with the applicable permitted uses and development standards set forth in Tables 6.1, *Permitted Uses*, and 6.2, *General Development Standards*, of this Specific Plan, and is in substantial conformity with the applicable common space; landscape; walls and fences; signage; lighting; service, trash, and utility areas; artistic features; noise; energy conservation; and residential unit provisions set forth in Chapter 6, *Development Standards*, of this Specific Plan;
2. That the development plan is in substantial conformity with all applicable development standards set forth in Chapter 6, *Development Standards*, of this Specific Plan;
3. That the development plan is compatible with the General Plan and this Specific Plan; and
4. That the proposed use and development will be compatible with the intended character of the Specific Plan Area.

7.1.7 Conditional Use Permits

Applications for the uses set forth in Table 6.1, *Permitted Uses*, p. 6-3 of this Specific Plan, that require approval of a conditional use permit shall be processed in accordance with the provisions of CMC

Section 9172.21, except that, in addition to the findings required under Section 9172.21, the following additional findings shall be made:

A. That the development is compatible with the General Plan and this Specific Plan and substantially complies with the development standards and guidelines set forth under Chapter 6, *Development Standards* of this Specific Plan;

B. That the site is adequate in size, shape, topography, location, utilities, and other factors to accommodate the proposed use and development;

C. That the proposed use and development substantially complies with the intent and applicable goals and policies of this Specific Plan; and

D. That the proposed use and development will be compatible with the intended character of the Specific Plan Area.

7.1.8 Intentionally Omitted.

7.1.9 Other Considerations

1. Prior to the issuance of any building permit, a report on the internal circulation system for the proposed improvements/development shall be submitted by the Applicant to and approved by the Traffic Engineer. The internal roadways, drive aisles, on-site intersection spacing, access openings, sidewalks, and pedestrian and bike paths shall be constructed pursuant to the approved report.
2. A public safety plan that addresses on-site security for each PA within the Specific Plan Area shall be submitted for approval by the City with consultation with the Los Angeles County Sheriff's Department prior to the issuance of any building permit for vertical construction.
3. No residential building permits for PA1 or PA2 shall be granted until DTSC has issued its consent or non-objection to the development of residential uses in such location based upon the RAP.
4. Prior to issuance of any grading or building permit, a construction truck traffic routing plan shall be submitted to and approved by the Traffic Engineer. The truck traffic routing plan shall emphasize routes that would avoid residential areas.
5. The Applicant shall submit two sets of lighting plans drawn, stamped, and signed by a licensed lighting consultant. Such plans are to be approved by the Community Development Director prior to the issuance of any building permit.
6. The Applicant shall submit two sets of landscaping and irrigation plans, drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Community Development Director prior to the issuance of any building permit.
7. Wall and fence plans must be submitted to and approved by the Community Development Director prior to the issuance of any building permit.
8. Applications for a comprehensive sign program shall comply with the procedures established by Section 6.6, Signage.
9. Prior to issuance of building permits for residential units, unless determined by the Community Development Director, the Applicant shall submit a detailed acoustical study demonstrating that all project structures will meet applicable city interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.

10. Notwithstanding the provisions of CMC Section 9173.1, if the City has taken a final action to deny an application, the same application or substantially the same application shall not be submitted within a 6-month period without the consent of the Community Development Director.

7.1.10 Concurrent Entitlement Consideration with Specific Plan Amendment

Notwithstanding any other provision of Table 7.1, *Decision and Appeal Authority of Each Review Authority*, when a site plan and design review, comprehensive sign program, conditional use permit, administrative permit, or permits issued with specific conditions application is processed in conjunction with any Specific Plan Amendment, then the matter may be considered concurrently with consideration of the Specific Plan Amendment. If the Community Development Director so elects, the Planning Commission shall not be a decision Review Authority but instead shall make a recommendation to the City Council as to all related items concurrently with its recommendation on the Specific Plan Amendment, and the City Council shall be the decision Review Authority.

7.2 Infrastructure and Remediation Financing

The 157-Acre Site comprises a former landfill, which requires remediation and infrastructure development as a condition to any vertical project development. Such remediation and infrastructure may be financed through a combination of public and private funds (from each developer/Applicant, the terms of which shall be subject to negotiation between the Carson Reclamation Authority [as the owner and responsible party for the landfill conditions]). Financing mechanisms could include but are not limited to community facilities districts, developer-constructed facilities in lieu of fee payment, and state and federal funding that may become available.

7.3 Phasing

Construction work upon the 157-Acre Site is anticipated to begin in 2026 and will be completed in phases, with the intent for final buildout of the full 157-Acre Site in 2029. The District at South Bay will be developed in phases in coordination with implementation of the approved RAP approved by and subject to the oversight of DTSC. The principal phases of construction include implementation of the RAP, on-site and off-site infrastructure construction, and vertical construction of each PA (which themselves may be phased).

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Appendix A
The District at South Bay
Plant Palette

TABLE A.1
PLANT PALETTE

AL = Adapted to region
L = Low supplemental water needs
LM = Low to moderate supplemental water needs
M = Moderate supplemental water needs
VL = Very low water needs

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Trees		
Acacia decurrens	Green Wattle	AL
Acacia farnesiana	Sweet Acacia	L
Acacia pendula	Weeping Myall	L
Acacia retinodes	Water Wattle	L
Acacia smallii	NCN	L
Aesculus californica	California Buckeye	AL
Agonis flexuosa	Peppermint Tree	M
Angophora costata	Gum Myrtle	L
Arbutus x 'Marina'	Marina Strawberry Tree	L
Arbutus unedo	Strawberry Tree	L
Cassia Spectabilis	Crown of Gold Tree	M
Ceanothus arboreus	Feltleaf Ceanothus	L
Ceanothus 'Ray Hartman'	NCN	AL
Ceanothus thyrsiflorus	Blue Blossom	AL
Ceratonia siliqua	Carob Tree	AL
Cercidium spp & cvs	Palo Verde	L
Cercis occidentalis	Western Redbud	L
Chilopsis linearis	Desert Willow	L
Chitalpa tashkentensis	Chitalpa	L
Cupressus arizonica	Arizona Cypress	L
Cupressus glabra	Smooth Arizona Cypress	L
Cupressus macrocarpa	Monterey Cypress	L
Cupressus sempervirens	Italian Cypress	L
Dracaena draco	Dragon Tree	L
Feijoa sellowiana	Pineapple Guava	L
Geijera parviflora	Australian Willow	L
Juglans californica	S. California Black Walnut	AL
Juniperus chinensis 'Torulosa'	Hollywood Juniper	L
Juniperus virginiana	Eastern Redcedar	LM
Laurus nobilis	Sweet Bay	L
Leptospermum laevigatum	Australian Tea Tree	AL
Leptospermum scoparium	New Zealand Tea Tree	LM
Lophostemon conferta & *cvs*	Brisbane Box	M
Lyonothamnus floribundus & var.	Catalina Ironwood	AL
Melaleuca armillaris	Drooping Melaleuca	L
Melaleuca linariifolia	Flaxleaf Paperbark	L
Melaleuca quinquenervia	Cajeput Tree	L
Melia azedarach & *cv*	Chinaberry	AL
Pinus canariensis	Canary Island Pine	L

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Pinus eldarica	Afghan Pine	L
Pinus halepensis	Aleppo Pine	AL
Pinus pinea	Italian Stone Pine	L
Pinus radiata	Monterey Pine	AL
Pinus torreyana	Torrey Pine	AL
Pittosporum phillyraeoides	Willow Pittosporum	L
Platanus racemosa	Western Sycamore	M
Prunus caroliniana	Carolina Laurel Cherry	L
Punica granatum & *cvs*	Pomegranate	L
Quercus agrifolia	Coast Live Oak	AL
Quercus douglasii	Blue Oak	AL
Quercus engelmannii	Mesa Oak	AL
Quercus ilex	Holly Oak	L
Quercus lobata	Valley Oak	L
Quercus suber	Cork Oak	L
Robinia ambigua & *cvs*	Locust	L
Sambucus caerulea	Blue Elderberry	AL
Vitex angus-castus	Chaste Tree	L
Yucca gloriosa	Spanish Dagger	L
Palms		
Brahea armata	Blue Hesper Palm	L
Brahea edulis	Guadalupe Palm	L
Butia capitata	Pindo Palm	L
Phoenix sylvestris	Silver Date Palm	M
Phoenix dactylifera	Date Palm	L
Trachycarpus fortunei	Windmill Palm	L
Shrubs and Vines		
Acacia cultriformis	Knife Acacia	AL
Acacia cognata 'Cousin Itt'	River Wattle	M
Acacia farnesiana	Sweet Acacia	L
Acacia redolens	Prostrate Acacia	VL
Acacia retinodes	Water Wattle	L
Aesculus californica	California Buckeye	AL
Arbutus unedo 'Compacta'	Dwarf Strawberry Tree	L
Arctostaphylos densiflora & *cvs*	Sonoma Manzanita	L
Arctostaphylos edmundsii	Little Sur Manzanita	L
Arctostaphylos hookeri	Monterey Manzanita	L
Artemisia arborescens	Shrubby Wormwood	AL
Artemisia californica & *cvs*	California Sagebrush	AL
Artemisia 'Powis Castle'	NCN	AL

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Bambusa oldhamii	Giant Timber Bamboo	M
Bougainvillea species & cvs	Bougainvillea	LM
Caesalpinia species	Bird-of-paradise Bush	L
Carpenteria californica	Bush Anemone	L
Cassia artemisioides	Feathery Cassia	L
Cassia nemophila	Desert Cassia	L
Cassia odorata	Spreading Cassia	L
Cassia phyllodinea	Silvery Cassia	L
Ceanothus arboreus	Feltleaf Ceanothus	L
Ceanothus 'Concha'	NCN	L
Ceanothus 'Dark Star'	NCN	AL
Ceanothus 'Frosty Blue'	NCN	AL
Ceanothus gloriosus & cvs	Point Reyes Ceanothus	AL
Ceanothus griseus & cvs	Carmel Ceanothus	AL
Ceanothus impressus	Santa Barbara Ceanothus	L
Ceanothus 'Joyce Coulter'	NCN	AL
Ceanothus 'Julia Phelps'	NCN	AL
Ceanothus maritimus & cvs	Maritime Ceanothus	AL
Ceanothus 'Ray Hartman'	NCN	AL
Ceanothus thyrsiflorus & cvs	Blue Blossom Ceanothus	AL
Ceanothus 'Yankee Point'	Yankee Point Ceanothus	M
Cercis occidentalis	Western Redbud	L
Chilopsis linearis	Desert Willow	L
Cotoneaster horizontalis	Rock Cotoneaster	L
Dendromecon species	Bush Poppy	AL
Dodonaea viscosa	Hopseed Bush	LM
Elaeagnus pungens	Silverberry	L
Encelia californica	California Encelia	AL
Eucalyptus lehmannii	Bushy Yate	AL
Feijoa sellowiana	Pineapple Guava	L
Fremontodendron species & cvs	California Flannel Bush	AL
Garrya elliptica	Coast Silktassel	AL
Grevillea species & cvs	Grevillea	L
Hakea suaveolens	Sweet-scented Hakea	L
Hardenbergia violacea	False Sarsaparilla	L
Jasminum species	Jasmine	LM
Juniperus chinensis & cvs	NCN	L
Juniperus sabina & cvs	Savin Juniper	L
Juniperus scopulorum & cvs	Rocky Mountain Juniper	L
Keckiella species	Native Penstemon	AL

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Lantana camara	Yellow Sage	LM
Lavandula species & *cvs*	Lavender	L
Lavatera species	Mallow	AL
Leonotis leonurus	Lion's Tail	L
Leptospermum laevigatum	Australian Tea Tree	AL
Leptospermum scoparium	New Zealand Tea Tree	LM
Leucadendron salignum 'Blush'	Blush Leucadendron	L
Leucophyllum species & *cvs*	Cenizo	L
Lupinus albifrons	Silver Lupine	L
Lupinus arboreus	Coastal Bush Lupine	AL
Macfadyena unguis-cati	Cat's Claw	L
Mahonia aquifolium	Oregon Grape	M
Mahonia 'Golden Abundance'	NCN	L
Mahonia nevinii	Nevin Mahonia	L
Mahonia pinnata & *cvs*	California Grape	L
Malosma laurina	Laurel Sumac	AL
Melaleuca armillaris	Drooping Melaleuca	L
Melaleuca nesophila	Pink Melaleuca	AL
Myrica cerifera	Wax Myrtle	M
Myoporum laetum & *cvs*	NCN	L
Myrica californica	Pacific Wax Myrtle	LM
Myrtus communis & *cvs*	True Myrtle	L
Parthenocissus ticuspidata	Boston Ivy	M
Philodendron xanadu	Philodendron	M
Phormium tenax `Bronze`	Bronze New Zealand Flax	L
Plecostachys serpyllifolia	NCN	L
Plumbago auriculata	Cape Plumbago	L
Polygonum aubertii	Silver Lace Vine	L
Prunus caroliniana cvs	Carolina Laurel Cherry	L
Punica granatum & *cvs*	Pomegranate	L
Rhus integrifolia	Lemonade Berry	AL
Rosa banksiae	Lady Banks' Rose	LM
Rosa floribunda 'Iceburg'	Iceburg Climbing Rose	M
Rosmarinus officinalis & *cvs*	Rosemary	L
Salvia apiana	White Sage	AL
Salvia clevelandii & *cvs*	Cleveland Sage	AL
Salvia leucantha	Mexican Bush Sage	L
Salvia leucophylla	Purple Sage	AL
Salvia mellifera & *cvs*	Black Sage	AL
Santolina species	Lavender Cotton	L

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Stephanotis floribunda	Madagascar Jasmine	M
Trachelospermum jasminoides	Star Jasmine	M
Tecomaria capensis	Cape Honeysuckle	LM
Teucrium chamaedrys	NCN	LM
Teucrium fruticans	Bush Germander	L
Vitex agnus-castus	Chaste Tree	L
Westringia spp.	Coast Rosemary	L
Wisteria floribunda	Japanese Wisteria	M
Ground Covers		
Acacia redolens & *cvs*	NCN	L
Achillea millefolium	Common Yarrow	L
Arctostaphylos 'Emerald Carpet'	NCN	L
Arctostaphylos 'Pacific Mist'	NCN	L
Arctotheca calendula	Cape Weed	LM
Artemisia californica & *cvs*	Prostrate California Sagebrush	AL
Aspidistra elatior	Cast Iron Plant	M
Baccharis 'Centennial'	NCN	L
Bougainvillea cultivars[a]	Bougainvillea	L
Bouteloua gracilis 'Blonde Ambition'	Blonde Ambition Blue Grama Grass	L
Carex divulsa	Grey sedge	L
Carex pansa	Dune Sedge	M
Ceanothus gloriosus & *cvs*	Point Reyes Ceanothus	L
Ceanothus g. var. *horizontalis*	Carmel Creeper	L
Ceanothus g. var. *h. 'Yankee Point'*	NCN	L
Ceanothus 'Joyce Coulter'	NCN	L
Coprosma kirkii	NCN	L
Coprosma 'Verde Vista'	NCN	L
Cotoneaster horizontalis	Rock Cotoneaster	L
Crassula multicava	NCN	L
Dymondia margaretae	NCN	L
Festuca ovina glauca	Blue Fescue	L
Hardenbergia violacea & *cvs*	False Sarsaparilla	L
Iva hayesiana	Hayes Iva	AL
Juncus patens	California Grey Rush	L
Juniperus chinensis & *cvs*	NCN	L
Juniperus conferta	Shore Juniper	L
Juniperus horizontalis & *cvs*	Creeping Juniper	L
Juniperus sabina & *cvs*	Tamarix Juniper	L
Lantana montevidensis & *cvs*	Trailing Lantana	L

[a] Do not recommend bougainvillea groundcover; climbing bougainvillea allowed.

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Liriope muscari 'Love Potion no. 13'	Emerald Goddess® Lilyturf	M
Lomandra longifolia & cvs	Lomandra	L
Lonicera japonica 'Halliana'	Hall's Japanese Honeysuckle	LM
Mahonia aquifolium 'Compacta'	Compact Oregon Grape	LM
Mahonia repens	Creeping Mahonia	L
Myoporum hybrids	NCN	L
Myoporum parvifolium & cvs	Prostrate Myoporum	L
Philodendron 'Moonlight'	Moonlight Philodendron	M
Rosmarinus officinalis & cvs	Prostrate Rosemary	L
Sansevieria zeylanica	Zeylanica Snake Plant	L
Sedum species	Stonecrop	L
Senecio mandraliscae	NCN	L
Teucrium cossonii	NCN	LM
Verbena species & cvs	Verbena	L
Westringdia fruticosa 'NFL25'	Mundi Coast Rosemary	L
Perennials		
Achillea species & cvs	Yarrow	L
Armeria maritima	Sea Pink	M
Artemisia pycnocephala & cvs	Sandhill Sage	LM
Asteriscus species	NCN	L
Brachycome multifida	Cut-leaf Daisy	LM
Centranthus ruber	Red Valerian	AL
Cheiranthus 'Bowles Mauve'	Shrubby Wallflower	LM
Chondropetalum tectorum	Cape Rush	L
Coreopsis species & cvs	Coreopsis	L
Dianella 'Clarity Blue'	Clarity Blue Dianella	L
Dietes species & cvs	Fortnight Lily	L
Diplacus species & hybrids	Monkey Flower	AL
Elymus condensatus 'Canyon Prince'	Giant Wild Rye	L
Epilobium species & cvs	California Fuchsia	L
Erigeron glaucus & cvs	Beach Aster	L
Erigeron karvinskianus	Mexican Daisy	LM
Eriogonum fasciculatum & cvs	California Buckwheat	L
Eschscholzia californica	California Poppy	AL
Euphorbia milii	Crown of Thorns	L
Euphorbia rigida	NCN	L
Euryops pectinatus & cv	Euryops	L
Gaura lindheimeri	Gaura	LM
Helianthemum nummularium & cvs	Sunrose	LM
Helictotrichon sempervirens	Blue Oat Grass	L

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Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Heuchera species & cvs	Coral Bells	M
Iris douglasiana & cvs	Pacific Coast Iris	LM
Kniphofia uvaria & cvs	Red-hot Poker	L
Limonium perezii	Sea Lavender	AL
Oenothera species	Mexican Evening Primrose	L
Pedilanthus macrocarpus	Slipper Plant	VL
Pennisetum setaceum & cv	Fountain Grass	L
Penstemon species & cvs	Western Natives	L
Perovskia atriplicifolia	Russian Sage	L
Phormium tenax & cvs	New Zealand Flax	L
Rosmarinus spp	Rosemary	L
Salvia species & cvs	Sage	AL
Senecio cineraria	Dusty Miller	L
Senecio cylindricus	Narrow-Leaf Chalk Sticks	L
Senecio Serpens	Blue Chalk Sticks	L
Sisyrinchium bellum	Blue-Eyed Grass	AL
Solidago californica	California Goldenrod	M
Stachys byzantina	Lamb's Ear	LM
Tagetes lemmonii	Mountain Marigold	L
Thymus species & cvs	Thyme	LM
Verbena species & cvs	Verbena	L
Agave, Cacti, Succulents, and Yucca		
Aeonium species & cvs	NCN	L
Aeonium 'Cabernet'	Giant Velvet Rose	L
Aeonium canariense	Giant Velvet Rose	L
Aeonium 'Sunburst'	Copper Pinwheel	L
Agave americana	Century Plant	L
Agave attenuate & cvs	Foxtail Agave	L
Agave 'Blue Flame'	Blue Flame Agave	L
Agave shawii	Shaw's Century Plant	L
Agave victoriae-reginae	NCN	L
Agave vilmoriniana	Octopus Agave	L
Aloe arborescens	Tree Aloe	AL
Aloe bainesii	NCN	AL
Aloe candelabrum	Candelabra Aloe	L
Aloe ciliaris	NCN	L
Aloe ferox	NCN	L
Aloe marlothii	NCN	L
Aloe nobilis	NCN	L
Aloe plicatilis	NCN	L

TABLE A.1
PLANT PALETTE

AL = Adapted to region
L = Low supplemental water needs
LM = Low to moderate supplemental water needs
M = Moderate supplemental water needs
VL = Very low water needs

Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Aloe striata	Coral Aloe	L
Aloe vera	Medicinal Aloe	L
Cereus peruvianus	Peruvian Apple	L
Cotyledon species	NCN	L
Dasylirion species	Desert Spoon	L
Dracaena draco	Dragon Tree	L
Dudleya species	Live-Forever	AL
Echeveria species	Echeveria	L
Echeveria nodulosa	Painted Echeveria	L
Echeveria 'Perle von Nurnberg'	Perle von Nurnberg Echeveria	L
Echeveria subrigida 'Fire and Ice'	Fire and Ice Echeveria	L
Euphorbia ingens	Candelabra Tree	L
Euphorbia tirucalli	Milkbush	L
Hesperaloe parviflora	Red Yucca	L
Kalanchoe species	NCN	L
Nolina species	Bear Grass	L
Opuntia species	Prickly Pear, Cholla	L
Portulacaria afra	Elephant's Food	L
Sedum acre	Gold Moss Stonecrop	L
Sedum reflexum 'Angelina'	Angelina Stonecrop	L
Sedum reflexum 'Blue Spruce'	Blue Spruce Stonecrop	L
Yucca aloifolia	Spanish Bayonet	L
Yucca gloriosa	Spanish Dagger	L

SOURCE: Excerpted from Landscape Plants for Western Regions by Bob Perry.

Appendix B
The District at South Bay Lighting Palette

The District at South Bay Lighting Palette

The proposed palette of lighting fixtures, presented on the following pages, demonstrates examples of systems that would be in compliance with the development standards of this Specific Plan and provides examples of the architectural scale and quality of these materials. These fixture selections should meet the performance criteria of the guidelines while providing an attractive complement to the buildings and landscaping. For each building type and roadway component within the proposed development, examples of fixture types that would be applicable to locations within the Specific Plan Area are illustrated below. These fixtures represent examples of lighting products that will satisfy the guidelines criteria and legal requirements for task illuminance, light trespass, and glare.

Specific Plan Boundary (168 acres)

Planning Areas 1, 2, & 3 (157 acres)

Development District 3 Boundary (11 acres)

Torrance Lateral Drainage Canal

A. Del Amo Entrance
B. Del Amo Boulevard
C. Typical Lenardo Drive
D. Typical Private Drive
E. Freeway Edge (I-405 Freeway/Commercial Interface)
F. Typical Residential/Industrial Loading Dock Interface
G. Typical Residential/Carson Country Mart Interface

N

0 1,000
Feet

Note: this is a graphic representation of a planning concept. All graphics in this document are conceptual and should not be interpreted literally. Other solutions, locations and/or concepts may be proposed and reviewed during site plan review and other permit and mapping processes.

SOURCES: RGA, AO, ESA, MBI 2026

Figure B.1 Lighting Section Key

The following example is applicable to:

- Section A – Del Amo Entrance
- Section B – Del Amo Boulevard

The following example is applicable to:

- Section D – Typical Private Drive
- Section E – 405 Freeway Edge/Commercial Interface
- Section F – Typical Residential/Industrial Loading Dock Interface

The following example is applicable to:

- Section C – Typical Lenardo Drive

SOURCE: 77 928 : Pole-top luminaire - Single and twin | BEGA (bega-us.com)

BEGA Pole-Top Luminaire Model #7928

Appendix C

Carson Municipal Code Section 9173.4

9173.4 Appeals.

A. Appellate Authority. Any decision made by the Director pursuant to this chapter may be appealed to the Commission. Any decision made by the Commission pursuant to this chapter maybe appealed to the Council.

B. Filing of Appeal.

1. An appeal may be filed by any person, including any member of the City Council or the City Manager. In the event of an appeal by any member of the City Council or the City Manager, CMC [Carson Municipal Code] 9173.9 shall not apply and there shall be no fee required from any member of the City Council or the City Manager to perfect an appeal.

2. An appeal shall be filed in writing within fifteen (15) days of the date of the Commission action, or in the case of an action by the Director, within fifteen (15) days of the date of the notice of decision.

3. The form and content of an appeal shall include:

   a. The street address, if there is one, otherwise the legal description and location of the premises included in the action.

   b. The administrative file number (case number) identifying the matter which is being appealed.

   c. The specific matter being appealed.

   d. A statement of the grounds for appeal or how there is error in the decision of the matter being appealed; provided, however, that in the event of an appeal by any member of the City Council or the City Manager, subsections (a), (b), and (c) of this Section shall not apply and the statement of grounds need only provide, in substance and effect, a request that a specific decision, administrative case number, or resolution number, as the case may be, be reviewed by the Planning Commission or City Council, as the case may be. No other grounds for appeal need be stated to perfect such appeal and such statement need only be filed with the City Clerk.

4. Unless otherwise provided, all appeals shall be filed with the City Clerk.

5. If the appeal is found to be deficient, the City Clerk shall deliver or mail to the appellant, by certified mail, a notice specifying the particulars in which the appeal is deficient. If such deficiency has not been corrected by the appellant within seven (7) days after such mailing of such a notice of deficiency by filing with the City Clerk a sufficient amendment to the appeal, the appeal shall be deemed to be withdrawn and the appeal fee shall be returned to the appellant.

C. Consideration and Decision.

1. Upon acceptance of the filing of an appeal, the City Clerk shall set the matter for public hearing before the appellate body, in the same manner as required for a Commission hearing of such matter. The City Clerk shall notify the Director who shall transmit to the appellate body a summary of the factual data and the record of action taken on the case.

2. Except as otherwise provided in this Chapter, in acting on an appeal the appellate body may:

   a. Affirm the decision; or

   b. Modify the decision; or

   c. Refer the matter back to the body from which the appeal originated, with instructions; or

   d. Reverse the decision.

3. Unless referred back to the body from which the appeal originated, the appellate decision shall be supported by written findings.

D. Failure to Act. The appellate body shall, within sixty (60) days of the filing of an appeal, act to either affirm, reverse, modify, continue or refer matter back.

E. Following the denial of any permit application by the Director, the Planning Commission, or the City Council, as the case may be, or upon the revocation of any permit, use permit, or conditional use permit by the Director, the Planning Commission, or the City Council, as the case may be, no application for a permit, use permit, or conditional use permit for the same or substantially the same use or conditional use on the same or substantially the same real property shall be filed within one (1) year from the date denial or revocation of the permit, use permit, or conditional use permit became final within the meaning of this Chapter. (Ord. 78-458, § 1; Ord. 83-668, § 1; Ord. 84-701, § 1; Ord. 17-1634, §§ 1–3).

Appendix D
The District Parking Demand Study

RECORDING REQUESTED BY,
AND WHEN RECORDED MAIL TO:

CITY CLERK
City of Carson
701 E. Carson Street
Carson, CA 90745

Space Above For Recorder's Use Only

No Recording Fee Required – Government Code § 27383

AMENDED & RESTATED

DEVELOPMENT AGREEMENT

between

the CITY OF CARSON

("City")

and

CARSON GOOSE OWNER, LLC

("Developer")

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AMENDED & RESTATED DEVELOPMENT AGREEMENT

THIS AMENDED AND RESTATED DEVELOPMENT AGREEMENT (together with all exhibits hereto, the "**Agreement**" or "**Development Agreement**") is made as of _____, 2026 ("**Agreement Date**"), by and among the CITY OF CARSON ("**City**"), a municipal corporation, and CARSON GOOSE OWNER, LLC, a Delaware limited liability company ("**Developer**"). City and Developer are hereinafter collectively referred to as the "**Parties**" and individually as a "**Party**". The Carson Reclamation Authority, a joint powers authority ("**Authority**"), as owner of the 157 Acre Site, hereby acknowledges and agrees to the terms and conditions applicable to the Authority under this Agreement, by its separate execution of this Agreement as set forth below.

R E C I T A L S:

A. **Development Agreement Law**. To strengthen the public planning process, encourage private participation in comprehensive planning, and reduce the economic risk of development, the Legislature of the State of California adopted the Development Agreement Statute (as defined below). The Development Agreement Statute authorizes the City to enter into binding development agreements with persons having a legal or equitable interest in real property, to provide for the development of such property and to vest certain development rights therein. This Agreement is intended to be, and shall be construed as, a development agreement within the meaning of the Development Agreement Statute.

B. **The 157 Acre Site**. The Authority acquired, and currently owns, approximately 157 gross acres of real property in the City of Carson, as shown on the Site Map attached hereto as **Exhibit A** (the "**157 Acre Site**" or "**Site**"), known as the former Cal-Compact Landfill. The 157 Acre Site is divided into five Cells (as defined below) as shown on **Exhibit A**. The portion of the 157 Acre Site which is the subject of this Agreement is identified as Planning Area 3 or PA 3 in the Specific Plan (as defined below) and comprises Cells 3, 4, and 5. The 157 Acre Site has also been vertically subdivided into a surface lot (the "**Surface Lot**") and a subsurface lot (the "**Subsurface Lot**"), which lots are referenced as Parcel 1 (Subsurface Lot) and Parcel 2 (Surface Lot) of Parcel Map No. 70372 (per map filed in Book 377 Pages 76-89, inclusive, of maps in the Office of the County Recorder for Los Angeles County (the "**Official Records**")), as shown on **Exhibit B**, attached hereto.

C. **Environmental Conditions of the 157 Acre Site and Regulatory Documents Governing Remediation**. The 157 Acre Site was operated as a landfill prior to the incorporation of the City in 1968. As a result, the Site has soil, soil vapor and groundwater contamination that requires remediation, monitoring and mitigation and the waste and poorly compacted soils require various improvements to allow for vertical development. Since the closure of landfill operations in 1965 the Site has remained undeveloped, despite various development proposals and transfers of the 157 Acre Site to various developers each of whom were ultimately unable to develop the Site due to the substantial costs of, and liability for, the environmental remediation and geotechnical enhancements required to enable the 157 Acre Site to be developed. On October 25, 1995, the California Department of Toxic Substances Control ("**DTSC**") approved a remedial action plan (as further defined below, the "**RAP**") for the 157 Acre Site, which RAP requires the

installation, operation and maintenance of the Remedial Systems (as defined below). In addition to the RAP, certain Consent Decrees were issued for the 157 Acre Site by DTSC in December 1995 ("**1995 Consent Decree**"), March 2001, and January 2004 in order to resolve claims made regarding the resolution of the contamination issues afflicting the Site; the 1995 Consent Decree applies to the remedial obligations for the Upper Operable Unit of the Site. In addition, the development of the 157 Acre Site is subject to the terms and conditions set forth in that certain document entitled Revised Management Approach to Phased Occupancy conditionally approved by DTSC in July 2026 (as amended, modified, or restated from time to time, the "**MAPO**") and that certain letter regarding phased development matters, issued by DTSC to the Authority, dated October 17, 2017 (the "**Phased Development Letter**"), each of which allow for phased development and occupancy of the overall Site. DTSC also entered into a Compliance Framework Agreement, dated as of September 28, 2006, with the former Site owner, Carson Marketplace LLC ("**CM**"), as amended by the First Amendment to Compliance Framework Agreement dated as of December 31, 2007 (as so amended, the "**CFA**") for the purpose of setting forth a plan for addressing the environmental conditions afflicting the 157 Acre Site, and to establish financial assurances for the implementation of the RAP, including long-term operation and maintenance of the Remedial Systems. The CFA continues to be binding on the 157 Acre Site and any owner or licensee of the Site. The Site is also encumbered by that certain Land Use Covenant and Agreement Environmental Restrictions (as amended, modified, or restated from time to time, the "**LUC**") recorded on December 13, 2023, as Instrument 20230872669 in the Official Records.

D. **Authority Formation and Remediation of 157 Acre Site**. The City determined that there were a number of former landfill and other sites with the need for remediation in the City, including the 157 Acre Site, and that a substantial need existed to establish an entity to perform such remediation and which could operate ongoing Remedial Systems, without putting the City's general fund and taxpayer dollars at risk for such remediation expenses. Accordingly, the Authority was formed in January 2015 as a joint powers authority under the provisions of the California Joint Powers Act (Govt. Code Sections 6500 *et seq*.), in order to, among other things, acquire and pursue remediation and potential future development of the 157 Acre Site and relieve the City of any liability for Site remediation and environmental issues. Thereafter, on May 20, 2015, the Authority acquired the Site from CM and has since pursued the remediation of the Site in compliance with the RAP and sought out developers with whom to enter into agreements for the development of the Site.

E. **Development Plans for the 157 Acre Site**. The Authority previously worked with various developers for the development of the entire 157 Acre Site and a number of development projects were previously proposed for the Site, including a mixed-use regional retail and entertainment project and a National Football League Stadium. While those projects have not proceeded, on September 6, 2018, the Authority entered into a Conveyancing Agreement and the City entered into a Development Agreement with CAM-CARSON, LLC ("**CAM**"), for the disposition and development of a high-end fashion outlet retail center on Cell 2 of the 157 Acre Site ("**Cell 2 Project**"). Construction of the Cell 2 Project elements commenced in September 2018, with the initial construction of the Remedial Systems, grading and waste reconsolidation, installation of piles and pile caps, installation of vaults and under slab utilities and underground utility runs, and other sub-surface work. The Remedial Systems on Cell 2 were in progress as of December 2019 and were scheduled to be completed in March 2020. However, due to certain cost escalations resulting from previously unknown conditions on Cell 2 and other

factors, the work was halted to arrange additional funding, and vertical development of the CAM Cell 2 Project did not commence. On May 18, 2020, CAM filed a Complaint against the Authority and the City in the Los Angeles Superior Court, seeking repayment of funds it claimed to have invested in the Cell 2 Project (captioned *CAM-Carson, LLC v Carson Reclamation Authority, et al., Case No. 20STCV16461*) (the "**CAM Litigation**"). The CAM Litigation settled on or about October 22, 2025.

F. **Prior Process for Selection of Developer and Prior Agreements with Developer**. The Authority, through a request for proposal ("**RFP**") issued by the Authority, dated June 28, 2016, and a second RFP dated October 25, 2017, solicited some thirty-five developers to consider development of Cells 1, 3, 4, and 5. Neither of those selection processes were ultimately successful. On October 3, 2019, the Authority issued an Invitation to Propose for Cells 3, 4, and 5 on the 157 Acre Site (the "**Remainder Cells**"), which consists of approximately 85 net acres. Following receipt of seven development proposals from various development teams, multiple interviews and negotiations with each of the teams, Faring Capital, LLC, a Delaware limited liability company ("**Faring"**), predecessor in interest to Developer, was selected by the Authority to move forward and negotiate a potential development project on the Remainder Cells. Those negotiations culminated with the Authority, City and Faring entering into (i) that certain Option Agreement, dated as of December 17, 2020 (the "**Original Option Agreement**"), and (ii) that certain Deposit and Reimbursement Agreement dated as of June 5, 2020, which agreement was amended and restated pursuant to that certain First Amended and Restated Reimbursement and Deposit Agreement, dated December 18, 2020 ("**Original Reimbursement Agreement**"), which was superseded in its entirety by that certain Second Amended and Restated Reimbursement and Deposit Agreement dated May 1, 2022, and further amended by that certain letter amendment dated June 18, 2024 (as so amended, and as may be further amended, modified, or restated from time to time the "**Reimbursement Agreement**"), pursuant to which Faring was given an option to acquire the Property (as defined below) and Faring agreed, among other things, to (a) reimburse City and Authority for their respective costs in negotiating this Agreement and the other Project Agreements (as defined below), (b) reimburse the City and Authority for their respective costs in CEQA processing for the Developer's proposed project and amendments to The District at South Bay Specific Plan, and (c) make advances to the Authority for its Carry Costs (as defined below) incurred in connection with holding and maintaining the 157 Acre Site. The Original Option Agreement and the Original Reimbursement Agreement were assigned by Faring to Developer by virtue of that certain Assignment of Option Agreement and Joint Escrow Instructions dated January 19, 2021 and that certain Assignment of First Amended and Restated Reimbursement and Deposit Agreement dated January 19, 2021, respectively. Subsequently, Developer and the Authority entered into various amendments and extensions to the Original Option Agreement, between 2022 and 2026. In connection with this Development Agreement, Authority and Developer intend to enter into an Amended and Restated Option Agreement and Joint Escrow Instructions for Cells 3, 4, and 5 (the "**A&R Option Agreement**").

G. **Developer Property**. The Authority, Developer and City successfully completed all applications for the subdivision of the Remainder Cells, to adjust the horizontal and vertical subdivision lines separating the Surface Lot of the Remainder Cells (the "**Property**") from horizontally and vertically adjoining lots so as to match the final design of the Project (the "**Subdivision**"). As will be set forth in the A&R Option Agreement, the Authority shall (i) retain the Subsurface Lot of the Remainder Cells and (ii) convey to Developer: (1) fee title to the

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Property (i.e., the Surface Lot of the Remainder Cells), as more particularly described on **Exhibit C**; (2) an easement in certain portions of the land underlying the Surface Lot of the Remainder Cells ("**Subsidence Easement Area**") in order to permit construction of the Project (as defined below); (3) an easement over the Subsurface Lot of the Remainder Cells to a level 500 feet below the upper surface thereof ("**Subjacent Support Easement Area**"), for support for the Project and the Surface Lot of the Remainder Cells including the structural piles; (4) easements for the delivery of water, gas, electricity, telephone, cable, fiber optic and other communications services and utilities, and the removal and drainage of sanitary waste and stormwater, over Authority's property and facilities for such utilities located in the Subsurface Lot of the Remainder Cells and the other portions of the 157 Acre Site ("**Utility Easements**"); and (5) a non-exclusive perpetual easement to access, erect, maintain, power, repair and replace any signage Developer is allowed to install on the Embankment Lot (defined below) (i.e., the 2,200-foot-long I-405 embankment) ("**Embankment Easement**"). The real property interests comprising the Remainder Cells Surface Lot, the Subsidence Easement Area, the Subjacent Support Easement Area, the Utility Easements, the Embankment Easement and such other easements and rights, if any, with respect to the 157 Acre Site as Developer may acquire from Authority pursuant to the Grant Deed made by Authority in favor of Developer (the "**Grant Deed**") are referred to herein collectively as the "**Developer Property**".

H. **Future Cell 1 Development; Coordination of Development Projects**. The Authority will enter into agreements with a developer (the "**Cell 1 Developer**") for the development of Cell 1, and will need to facilitate cooperation between the Cell 1 Developer, Developer, and the then-applicable Cell 2 developer to achieve integrated projects amongst all Cells to coordinate on-site construction activity and to maximize the development potential of the 157 Acre Site.

I. **Choice of Developer for Site Development**. The Remainder Cells are located at a premier site, directly southwest of the I-405 Freeway, less than 13 miles from Los Angeles International Airport, and in prime location for access to Orange County, Long Beach, Los Angeles, and beyond. Developer has performed extensive due diligence on the 157 Acre Site including the Remainder Cells, and consequently has a clear understanding of the development constraints and severe environmental conditions afflicting the Site, including the Subsurface Lot and the Remainder Cells. Developer has proposed a unique project with components that will generate the financing necessary to pay for the significant remediation and infrastructure costs required for the development of the Project, and Developer has represented to the City and Authority that it has the financial means to meet its financial obligations hereunder and under the A&R Option Agreement and the Project Agreements.

J. **The Project**. Developer's proposed Project on the Property will consist of the following: (i) five light industrial buildings (providing for e-commerce/fulfillment center uses and distribution center/parcel hub uses) consisting of a maximum of 1,567,090 square feet total, inclusive of up to 75,000 square feet of associated office space, and (ii) associated signage (as depicted on **Exhibit C** attached hereto and as further defined in Section 1 below and described in detail in the Scope of Development attached hereto as **Exhibit D**, the "**Project**").

K. **Consideration for the Property**. Pursuant to the terms and conditions of the A&R Option Agreement, Developer (as successor-in-interest to Faring, as recited in Recital F, above)

has paid or will pay the Authority consideration for the Developer Property, if Developer elects to exercise the option (i.e., the "Option Consideration" described in the A&R Option Agreement).

L. **License Agreement and CC&Rs**. Following the satisfaction of various conditions precedent in the A&R Option Agreement, (1) Authority will convey the Developer Property to the Developer pursuant to the Grant Deed, (2) Authority shall grant the Developer a license to enter the Subsurface Lot of the Remainder Cells pursuant to that certain License Agreement (as defined below) between the Authority and the Developer, a memorandum of which shall be recorded in the Official Records concurrently with the recordation of the Grant Deed, and (3) Authority and Developer shall enter into and record against the 157 Acre Site the CC&Rs (as defined below).

M. **Existing CFD**. The Property is currently subject to the taxes and terms set forth under Community Facilities District No. 2012-1 of the City of Carson (The Boulevards at South Bay - Remedial Systems Operations Maintenance and Monitoring) (the "**Existing CFD**"), which Existing CFD shall be amended, modified or restated as further discussed in Section 14.4 of this Agreement.

N. **Environmental Review**. The 157 Acre Site was originally entitled for development by CM pursuant to The Carson Marketplace Specific Plan, approved on February 8, 2006, and amended on April 5, 2011 (as so amended, the "**Boulevards Specific Plan**"). The Boulevards Specific Plan was further amended on April 3, 2018, and renamed "The District at South Bay Specific Plan" (as so amended, the "**2018 Specific Plan**"). Pursuant to the terms and conditions of the Original Option Agreement, the Developer completed a subsequent amendment to the 2018 Specific Plan, which was approved by the City Council concurrently with the Council's approval of a Development Agreement, dated as of June 8, 2022, between City and Developer concerning the development of the Property (the "**Original DA**") (as so amended, the "**2022 Specific Plan**"). The Developer completed a further amendment to the 2022 Specific Plan, which was approved by the City Council concurrently with the Council's approval of this Agreement (as so amended, the "**Specific Plan**" or "**2026 Specific Plan**"). Extensive environmental review was previously undertaken pursuant to CEQA (as defined below) for the 157 Acre Site in connection with the approval of the Boulevards Specific Plan in 2006, the 2018 Specific Plan, the 2022 Specific Plan, and the 2026 Specific Plan (the "**CEQA Review**"), which culminated in a Final Environmental Impact Report, dated February 8, 2006 for the Boulevards Specific Plan, an Addendum to the Final Environmental Impact Report dated March 2009, a Supplemental Environmental Impact Report dated April 3, 2018 (the "**2018 SEIR**"), a Final Supplemental Environmental Impact Report, dated April 2022 (the "**2022 SEIR**"), and a determination that the 2026 Specific Plan was within the scope of the project previously analyzed by the 2022 SEIR pursuant to CEQA Guidelines Sections 15162 and 15168.

O. **Public Benefits of the Project**. The development of the Project is expected to realize significant regional and community public benefits, including, without limitation, the following:

1. *Overcoming Constraint of Remediation Cost.* The 157 Acre Site is one of the largest undeveloped properties along the I-405 in Los Angeles County. This continued blight and vacancy is due to the extraordinary remediation costs required prior to any vertical development. While the DTSC-approved RAP was approved in 1995, the Remedial Systems

necessary for the overall 157 Acre Site still remain incomplete. Despite decades of efforts by prior developers and by the Authority to remediate and develop the Site, all have failed to-date since conditions have not been financially feasible due to the substantial environmental remediation costs required to develop the former landfill. Accordingly, the Project represents a unique opportunity to develop a significant portion of the 157 Acre Site and remediate the underlying soil, soil vapor and groundwater issues afflicting the Remainder Cells (which constitute a majority of the Site).

2. *Job Generation*. The Project entails a land use and infrastructure plan that will support the creation of a major job center in the City and significantly improve the City's jobs to housing balance. The Project is proposed to provide substantial economic and employment opportunities for the community, with a goal of generating approximately 2,000 new direct construction jobs, with another 3,000 indirect and induced, as well as approximately 4,600 new permanent jobs.

3. *Insurance.* The Project will contribute to a robust insurance program for the 157 Acre Site to provide coverage to the public entities, developers, property owners and contractors carrying out construction on the 157 Acre Site, to which Developer pays its fair share as provided in Article 13.

4. *Carry Costs*. As part of Developer's agreement with Authority under the A&R Option Agreement, Developer has agreed to reimburse Authority for a proportional share of the Carry Costs of the 157 Acre Site (based on the acreage of the Property in comparison to the acreage encompassing the 157 Acre Site), subject to certain maximum reimbursements, which will substantially assist the Authority in its ongoing operations and maintenance of the Site.

In exchange for these benefits to City and the other public benefits described herein, Developer desires to receive the assurance that it may proceed with development of the Project in accordance with the terms and conditions of this Agreement, including, without limitation, the vested rights specified herein, all as more particularly set forth herein.

P. **Summary of Certain Terms Regarding Construction of Remedial Systems, Building Protection Systems, and Infrastructure and Site Development Improvements**. City, Authority and Developer have agreed to the following terms regarding the remediation and development of the Project and related improvements:

1. *Remedial Systems / BPS Components.* The RAP requires that the Remedial Systems be constructed and operated and maintained as necessary to cap the landfill and remove landfill gas and contaminants which could pollute groundwater underlying the Site. This work includes remediating and preparing the various cells that comprise the 157 Acre Site for development, including, without limitation, the relocation and consolidation of trash layers and excavation and grading necessary to install such systems. The initial fourteen million dollars ($14,000,000) for the construction and installation of the Remainder Cells Remedial Systems shall be provided by City. The operation and maintenance of the Remedial Systems shall continue to be carried out by the Authority, with funding provided by the City of Carson Enhanced Infrastructure Financing District, the Existing CFD or the Amended Sitewide CFD (as defined

below), and Carry Costs paid by Developer, as further described and subject to the A&R Option Agreement.

2. *Infrastructure*. Authority has contracted with RE Solutions, LLC ("**RES**") as its development construction manager for the 157 Acre Site, including, without limitation, the construction of Lenardo Drive, Stamps Drive, certain offsite infrastructure and other improvements therein and associated therewith (as further defined in Section 1 below, the "**Lenardo Infrastructure**").

3. *Site Development Improvements.* Due to the contaminated condition of the Remainder Cells and the uncompacted condition of the soils thereunder, the costs of development on the Remainder Cells have been higher than the market would bear and thus, the Remainder Cells have been undevelopable despite the interest of numerous developers over approximately 50 years. The additional cost required to develop a project on the Remainder Cells will include grading and site work, all of which must be done in contaminated soils using special safeguards (subject to the RAP and other DTSC Regulations (as defined below)). "**Site Development Improvements**" will be constructed within the Remainder Cells and include: (i) installation of piles and pile caps, vaults, and under slab utilities; (ii) establishing underground utility runs from the property lines to the utility shelves connected to the buildings; and (iii) constructing the structural slab for the foundation of the buildings, as more specifically described in and subject to the A&R Option Agreement.

Q. **City Role with Respect to the Project**. City has no real property interest in the 157 Acre Site, which is wholly-owned by Authority. However, City possesses the legal authority to regulate the zoning of the 157 Acre Site, to approve and modify the General Plan land use designations applicable to the Site, any changes to the Specific Plan, and approve of this Agreement, all pursuant to state law, and to undertake environmental review pursuant to CEQA (as defined below) and approve mitigation measures and development applications for specific projects proposed for the Site including the Project, and corresponding conditions of approval, modifications / changes to the EIR and the EIR Mitigation Measures applicable to the foregoing. In addition to such regulatory authority, the City would typically ensure the provision of public infrastructure and related services to the Project, including streets, sidewalks, parkways, sewer, water, drainage, lighting, and other utilities, including the assurance of public accessibility to the Project including, without limitation, by assuring construction of the Lenardo Infrastructure (the "**Infrastructure Obligations**"). However, pursuant to that certain Cooperation Agreement, entered into between the Authority and the City concurrently with the Original DA (the "**Cooperation Agreement**") and as further set forth therein, City has contracted with the Authority to enable the construction of the Infrastructure Obligations. City, Developer, and Authority acknowledge that (i) the descriptions of the Project in the Cooperation Agreement are now outdated due to changes to the Project made by this Agreement, (ii) descriptions of the terms and conditions of the "Option Agreement" in the Cooperation Agreement are now superseded by the terms and conditions of the A&R Option Agreement, and (iii) the provisions regarding Developer's obligations in the Cooperation Agreement are now superseded by the provisions regarding Developer's obligations in this Agreement and the A&R Option Agreement. However, nothing in the previous sentence impacts the City's obligations under the Cooperation Agreement, or the Authority's authority or agreement to provide for the construction of the Infrastructure Obligations as provided in the Cooperation Agreement.

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R. **Original DA**. The City's Planning Department prepared the 2022 SEIR to address the modifications to the 2018 EIR necessary for the project in the Original DA and the Specific Plan in accordance with all CEQA requirements. On April 18, 2022, the Planning Commission held a public hearing on Developer's application for the Original DA and the 2022 Specific Plan and recommended approval to the City Council. On May 23, 2022, the City Council, after giving notice pursuant to Government Code §§ 65090, 65091, 65092 and 65094, held a public hearing on the 2022 SEIR, the proposed 2022 Specific Plan, and the Original DA, and after making appropriate findings, adopted Ordinance No. 22-2208 approving the Original DA, Resolution No. 22-085 approving the Final 2022 SEIR, and Ordinance No. 22-2207 approving the 2022 Specific Plan. The Planning Commission and the City Council found on the basis of substantial evidence based on the entire administrative record, that the Original DA was consistent with all applicable plans, rules, regulations and official policies of the City.

S. **Modifications to the Original DA**. The Original DA was subsequently modified through minor modifications requested by Developer and approved by the City pursuant to Section 7.5 of the Original DA on February 29, 2024 ("**Approved Minor Modifications**"). The Approved Minor Modifications were approved pursuant to a Settlement Agreement and Mutual Release between the City and Developer, which became effective on or about February 28, 2024.

T. **Application for Amended and Restated Development Agreement**. In or about May of 2026, Developer submitted to the City an application to amend and restate the Original DA, in order to incorporate changes made through the Approved Minor Modifications and to make other revisions to the Original DA contained in this Agreement.

U. **Approval of Amended and Restated Development Agreement.** On _____, 2026, in accordance with the Development Agreement Statute, the Planning Commission held a duly noticed public hearing and adopted Planning Commission Resolution 26-_____, recommending that the City Council approve this Agreement. On _____, 2026, the City Council introduced, and subsequently, on _____, 2026, adopted, Ordinance No. _____, making a determination that this Agreement is within the scope of the project previously analyzed by the 2022 SEIR pursuant to CEQA Guidelines Section 15168 ("**CEQA Determination**") and approving this Agreement. The Planning Commission and the City Council have found, on the basis of substantial evidence based on the entire administrative record, that this Agreement is consistent with all applicable plans, rules, regulations and official policies of the City.

V. At the public hearing on _____, 2026, the Planning Commission also adopted Planning Commission Resolution No. 26-___ , which conditionally approved Development and Site Plan Review ("**DOR**") No. 00015-26 and Vesting Tentative Tract Map ("**VTTM**") No. 00001-26 for the Project subject to City Council approval of this Agreement.

W. **Amendment and Restatement of Original DA**. The Parties intend that this Agreement, upon taking effect, shall supersede the Original DA and all modifications made to the Original DA through the Approved Minor Modifications.

X. **Mutual Agreement**. Based on the foregoing and subject to the terms and conditions set forth herein, Developer and City desire to enter into this Agreement.

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NOW, THEREFORE, in consideration of the mutual promises and covenants herein contained, and having determined that the foregoing recitals are true and correct and should be, and hereby are, incorporated into this Agreement, the Parties agree as follows:

ARTICLE 1. DEFINITIONS.

Except as otherwise defined elsewhere within this Agreement the following terms are used as defined terms throughout this Agreement.

1.1 2022 SEIR Mitigation Measures. "**2022 SEIR Mitigation Measures**" means the Mitigation Measures set forth in the 2022 SEIR and attached hereto as **Exhibit F**.

1.2 2022 SEIR Project Design Features. "**2022 SEIR Project Design Features**" means the Project Design Features set forth in the 2022 SEIR and attached hereto as **Exhibit F**.

1.3 2026 Specific Plan. "**2026 Specific Plan**" means the amendment to the District At South Bay Specific Plan approved by the City Council on _____, 2026 pursuant to Ordinance No. 26-_____.

1.4 2022 SEIR. "**2022 SEIR**" means Resolution No. 22-085 approving the Final 2022 Supplemental Environmental Impact Report.

1.5 Actual Knowledge. "**Actual Knowledge**" shall have the meaning set forth in Section 14.7.

1.6 Anniversary Date. "**Anniversary Date**" means the date of the anniversary of each year following the Effective Date of this Agreement.

1.7 Annual Review. "**Annual Review**" means the annual review of Developer's performance of the Agreement in accordance with Article 10 of this Agreement and Government Code § 65865.1.

1.8 Applicable Law(s). "**Applicable Law(s)**" means all statutes, rules, regulations, ordinances, resolutions, official policies, guidelines, actions, determinations, permits, orders, or requirements of the federal, State, County, City and local and regional government authorities and agencies having applicable jurisdiction, that apply to or govern the Remedial Systems, the 157 Acre Site, or the performance of the Parties' respective obligations hereunder (specifically including the 2022 SEIR and 2022 SEIR Mitigation Measures), including any of the foregoing which concern health, safety, fire, environmental protection, labor relations, mitigation monitoring plans, building codes, zoning, subdivision, non-discrimination, prevailing wages, DIR (as such term is defined below) regulations, and DTSC Regulations and any and all other regulations or requirements imposed by any applicable governmental authority, including, the Local Enforcement Agency of the Los Angeles County Department of Public Health ("**LEA**"), such as those under the Post-Closure Land Use Plan, prepared by RES and EKI, if and when approved by DTSC. All references herein to Applicable Laws include subsequent amendments or modifications thereof, unless otherwise specifically limited by the terms of this Agreement.

1.9 Application. "**Application**" means an application (whether discretionary or ministerial) for a Development Approval meeting all of the terms of the 2026 Specific Plan or when the terms of the 2026 Specific Plan do not address a particular permit, then meeting the terms of the Zoning Code and other Existing Land Use Regulations.

1.10 BPS. "**BPS**" shall mean the building protection systems which are required by the Los Angeles County Department of Public Works or the LEA, as applicable, for all new buildings constructed on the Site and which are necessary for development on the 157 Acre Site due to the prior landfill use, which will need to be constructed in order to enable the development and operations of the Project. The BPS is not a Remedial System.

1.11 Carry Costs. "**Carry Costs**" means those costs associated with ownership by Authority of the 157 Acre Site, including without limitation operation and maintenance of the Remedial Systems and the Authority's other costs of holding and maintaining the 157 Acre Site.

1.12 Cells. "**Cells**" means each of the five (5) designated cells described in the RAP within the 157 Acre Site, as delineated in **Exhibit A**.

1.13 CEQA. "**CEQA**" means the California Environmental Quality Act, Section 21000 *et seq.* of the California Public Resources Code and its implementing regulations and guidelines, including future amendments to or recodification thereof.

1.14 Certificate of Review. "**Certificate of Review**" means the certificate issued by City at the request of Developer following each Annual Review or Major Review to evidence compliance by Developer with the terms of this Agreement.

1.15 Certificate of Occupancy. "**Certificate of Occupancy**," with respect to a particular building or other work of improvement, means the final certificate of occupancy issued by City with respect to such building or other work of improvement.

1.16 City Attorney. "**City Attorney**" means the City Attorney for the City of Carson or his or her designee.

1.17 Claims or Litigation. "**Claims or Litigation**" means any litigation, administrative action or other adversarial proceeding, brought by any third party (i) challenging the legality, validity or adequacy of (1) this Agreement, (2) the Existing Development Approvals (including, without limitation the CEQA Determination and the 2026 Specific Plan), (3) any Future Development Approvals, (4) the General Plan or Land Use Regulations to the extent arising in the context of a challenge to or affecting implementation of any of the foregoing Development Approvals, or (5) other actions of City pertaining to the Project, or (ii) seeking damages against City as a consequence of the foregoing actions.

1.18 Compliance Log. "**Compliance Log**" means the compliance log set forth in Section 10.1(c) in this Agreement.

1.19 Conditions of Approval. "**Conditions of Approval**" means those conditions to development of the Project imposed pursuant to the Existing Development Approvals, including, without limitation, those set forth on **Exhibit G**, attached hereto.

1.20 Default. "**Default**" refers to any material default, breach, or violation of a provision of this Agreement as described in Article 11 below for which a Notice of Default has been given and the time period for cure has passed without cure thereof. "**City Default**" refers to a Default by City, while "**Developer Default**" refers to a Default by the Developer.

1.21 Development Agreement Statute. "**Development Agreement Statute**" means Sections 65864 through 65869.5 of the California Government Code as it exists on the date the City Council approves this Agreement.

1.22 Development Approvals. "**Development Approvals**" means the following (to the extent applicable to the Developer Property only): land use approvals, plans, maps, permits and entitlements of every kind and nature, including, but not limited to, the 2026 Specific Plan (and any future Specific Plan amendments), General Plan or Zoning Code amendments, site plans, tentative and final subdivision maps, vesting tentative maps, variances, zoning designations, site plan and design review approvals, administrative permits, conditional use permits, sign program permits and approvals, review of building, signage or landscape plans, lot line adjustments, certificates of compliance, planning, construction noise variances, engineering or other approvals required pursuant to the Conditions of Approval, grading, building and other similar permits affecting the Developer Property and other more detailed planning or engineering approvals, CEQA Review and other environmental assessments, including without limitation environmental impact reports (including the 2022 SEIR), any addenda thereto, initial studies, negative declarations, and mitigated negative declarations, any amendments or modifications to those plans, maps, permits, assessments and entitlements and all conditions of approval legally required by City with respect to development of the Developer Property, as a condition to subdivision of the 157 Acre Site and/or implementation of the Project in accordance with this Agreement. The term Development Approvals includes both the Existing Development Approvals and Future Development Approvals, but does not include rules, regulations, policies, and other enactments of general application within the City.

1.23 Development Plan. "**Development Plan**" means the Existing Development Approvals, the Existing Land Use Regulations applicable to the Project and/or the Developer Property consistent with the terms of this Agreement, including the Development Standards.

1.24 Development Standards. "**Development Standards**" means the development standards, regulations, and requirements set forth in the 2026 Specific Plan or otherwise set forth in this Agreement.

1.25 DIR. "**DIR**" means the Department of Industrial Relations.

1.26 Director. "**Director**" means the City's Director of Community Development or equivalent City official. The Director shall be deemed the City's compliance officer for monitoring Developer's performance hereunder.

1.27 DTSC Regulations. "**DTSC Regulations**" means the RAP, the 1995 Consent Decree, MAPO, Phased Development Letter, CFA, LUC, and all other orders, or regulations imposed by DTSC upon the Developer Property (and any amendments or modifications thereto).

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1.28 Effective Date. "**Effective Date**" means the latest of the following dates: (i) the date this Agreement becomes effective pursuant to the Development Agreement Statute; (ii) the date this Agreement has been executed by both Parties; and (iii) the date the A&R Option Agreement has been executed by Developer and the Authority.

1.29 Embankment Lot. "**Embankment Lot**" means the approximately (5) five-acre strip of land on Cell 2, adjacent to the I-405 Freeway that shall be retained by the Authority. The Embankment Lot is covered with a clay cap and not a membrane liner.

1.30 Existing Development Approvals. "**Existing Development Approvals**" means (i) the Development Approvals listed on **Exhibit J**, regardless of when the permits and approvals listed in **Exhibit J** actually take effect, and (ii) the Project Agreements in effect as of the Effective Date.

1.31 Existing Land Use Regulations. "**Existing Land Use Regulations**" means those Land Use Regulations applicable to the Developer Property in effect on the date the City Council approves this Agreement.

1.32 Final Adverse Judgment. "**Final Adverse Judgment**" means, as to any Claims or Litigation involving litigation, administrative action or other adverse proceeding in the nature of litigation with respect to the Existing Development Approvals, the final unappealable judgment of the highest court with jurisdiction over the Claims or Litigation (or expiration of the period in which to file an appeal without appeal having been filed), which judgment sets aside approval of this Agreement, the CEQA Determination, the A&R Option Agreement (and any amendments thereto), or any of the Existing Development Approvals.

1.33 Funding and Cooperation Agreement. "**Funding and Cooperation Agreement**" means that certain Funding and Cooperation Agreement between Developer and Authority as further defined in the A&R Option Agreement.

1.34 Future Development Approvals. "**Future Development Approvals**" means any discretionary or ministerial Development Approval implementing the Project or regulating development or use of the Developer Property for which an Application or request is made or approved by Developer and for which the City grants approval after the Effective Date.

1.35 Future Land Use Regulations. "**Future Land Use Regulations**" means Land Use Regulations enacted after the date the City Council approves this Agreement that are approved by the City Council in accordance with the terms and conditions of this Agreement.

1.36 General Plan. "**General Plan**" means the City's General Plan as it exists on the date the City Council approves this Agreement.

1.37 Insurance Administration Agreement. "**Insurance Administration Agreement**" means that certain Insurance Administration Agreement between the Authority and the Developer, substantially in the form set forth in the A&R Option Agreement.

1.38 Land Use Regulations. "**Land Use Regulations**" means those ordinances, laws, statutes, rules, regulations, initiatives, policies, requirements, guidelines, constraints, codes

or other actions of the City which govern or apply to the Project or regulate development or use of the Developer Property. Land Use Regulations include, without limitation, the ordinances and regulations adopted by City which govern permitted uses of land, the density and intensity of use, design standards and process for design review, the maximum height and size of proposed buildings, provisions for reservation or dedication of land for public purposes and the design, improvement and construction standards and specifications applicable to the Project and the Developer Property, including, but not limited to, the General Plan, the 2026 Specific Plan, the 2022 SEIR Mitigation Measures and the 2022 SEIR Project Design Features, the Zoning Code, development moratoria, implementing growth management and phased development programs, exactions, dedication requirements or other development-related fees or charges, subdivision and park codes, any other similar or related codes and building and improvements standards, mitigation measures required in order to lessen or compensate for the adverse impacts of a project on the environment and other public interests and concerns or similar matters. The term "Land Use Regulations" does not include, however, regulations relating to the conduct of business, professions, and occupations generally; taxes and assessments; regulations for the control and abatement of nuisances; building codes; encroachment and other permits and the conveyances of rights and interests which provide for the use of or entry upon public property; any exercise of the power of eminent domain; or similar matters.

1.39 Lenardo Infrastructure. "**Lenardo Infrastructure**" means those infrastructure, utilities and other improvements to serve the 157 Acre Site as defined and identified in the A&R Option Agreement.

1.40 License Agreement. "**License Agreement**" means the license agreement between the Authority and the Developer providing access to the Subsurface Lot of the Remainder Cells and other portions of the Site, as more particularly described in the A&R Option Agreement.

1.41 LOC Easement. "**LOC Easement**" means the certain easement agreement between Developer and Authority under which Authority may continue to access and operate the Remedial Systems from the landfill operations center, as more particularly described in the A&R Option Agreement.

1.42 Major Review. "**Major Review**" shall have the meaning set forth in Section 10.4.

1.43 Minor Modifications. "**Minor Modifications**" means those changes to the Project, this Agreement and the Development Plan which can be made administratively as set forth in Section 7.5.

1.44 Municipal Code. "**Municipal Code**" means the City of Carson's Municipal Code as it existed on the date the City Council approves this Agreement and as it may be amended from time to time consistent with the terms of this Agreement.

1.45 Permitted Land Uses. "**Permitted Land Uses**" means all land uses permitted by the 2026 Specific Plan for Planning Area 3 as of right or permitted with issuance of the appropriate administrative permit, conditional use permit, variance and/or site plan and design

review approval, as the case may be, as further described in Section 6 of the 2026 Specific Plan, including without limitation, Tables 6.1 and 6.2 thereof.

1.46 Processing Fees. "**Processing Fees**" means (i) City's normal fees for processing, tentative tracts/cell map review, plan checking, site review, site approval, administrative review, building permit (plumbing, mechanical, electrical, building), inspection and similar fees imposed to recover City's costs associated with processing, review and inspection of Applications, plans, specifications, etc., and (ii) any fees required pursuant to any Uniform Code described in Section 8.2.3. Developer is not required to pay City's normal and customary Processing Fees (provided, that Developer shall not be entitled to reimbursement of any Processing Fees paid as of February 29, 2024).

1.47 Project. "**Project**" means the development generally described in Recital J above, and the related signage on the Developer Property pursuant to the terms and conditions of this Agreement and the Development Plan, all as described more specifically in the Scope of Development attached hereto as **Exhibit D** and depicted on the Site Plan attached hereto as **Exhibit C**. The definition of the Project includes all construction of structures and buildings; construction in connection with leasing of the buildings within the Property, including without limitation, installation of tenant improvements; installation of landscaping; and installation of the signs described in the Development Plan applicable to the Developer Property.

1.48 Project Agreements. "**Project Agreements**" means, collectively, this Agreement, the A&R Option Agreement (as amended, modified, or supplemented from time to time), the Reimbursement Agreement, the CC&Rs, the Grant Deed, the License Agreement, the Insurance Administration Agreement, the Funding and Cooperation Agreement, the LOC Easement, the CFD Covenant, and all legally authorized amendments thereto, but only if and during such term as each such Project Agreement is legally effective.

1.49 Remainder Cells Remedial Systems. "**Remainder Cells Remedial Systems**" means the Remedial Systems to be constructed on the Remainder Cells. In no event shall the Remainder Cells Remedial Systems include any Remedial Systems on the non-Remainder Cells portions of the 157 Acre Site.

1.50 Remedial Systems. "**Remedial Systems**" includes, without limitation a landfill liner and cap, gas collection and control system, and groundwater extraction and treatment system on the 157 Acre Site, the soil excavation and grading work to accommodate such systems, the landfill operation center ("**LOC**") located on a portion of Cell 3, and including any systems required pursuant to the 2022 SEIR Mitigation Measures or otherwise required by Applicable Laws with respect to the hazardous materials currently located on the 157 Acre Site.

1.51 Scope of Development. "**Scope of Development**" means the description of the Project and the manner in which it will be developed as set forth in **Exhibit D**.

1.52 Schedule of Performance. "**Schedule of Performance**" means the timeline for performance of the Project, the Remainder Cells Remedial Systems, the BPS, and the Site Development Improvements as described in Section 5.1.

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1.53 Site Development Improvements. "**Site Development Improvements**" shall have the definition given in Recital P.

1.54 Term. "**Term**" means that period of time during which this Agreement shall be in effect and bind the Parties, as specifically defined in Article 3 below.

1.55 Zoning Code. "**Zoning Code**" means Title 17 of the Municipal Code as it existed on the date the City Council approves this Agreement, as the same may be further amended from time to time consistent with this Agreement.

ARTICLE 2. RECITALS; EXHIBITS.

2.1 Recitals. The Recitals set forth above are incorporated herein and constitute a part of this Agreement and each Party shall be entitled to rely on the truth and accuracy of each Recital as an inducement to enter into this Agreement. Any capitalized terms not defined in Article 1 shall have the meaning otherwise assigned to them in this Agreement, or where specifically indicated, in the Project Agreements, or as apparent from the context in which they are used.

2.2 Exhibits. The following are the Exhibits to this Agreement and are incorporated herein by this reference

Exhibit "A"	157 Acre Site Map and Depiction of Cells 1 Through 5
Exhibit "B"	Parcel Map 70372 (Surface Parcel and Subsurface Parcel)
Exhibit "C"	Project Site Plan
Exhibit "D"	Scope of Development
Exhibit "E"	Intentionally Omitted
Exhibit "F"	2022 SEIR Mitigation Measures and 2022 SEIR Project Design Features
Exhibit "G"	Conditions of Approval
Exhibit "H"	Intentionally Omitted
Exhibit "I"	Intentionally Omitted
Exhibit "J"	Existing Development Approvals

ARTICLE 3. TERM.

3.1 Term. The term of this Agreement (the "**Term**"**)** shall commence on the Effective Date and, unless earlier terminated pursuant to Article 11, shall continue until the date that is twenty-five (25) years from the Effective Date of this Agreement.

ARTICLE 4. NATURE OF DEVELOPMENT.

4.1 Vested Right to Develop. During the Term, subject to the Reservation of Authority by City contained in Article 8, Developer shall have a vested right to develop the Project on the Developer Property in accordance with and to the full extent permitted by the Development Plan, as the same may be amended or modified from time to time consistent with the terms of this Agreement, all of which shall exclusively control the development of the Project (including, without limitation, the uses, the density or intensity of use, architectural review, the maximum

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height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes and the design, improvement and construction standards and specifications applicable to the Project or the Developer Property). To carry out the Project, Developer anticipates making capital expenditures to be made in reliance upon this Agreement and the A&R Option Agreement. In the absence of this Agreement, Developer would not have assurance that it can complete and utilize the Project for the uses and to the density and intensity of development set forth in this Agreement and the Existing Development Approvals. This Agreement is necessary to assure Developer that the Project will not be (i) reduced or otherwise modified in density, intensity or use, maximum height and size of proposed buildings and the design standards applicable to the Project and the Developer Property, from what is set forth in the Existing Land Use Regulations and Existing Development Approvals, or (ii) subjected to new rules, regulations, ordinances or official policies or plans except (1) Applicable Future Rules (as defined in Section 8.2); and (2) Future Development Approvals made applicable to the Project and/or the Developer Property consistent with the terms of this Agreement. Accordingly, Future Development Approvals shall apply to the Project and the Developer Property only to the extent that they are not in conflict with the Development Plan or are not contrary to the terms of this Agreement. Nothing included herein shall preclude Developer from voluntarily modifying the size and number of light industrial buildings proposed for the Property so long as (i) the total square footage ("**sq. ft.**") of industrial buildings does not exceed 1,567,090 (i.e., the sq. ft. amount analyzed in the 2022 SEIR), and (ii) such changes conform to the Development Standards.

4.2 Scope of Development. Developer shall construct the Project in conformance with the Scope of Development, the 2022 SEIR Mitigation Measures, the 2022 SEIR Project Design Features, the Conditions of Approval, and substantially consistent with the Development Plan and the final plans and specifications approved by City. Developer shall not make any Material Changes to the Development Plan provided to the City as of the Agreement Date without the written consent of the Director or his or her designee. "**Material Changes**" for the purposes of this Section 4.2 include modifications to the Development Plan that (i) change the proposed uses for the Property to include uses not analyzed in the 2022 SEIR, (ii) increase the total amount of light industrial square feet and/or (iii) increase building heights for any portion of the Project above those analyzed in the 2022 SEIR for the Property. Further, Developer shall not construct the Project in a manner which would not be substantially consistent with the Development Plan and in conformance with the 2022 SEIR Mitigation Measures, the 2022 SEIR Project Design Features, this Agreement or the Project Agreements, except upon obtaining any additional permits, orders, licenses or approvals required by the Existing Land Use Regulations, Existing Development Approvals and Applicable Future Rules and Future Development Approvals made applicable to the Project and/or the Developer Property consistent with the terms of this Agreement. Modifications to the Development Plan that do not constitute Material Changes as defined above are considered Minor Modifications to the Development Plan that shall be made and approved administratively as set forth in Section 7.5 below. In the event of any proposed changes to the final plans and specifications to the Project following the Agreement Date, Developer shall immediately provide the City with any such changes, which changes shall be subject to the terms of this Section. In addition, as soon as is practicable after completion of Project construction, Developer shall submit to City as-built plans and specifications showing the Project as actually constructed.

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4.3 Modification of Specific Plan Standards and City Ordinances. City hereby agrees to the following changes to the design and development criteria contained in the 2026 Specific Plan / City Ordinances:

4.3.1 *Public Art.* The Project shall implement on-site public art features as set forth in Section 6.10 of the 2026 Specific Plan. The Developer shall submit a comprehensive public art plan for Planning Area 3 to the Director for his or her review and approval prior to issuance of a building permit for the Project and shall install the public art features prior to issuance of any occupancy permits by the City for the particular parcel which the Developer has requested to receive an occupancy permit.

4.3.2 *Private Security Services.* Developer shall provide private security sufficient to serve the Property, or coordinate with the City to have the Los Angeles County Sheriff's Department ("**Sheriff**") provide security services for the Property (and/or for specific events), and in all cases Developer shall coordinate with the Sheriff in security matters with respect to the Project. From time to time as requested by any Party or the Sheriff, the Parties shall meet and confer with the Sheriff regarding matters related to the security of the Project.

4.3.3 *Sheriff's Services and Fees.* Developer shall pay for any and all supplemental or overtime services that are requested by Developer or required for the Project. All costs of Sheriff's services paid by Developer pursuant to this Section shall be administered through and rates shall be determined pursuant to City's contract with the Sheriff, as it may be amended from time to time, at the contracted rates paid by City for Sheriff's services and without mark-up or administrative fee of any type or sort, unless such administrative fee or mark-up is paid by City pursuant to the agreement between City and the Sheriff.

4.3.4 Intentionally Omitted.

4.3.5 Intentionally Omitted.

4.3.6 *Development Impact Fees*. Pursuant to Chapter 7 of the City's Ordinance No. 19-1931 ("**DIF Ordinance**"), which establishes the City's required Development Impact Fees ("**DIF**") required for any project development within the City, development projects upon property owned by the Authority may be exempt from the terms and provisions of the DIF Ordinance. Notwithstanding anything to the contrary herein, Developer shall not be required to pay any DIF pursuant to the DIF Ordinance or any Processing Fees related to Existing Development Approvals, but (i) Developer shall be required to pay any Processing Fees related to Future Development Approvals that require an amendment to the Development Agreement or a new development agreement, and (ii) Developer shall be required to fully comply with all of its monetary obligations set forth in the A&R Option Agreement, and in the event of Developer's breach of such obligations, Developer shall immediately be subject to the City's DIF Ordinance's obligations to pay DIF to the City in the amounts and at the time payments are required pursuant to the provisions of the DIF Ordinance, unless otherwise agreed by the City.

4.4 City Infrastructure.

4.4.1 Lenardo Infrastructure; Cooperation Agreement. While the City would typically take the responsibility to provide public infrastructure and services on, over and

in the 157 Acre Site, including streets, sidewalks, parkways, sewer, water, drainage, lighting, and other utilities, and assure accessibility to the 157 Acre Site, instead, the City has contracted with Authority pursuant to the Cooperation Agreement to ensure the construction of such improvements (i.e., the Lenardo Infrastructure), in order to avoid any City liability with respect to the 157 Acre Site (given the environmental conditions afflicting the Site and the liability associated therewith). Pursuant to the Cooperation Agreement, the City is obligated to contribute twenty-two million four hundred thousand dollars ($22.4M) of funding to the construction of Lenardo Drive pursuant to its allocation of Measure R/M Bond funding.

4.4.2 Intentionally Omitted.

4.4.3 Intentionally Omitted.

4.5 Project Entries and Entry Monument Signs. City will permit the design and development of three entry plazas for the 157 Acre Site at the main access points to the 157 Acre Site at Del Amo Boulevard, Main Street, and at the Avalon Boulevard/I-405 Freeway ramps ("**Entry Plaza(s)**"). The Entry Plaza improvements will include iconic entry monuments with integrated signage (comprising the "**Entry Monuments**" described in Section 6 of the 2026 Specific Plan) which shall include specific identification signage for the Project as approved by Developer ("**Entry Signs**"). The Entry Monuments and Entry Signs will be developed in accordance with Section 6 of the 2026 Specific Plan and may incorporate hardscape, landscape or other aesthetic features. Plans will be prepared by either Developer, the Cell 2 Developer, and/or the Cell 1 Developer. The first developer within the 157 Acre Site that seeks approval from the City of building permits for its project buildings shall be responsible to prepare the designs and plans for the Entry Plazas as part of the Master Sign Program described below, which shall require approval from the City prior to issuance of building permits (provided, however, that the costs of preparation of such designs and plans shall be subject to reimbursement by the other developers of the 157 Acre Site, once such projects seek approval of building permits, if not earlier). The Entry Signs may include identity signage for the 157 Acre Site and shall in all cases include identity signage for the Project with the design thereof reasonably approved in good faith by the Authority / City. Developer shall be responsible to pay its pro rata share of the costs of construction, installation, operation and maintenance of the Entry Plazas, including the Entry Monuments and Entry Signs, which shall be equal to sixty percent (60%) of the costs required for the installation, operation and maintenance of same in accordance with the terms and provisions of the 2026 Specific Plan.

4.6 Signage Programs.

4.6.1 *Master Sign Program.* Developer may develop a Master Sign Program design in coordination with the then-current developer of Cell 2, and the Cell 1 Developer, which shall require approval by the City/Authority. The Master Sign Program shall include the designs and plans for the Entry Plazas and the Freeway Pylon Signage as set forth in the 2026 Specific Plan, which must be consistent with any previously approved comprehensive sign program approved by the City for any Cell, provided, however, the Master Sign Program must be prepared and reasonably approved by the City/Authority prior to the issuance of any occupancy permits for any Project buildings. The cost of the Master Sign Program design/construction shall be borne by each respective Cell owner/developer, based upon the acreage of such Cells in

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comparison to the overall 157 Acre Site. The Master Sign Program design may be subject to revision as the Site is developed, with the Cell 2 Developer, and the Cell 1 Developer forming a sign review committee which shall review any proposed design revisions and make comments to City / Authority with City / Authority having final determination. The Master Sign Program may be implemented in phases based on developed area. Developer shall pay sixty percent (60%) of the reasonable costs associated with the preparation and implementation of the Master Sign Program. Notwithstanding the foregoing, if Developer is not allocated a specific Freeway Pylon Sign (i.e., a digital off-site billboard on the Embankment), such cost allocation for implementation shall be reasonably adjusted to account for such fact, and Developer shall at least be entitled to on-site tenant signage within one or more of the Freeway Pylon Signs, if and to the extent the same are approved by Caltrans for development. The Director may approve other alternatives to the above requirements as deemed necessary depending on the scope and timing on the proposed projects.

4.6.2 *Remainder Cell Signage Program*. Developer shall prepare and receive approval for a comprehensive sign program for the Remainder Cells as set forth under the terms and conditions under the 2026 Specific Plan, including way-finding signage, project name identification, and wall mounted project signage for all portions of the Project. Such comprehensive sign program must be submitted to the City and approved prior to issuance of a certificate of occupancy for the first industrial building.

4.7 Agreement to Govern Zoning; Priority of Regulations. City has determined that this Agreement is consistent with the General Plan, the 2026 Specific Plan and the Zoning Code. As such, this Agreement and its exhibits shall be the primary documents governing the Project and the use and development of the Developer Property, and, in the event of a conflict, shall prevail over the Existing Land Use Regulations. Any zoning issues or requirements applicable to the Developer Property or any portion thereof that are not otherwise governed by this Agreement, the 2026 Specific Plan, the Existing Development Approvals and/or the Future Development Approvals made applicable to the Project and/or the Developer Property consistent with the terms of this Agreement shall be governed by the Existing Land Use Regulations. Project zoning and permitting shall be governed by the following hierarchy of regulations when there is a conflict in terms that is not reasonably susceptible to interpretive harmonization (with item "a" having highest governing authority and descending therefrom):

(a) The 2022 SEIR and 2022 SEIR Mitigation Measures and 2022 SEIR Project Design Features in connection with the Existing Development Approvals, as the same may be amended from time to time, in accordance with this Agreement;

(b) The terms of this Agreement;

(c) The terms of any Existing Development Approvals, including without limitation, the 2026 Specific Plan; and

(d) Existing Land Use Regulations.

4.8 Right to Future Development Approvals. Subject to City's exercise of its police power authority as specified in Articles 6 and 8 below, Developer shall have a vested right:

(i) to receive from City all Future Development Approvals made applicable to the Project and/or the Developer Property that are consistent with and implement the 2022 SEIR, and that are substantially consistent with the Development Plan and this Agreement; (ii) not to have such approvals be withheld, conditioned or delayed for reasons inconsistent with this Agreement, and (iii) to cause development of the Project on the Developer Property in a manner consistent with such approvals in accordance with this Agreement. All Future Development Approvals for the Developer Property, including, without limitation, zone changes, or tract maps, shall, upon approval by City, be vested in the same manner as provided in this Agreement for the Existing Development Approvals, for the Term of this Agreement.

4.9 Moratorium. Notwithstanding any other provision of this Agreement, no future amendment of any existing City ordinance or resolution or any subsequent ordinance, resolution or moratorium, enacted either by the City Council or by voter approved initiative, that purports to impose or result in a limitation on the Project, imposed by City, shall apply to govern, or regulate the Project or development or use of the Developer Property during the Term. In the event of any such subsequent action by City, Developer shall continue to be entitled to apply for and receive Development Approvals in accordance with the Existing Land Use Regulations, subject only to the exercise of the City's Reservation of Authority set forth herein.

4.10 Existing Development Approvals. Only those items specifically set forth on **Exhibit J** hereto are deemed Existing Development Approvals for purposes of this Agreement. Any approvals not included within **Exhibit J** shall not apply to the Project with the exception of Applicable Future Rules permitted pursuant to Article 8 below and Future Development Approvals made applicable to the Project and/or the Developer Property consistent with the terms of this Agreement.

4.11 CEQA. CEQA review and approvals for the Project shall be or have been completed prior to, or concurrent with, approval of this Agreement by the City Council. Without limitation of the foregoing, Developer specifically acknowledges and agrees that in connection with the Project, Developer shall satisfy all 2022 SEIR Mitigation Measures and required 2022 SEIR Project Design Features/Project Characteristics for which Developer is assigned responsibility. In the event that any additional CEQA documentation is legally required for any discretionary Future Development Approval for the Project, then City shall conduct such CEQA review, at Developer's expense.

4.12 Employment Outreach for Local Residents. A goal of City with respect to this Project and other major projects within City is to foster employment opportunities for City of Carson residents. To that end, Developer covenants that with respect to the construction, operation and maintenance of the Project, Developer shall make reasonable efforts to cause all solicitations for full- or part-time, new or replacement employment relating to the construction, operation and maintenance of the Project to be advertised in such a manner as to target local City residents and shall make other reasonable efforts at local employment outreach, including working with the South Bay Workforce Investment Board and its Carson One-Stop Center, as City shall approve. Developer shall also notify City of jobs available at the Project such that City may inform City residents of job availability at the Project. Developer will inform its purchasers and lessees of the provisions of these requirements. Nothing in this Section shall require Developer to offer employment to individuals who are not otherwise qualified for such employment. Without

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limiting the generality of the foregoing, the provisions of this Section are not intended, and shall not be construed, to benefit or be enforceable by any person whatsoever other than City.

4.13 Energy Efficient and Sustainable Building Design. All Project buildings shall promote sustainable and energy efficient practices through compliance with California Code of Regulations, Title 24. In addition, the Project shall be designed to meet the standards for LEED Silver Certified buildings (or equivalent techniques or designs used for the purpose of reduction of energy use as approved by the Director in writing) and Developer shall use commercially reasonable efforts to exceed such standards.

4.14 Solar Excess Energy. In the event that there is any excess energy generated from the Project's on-site photovoltaic panels (excess being defined as any power produced above what is required to provide energy to those activities on Cells 3, 4, and 5), Developer shall offer the City the option to purchase such excess power through a future Power Purchase Agreement.

ARTICLE 5. CONSTRUCTION AND SCHEDULING.

5.1 Timing of Development. The anticipated schedule for construction of the Project, the Remainder Cells Remedial Systems, the Site Development Improvements, the BPS and the Lenardo Infrastructure shall be as provided in the A&R Option Agreement, as may be modified from time to time ("**Schedule of Performance**"). Developer will use commercially reasonable efforts to process the Project and commence and complete construction of the Project, the Remainder Cells Remedial Systems, the BPS, and the Site Development Improvements, to the extent such construction is Developer's obligation under this Agreement and the A&R Option Agreement, in accordance with the Schedule of Performance. Since the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo* (1984) 37 Cal. 3d 465, that the failure of the parties therein to provide for the timing of development resulted in a later adopted initiative restricting the timing of development to prevail over such parties' agreement, it is the Parties' intent to cure that deficiency by acknowledging and providing that Developer will adhere to the terms of the Schedule of Performance, as the same may be modified in accordance with this Agreement and the A&R Option Agreement, regarding the timing of development.

5.2 Plan for Construction Scheduling and Phasing.

5.2.1 *Construction Schedule.* The Schedule of Performance sets forth the plan for the schedule of construction of the Project, the Remainder Cells Remedial Systems, BPS, and the Site Development Improvements including needed construction access prior to commencement of construction. City acknowledges that the Project may be developed in phases, and that the construction schedule may reflect such phasing. City further acknowledges that it will issue building permits for the Project such that construction may commence prior to recordation of the Project's Final Tract Map. Representatives of City, Authority, Developer and the other developers of Cell 1 / 2 shall meet to develop a coordinated schedule for all construction activity so that no project interferes with another.

5.2.2 *Coordination of Development.* Consistent with the nature of a major construction project, City shall reasonably regulate development of Cell 1, Cell 2, and the Property so as to ensure that construction activities on and around such other sites, including dust, noise,

odors, traffic impediments, etc., do not adversely affect the Project or the construction of the other projects upon Cell 1 or 2, and that the construction activity on such properties will not adversely affect the development of the Property, or Cells 1 or 2, and that all such development shall comply with the terms and conditions of the 2022 SEIR and associated 2022 SEIR Mitigation Measures and 2022 SEIR Project Design Features (as the same may be modified from time to time).

5.3 Processing.

5.3.1 *Good Faith Cooperation.* It is the express intent of this Agreement that the Parties cooperate and diligently work to implement any of the Existing Development Approvals. If Developer elects, in its sole discretion, to request City to incur overtime or additional consulting services to receive expedited processing by City, Developer shall pay all such overtime costs, charges or fees incurred by City for such expedited processing and City agrees to expedite processing of any Development Approvals, building permits and other permits and approvals required for the Project, including, without limitation, by authorizing overtime payments to its employees and contractors as reasonably required to expedite processing.

5.3.2 *Processing Fees.* Developer shall not be required to pay any normal and customary Processing Fees otherwise applicable to the Project which are otherwise standard for and uniformly applied to similar project developments within the City provided that Developer shall not be entitled to reimbursement of any Processing Fees paid prior to February 29, 2024. This Agreement shall not affect, excuse or modify Developer's obligation to reimburse the City for costs and fees, including attorneys' fees, incurred by the City in accordance with the terms set forth in the Reimbursement Agreement.

5.3.3 *Standard of Work.* When Developer is required by this Agreement and/or the Development Plan to construct any improvements which will be dedicated to City, the Authority or any other public agency, upon completion, Developer shall perform such work in the same manner and subject to the same construction standards as would be applicable to City, the Authority, or such other public agency should it have undertaken such construction work. If Developer performs any such public improvement work, Developer shall pay prevailing wages as required by any applicable laws and City shall not be liable for any failure in Developer's payment of prevailing wages or legally-imposed penalties therefore.

5.4 Prevailing Wages. Developer shall pay prevailing wages as required by law, as described in California Labor Code § 1720 ("**Prevailing Wage Law**"). To the extent that it is determined that Developer has not paid, or does not pay, prevailing wages required by law for any portion of the Project, the Remainder Cells Remedial Systems, the BPS, and the Site Development Improvements, for which Developer is responsible, Developer shall defend and hold City harmless from and against any and all increase in construction costs, or other liability, loss, damage, costs, or expenses (including reasonable attorneys' fees and court costs) arising from or as a result of any action or determination that Developer failed to pay prevailing wages in connection with the construction of any portion of the Project, the Remainder Cells Remedial Systems, the BPS, or the Site Development Improvements, for which Developer is responsible, in violation of the Prevailing Wage Law. Developer acknowledges and agrees that should any third party, including, but not limited to, the Director of the Department of Industrial Relations ("**DIR**"), require Developer or any of its contractors or subcontractors to pay the general prevailing wage

rates of per diem wages and overtime and holiday wages determined by the Director of the DIR under Prevailing Wage Law, then Developer shall indemnify, defend, and hold City harmless from any such determinations, or actions (whether legal, equitable, or administrative in nature) or other proceedings, and shall assume all obligations and liabilities for the payment of such wages and for compliance with the provisions of the Prevailing Wage Law. City makes no representation that any construction or uses to be undertaken by Developer are or are not subject to Prevailing Wage Law.

5.5 Other Governmental Permits; Delays. It is expressly understood by the Parties hereto that City makes no representations or warranties with respect to approvals required by any other governmental entity for the implementation of the Project, the Remainder Cells Remedial Systems, the BPS, the Site Development Improvements, and/or any Certificate of Completion issued by the City in connection with the Project; provided, however, the Parties acknowledge and agree that a Remedial Action Completion Report ("**RACR**") shall be required from DTSC for the Remainder Cells Remedial Systems components constructed on the Remainder Cells for the Decision Unit for which occupancy is sought. Before commencement of construction or development of any buildings, structures, or other works of improvement upon the Developer Property which are Developer's responsibility under the Scope of Development and this Agreement, Developer shall at its own expense secure or cause to be secured any and all permits which may be required by the City or any other governmental agency affected by such construction, development or work. City shall cooperate with Developer in its efforts to obtain such permits and approvals and to satisfy the conditions to such permits and approvals. City and Developer shall cooperate and use reasonable efforts in coordinating the implementation of the Project and the Development Plan with other public agencies, if any, having jurisdiction over the Project and the Developer Property. Nothing in this Agreement shall be deemed to be a prejudgment or commitment with respect to such items or a guarantee that such approvals or permits will be issued within any particular time or with or without any particular conditions.

5.6 Extensions for Construction Interruption Delays. Modifications to the Schedule of Performance to account for construction interruption delays shall be governed by the A&R Option Agreement.

5.7 Project Implementation. Construction of the Project, BPS, Remainder Cells Remedial Systems, and Site Development Improvements shall conform to the requirements of the RAP and other DTSC Regulations. The Parties agree and acknowledge that although the SEIR describes buildout of the Project by 2024, this timeline has not been feasible due to economic conditions and business factors.

5.8 Certificates of Completion. Once Developer has completed construction of all improvements required for any portion of the Project to City's satisfaction, City shall furnish Developer with a Certificate of Completion for such portion of the Project within thirty (30) calendar days of Developer's written request therefor (so long as the City has received DTSC's approval of the Mitigation Measures Completion Report or such other documentation evidencing completion approval from DTSC and/or the LEA) within such thirty (30) day timeframe, and if not, then City's obligations shall be extended until such time as DTSC has issued its approval of the Mitigation Measures Completion Report); provided that City finds that Developer has completed such portion of the Project pursuant to the terms of this Agreement and the Existing

Development Approvals. The Certificate of Completion shall be executed and notarized so as to permit it to be recorded in the Official Records. The "**Certificate of Completion**" shall be a certificate stating that it constitutes conclusive determination of satisfactory completion of the construction of the improvements required by this Agreement upon the applicable portion of the Developer Property for the applicable portion of the Project, and of full compliance with the terms of this Agreement with respect thereto. City shall not unreasonably withhold, condition or delay the Certificate of Completion. A Certificate of Completion shall not constitute evidence of compliance with or satisfaction of any obligation of Developer to any Lender or any insurer of a Mortgage securing money loaned to finance the improvements, or any part thereof. A Certificate of Completion is not notice of completion as referred to in the California Civil Code Section 8182. Nothing herein shall prevent or affect Developer's right to obtain a Certificate of Occupancy from City before any Certificate of Completion is issued. Issuance of a Certificate of Occupancy other than for the shell and core shall not be a pre-condition to issuance of a Certificate of Completion.

ARTICLE 6. PROCESSING OF APPLICATIONS FOR FUTURE DEVELOPMENT APPROVALS; OTHER GOVERNMENT PERMITS.

6.1 Project Uses. Developer shall have the right to utilize the Project in accordance with the Permitted Land Uses and to develop the Project on the Developer Property in accordance with the Development Standards and to the density and intensity of use, maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to the Project or the Developer Property as set forth in the Existing Development Approvals and the Existing Land Use Regulations as the same may be amended from time to time in accordance with the terms and conditions of this Agreement.

6.2 Discretionary Approvals. Issuance by City of Future Development Approvals shall be governed by the terms of the 2026 Specific Plan and the provisions of this Agreement. Unless modified pursuant to City's Reservation of Authority set forth in Article 8, the provisions of the 2026 Specific Plan shall in all cases govern with respect to processing and approval of the Development Approvals required for the Project. The issuance of an administrative permit, conditional use permit or site plan and design review approval may result in the imposition of new or amended Conditions of Approval consistent with the requirements of this Agreement and not in conflict with the Development Plan (unless as a result of exercise by City of its Reservation of Authority under Article 8 or agreed to by Developer in writing).

6.3 Duration of Permits and Approvals. All Project entitlements, including but not limited to, the vesting tentative tract map, site plan and design review permit(s), construction noise variance, administrative permits and all other approvals by City with respect to the Project as part of the Development Approvals shall continue during the Term of this Agreement.

6.4 Processing Future Development Approvals; General Protocols and Payment of Processing Fees. In order to implement the Project, Developer will be required to obtain certain Future Development Approvals, including without limitation signage and lighting permits, engineering permits, grading permits, foundation permits, construction permits and building permits. If Developer requests Future Development Approvals, Developer, in a timely manner, will provide City with all documents, Applications, plans and other information necessary for City to carry out its obligations hereunder in processing the Future Development Approvals, and

Developer will cause Developer's planners, engineers and all other consultants to submit in a timely manner all required materials and documents therefor.

ARTICLE 7. AMENDMENT AND MODIFICATION OF DEVELOPMENT AGREEMENT.

7.1 Initiation of Amendment. Either Party may propose an amendment to this Agreement.

7.2 Procedure. Except as set forth in Section 7.4 below, the procedure for proposing and adopting an amendment to this Agreement shall be the same as the procedure required for entering into this Agreement in the first instance, and meet the requirements of the Development Agreement Statute § 65867.

7.3 Consent. Except as expressly provided in this Agreement, no amendment, modification or clarification to all or any provision of this Agreement shall be effective unless set forth in writing and signed by duly authorized representatives of each of the Parties hereto and recorded in the Official Records.

7.4 Specific Plan Adjustment Mechanisms. In addition to the procedures provided herein, the 2026 Specific Plan in Section 7 on Implementation contains a process for the Director to issue ministerial/administrative permits and approvals of aspects of the Project that (1) make minor non-substantive changes to the Development Plan and the Project and (2) are consistent with the certified 2022 SEIR.

7.5 Minor Modifications. Notwithstanding the processes established under Section 7 of the 2026 Specific Plan, with the sole exception of the comprehensive sign plan for PA3, Minor Modifications to this Agreement, the Project, and/or the Development Plan shall be made ministerially, with the approval of the Director. Such "**Minor Modifications**" shall be defined as modifications to this Agreement, the Project/Development Plan that do not (i) change the proposed uses analyzed in the 2022 SEIR, (ii) increase the total amount of light industrial square footage within the Property beyond what was studied in the 2022 SEIR, and/or (iii) increase building heights within the Property in comparison to what was studied in the 2022 SEIR.

ARTICLE 8. RESERVATION OF AUTHORITY.

8.1 Later Enacted Measures. This Agreement is a legally binding contract which will supersede any statute, ordinance, or other limitation enacted after the date this Agreement is approved by the City Council, except as provided in this Article 8. Any such enactment, or the issuance of any Future Development Approval, or the adoption of Future Land Use Regulations applicable to the Project or regulating development or use of the Developer Property which is not an Applicable Future Rule under Section 8.2.1 and which (i) materially affects, restricts, impairs, delays, conditions, or otherwise impacts the vested rights granted to Developer by this Agreement, including, without limitation, the right of Developer to develop, operate and use the Project in accordance with the Development Plan, or (ii) is materially in conflict with or contrary to the terms of this Agreement, shall not apply to the Project. Nothing herein shall restrict Developer's right to challenge or contest the validity of any state, federal or local law, regulation or policy or the applicability of such law, regulation or policy to the Developer Property or the Project.

8.2 Limitations, Reservations and Exceptions. Notwithstanding anything to the contrary set forth herein, in addition to the 2022 SEIR, the 2022 SEIR Mitigation Measures, the 2022 SEIR Project Design Features, this Agreement, the Existing Development Approvals and the Existing Land Use Regulations, and only the following Land Use Regulations adopted by City after the date this Agreement is approved by the City Council ("**Reservation of Authority**") shall apply to and govern the Project and the Developer Property:

8.2.1 *Future Regulations*. Future Land Use Regulations which (i) are not in conflict with this Agreement or with the Existing Land Use Regulations, the Existing Development Approvals or any Future Development Approvals made applicable to the Project and/or the Developer Property consistent with the terms of this Agreement or; (ii) even if in conflict with the Existing Land Use Regulations, are enacted or adopted pursuant to the Reservation of Authority of City set forth in this Article 8; or (iii) even if in conflict with the Existing Land Use Regulations, have been consented to in writing by Developer, shall be deemed to constitute "**Applicable Future Rules**".

8.2.2 *State and Federal Laws and Regulations*. Where state or federal laws or regulations enacted after the date this Agreement prevent or preclude compliance with one or more provisions of this Agreement, those provisions shall be applied to the Project / Developer Property to the minimum extent necessary to comply with such state or federal laws or regulations.

8.2.3 *Public Health and Safety/Uniform Codes.*

(a) *Adoption Automatic Regarding Uniform Codes*. This Agreement shall not prevent City from adopting Future Land Use Regulations or amending Existing Land Use Regulations that are uniform codes and are based on recommendations of a multi-state professional organization and become applicable throughout City, such as, but not limited to, the Uniform Building, Electrical, Plumbing, Mechanical, or Fire Codes.

(b) *Adoption Regarding Public Health and Safety*. This Agreement shall not prevent City from adopting Future Land Use Regulations respecting public health and safety to be applicable throughout City which directly result from findings by City that failure to adopt such Future Land Use Regulations would result in a condition injurious or detrimental to the public health and safety; provided that such Future Land Use Regulations apply uniformly throughout the City with respect to similar uses or concerns.

(c) *Adoption Automatic Regarding Regional Programs*. This Agreement shall not prevent City from adopting Future Land Use Regulations or amending Existing Land Use Regulations that are regional codes and are based on recommendations of a county or regional organization and become applicable throughout the region, such as the South Bay Cities Council of Governments, with the exception of any Future Land Use Regulations or amendments to Existing Land Use Regulations that will otherwise prohibit the uses or the density or intensity of uses, the maximum height or the design standards applicable to the Project or the Developer Property, that are allowed by this Agreement.

8.2.4 *Amendments to Codes for Local Conditions*. Notwithstanding the foregoing, no construction within the Project shall be subject to any provision in any of the

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subsequent Uniform Construction Codes, adopted by the State of California, but modified by City to make it more restrictive than the provisions of previous Uniform Construction Codes of City, notwithstanding the fact that City has the authority to adopt such more restrictive provision pursuant to the California Building Standards Law, including, but not limited to, Health and Safety Code § 18941.5, unless such amendment applies City-wide.

8.3 Fees, Taxes and Assessments. Notwithstanding any other provision herein to the contrary, City's Reservation of Authority shall also pertain to the following: City retains the right, in accordance with the Existing Land Use Regulations of City (i) to impose or modify business licensing or other fees pertaining to the operation of businesses; (ii) to impose or modify taxes and assessments which apply citywide such as utility taxes, sales taxes and transient occupancy taxes; (iii) to impose or modify fees and charges for City services such as electrical utility charges, water rates, and sewer rates; and (iv) to impose or modify any fees, taxes or assessments similar to the foregoing; provided that nothing herein shall restrict Developer's right to challenge or contest the validity of such fees, taxes and/or assessments.

ARTICLE 9. INTENTIONALLY OMITTED.

ARTICLE 10. ANNUAL REVIEW.

10.1 Annual Review.

(a) At the Annual Review, City shall review the extent of the Developer's compliance with the terms of this Agreement, including, without limitation, the Mitigation Measures under the 2022 SEIR and the Specific Plan terms and conditions.

(b) Such periodic review shall be limited in scope to compliance with the terms of this Agreement pursuant to Section 65865.1 of the Government Code and the monitoring of mitigation in accordance with Section 21081.6 of the Public Resources Code. Developer shall cooperate in such review in all respects.

(c) Developer shall maintain a Compliance Log which shall be a written record of (i) all complaints received from any source, public or private, with respect to the Project and/or work performed by Developer under this Agreement, (ii) the action taken by the Developer to address such complaint(s), (iii) the results, and (iv) the dates of each. Notice of the Compliance Log shall be given to each business and person operating and entering upon the Property to the satisfaction of the City. The City shall have access to the Compliance Log during normal business hours and a summary shall be included within the Annual Review.

(d) The cost of the Annual Review shall be borne by Developer and Developer shall pay a reasonable deposit in an amount requested by City to pay for such review.

10.2 Intentionally Omitted.

10.3 Failure to Comply. If City finds and determines that Developer has not substantially complied with the material terms and conditions of this Agreement for the period under review or that Developer fails to cooperate with City in the performance of the review,

including making records in Developer's possession available to City that Developer is required to disclose pursuant to a request from the City, City may, in accordance with the procedures set forth in Section 11.5 and after provision of the notice and cure periods set forth in Section 11.4, declare a Developer Default.

10.4 Major Review. Unless triggered by any public complaint or concerns of the City Council with respect to the Project and/or any work performed by Developer under this Agreement that warrants review of these matters, not more than once every five (5) years, and at the discretion of City, the Annual Review shall be a Major Review which, besides the elements contained in Section 10.1, shall additionally include:

(a) An environmental review of compliance with all 2022 SEIR Mitigation Measures and the 2022 SEIR Project Design Features applicable to the Project.

(b) A summary of any significant complaints concerning the Project and/or work performed by the Developer under this Agreement.

(c) Summary of general maintenance of the Project, the Remainder Cells Remedial Systems, BPS, and Site Development Improvements, to the extent Developer is responsible for such maintenance.

(d) Any recommendations for improvement of Project performance to meet objectives of this Agreement and those set forth in the 2022 SEIR.

(e) Other significant issues pertaining to the obligations of Developer under this Agreement, in the discretion of the Director.

(f) Public presentation of the report to the City Council at a public meeting.

10.5 Certificate of Review. Any of the elements set forth in Section 10.4 may be included in an Annual Review at the election of City. If, at the conclusion of an Annual Review or Major Review, City finds that Developer is in substantial compliance with this Agreement, City shall, upon request by Developer, issue a Certificate of Review to Developer in a form approved by City.

10.6 Performance Review. In addition to the Annual Review, at any time based upon complaint or other cause, the Director may initiate a performance review, carried out in accordance with the same procedure used for an Annual Review.

10.7 Failure to Conduct Annual Review. The failure of City to conduct the Annual Review or Major Review shall not be a Developer Default unless Developer fails to cooperate in providing necessary information.

ARTICLE 11. DEFAULT, REMEDIES AND TERMINATION.

11.1 Rights of Non-Defaulting Party after Default. The Parties acknowledge that both Parties shall have hereunder all the remedies as provided below following the occurrence of

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a default to enforce any term, covenant or agreement contained herein. Before this Agreement may be terminated or action may be taken against a defaulting Party ("**Defaulting Party**") to obtain judicial relief or otherwise, the Party seeking relief for a default ("**Non-Defaulting Party**") shall comply with the notice and cure provisions of Section 11.4 and Section 11.5.1.

11.2 Reimbursement for Monetary Defaults. In the event either Party fails to perform any monetary obligation under this Agreement, the Non-Defaulting Party shall be entitled to, and may sue for, the payment of such sums to the extent due and payable. The Defaulting Party shall pay interest thereon at the lesser of: (i) six percent (6%) per annum, or (ii) the maximum rate permitted by law, from and after the due date of the monetary obligation until payment is actually received by the Non-Defaulting Party.

11.3 Compliance with the Claims Act. Compliance with this Article 11 shall constitute full compliance with the requirements of the Claims Act, Government Code § 900 et seq., pursuant to Government Code § 930.2 in any action brought by Developer.

11.4 Notice and Opportunity to Cure. A Non-Defaulting Party in its discretion may elect to declare a default under this Agreement by delivering a written notice of the alleged default ("**Notice of Default**") in accordance with the procedures hereinafter set forth for any alleged failure or breach of any other Party to perform any material duty or obligation under the terms of this Agreement. Notwithstanding any failure or breach, a Party shall be deemed to be in Default under this Agreement (and therefore, a Defaulting Party) only if: (i) the Non-Defaulting Party has provided a Notice of Default to such Party setting forth the nature of the breach or failure and the actions, if any, required to cure such breach or failure, and (ii) the Party for which a breach is alleged shall have failed, if the breach or failure can be cured, to take such actions and cure such default (x) within twenty (20) calendar days after the date of its receipt of the written notice delivered by the Non-Defaulting Party for monetary defaults and (y) for all other defaults, within thirty (30) calendar days after the date of its receipt of the Notice of Default delivered by the Non-Defaulting Party, provided, however, if any non-monetary default cannot be cured within such thirty (30) day period, then the Defaulting Party shall not be deemed in breach of this Agreement if and as long as such Defaulting Party does each of the following (provided, however, that if such default is not cured within ninety (90) days following the delivery of the Notice of Default by the Non-Defaulting Party, then, notwithstanding such following actions, the Defaulting Party shall be deemed immediately in breach of the terms of this Agreement and the Non-Defaulting Party may terminate this Agreement in accordance with the procedures under Section 11.5.2):

(a) Notifies the Non-Defaulting Party in writing with a reasonable explanation as to the reasons the asserted default is not curable within the thirty (30) day period;

(b) Notifies the Non-Defaulting Party of its Party's proposed course of action to cure the default;

(c) Promptly commences to cure the default within the thirty (30) day period;

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(d) Makes periodic reports to the Non-Defaulting Party as to the progress of the program of cure; and

(e) Diligently prosecutes such cure to completion.

11.5 Dispute Resolution; Termination; Remedies; Specific Performance.

11.5.1 *Meet & Confer*. Prior to any Party issuing a Notice of Default, the Non-Defaulting Party shall inform the Party whose breach is alleged either orally or in writing of the alleged default and request a meeting to meet and confer over the alleged default and how it might be corrected. The Parties through their designated representatives shall meet within ten (10) calendar days of the request therefor. The Parties shall meet as often as may be necessary to correct the conditions of default, but after the initial meeting either Party may also terminate the meet and confer process and revive the claim of default by proceeding with a formal Notice of Default under Section 11.4.

11.5.2 *Termination.* Any termination permitted by this Agreement shall be carried out by the provision of a termination notice stating that the Non-Defaulting Party will elect to terminate the Agreement within thirty (30) calendar days and stating the reasons therefor ("**Termination Notice**"). No Termination Notice shall be issued unless a Notice of Default shall have been first delivered and an opportunity to cure each alleged default shall have been provided as described in this Article 11, but such termination shall take immediate effect upon thirty (30) days following the issuance of such Termination Notice.

11.5.3 *Legal Action*; *Specific Performance*. Due to the size, nature and scope of the Project, and due to the fact that it is not, and will not, be practical or possible to restore the Property to its natural condition once implementation of this Agreement has begun, the Parties acknowledge that money damages and remedies at law generally are inadequate and that specific performance is appropriate for the enforcement of this Agreement. Therefore, the remedy of specific performance shall be available to both Parties hereto. This subsection shall not limit any other rights, remedies, or causes of action that any Party may have at law or equity and as such, a Non-Defaulting Party may seek recovery of monetary damages as set forth in Section 11.2 above. In addition to any other rights or remedies, a Party may institute legal action to cure, correct or remedy any default, to enforce any covenants or agreements herein, to enjoin any threatened or attempted violation hereof, to recover damages for any default, or to obtain any other remedies consistent with the purposes of this Agreement.

11.6 Venue. In the event of any judicial action, venue shall be in the Superior Court of Los Angeles County.

ARTICLE 12. ASSIGNMENT, TRANSFERS, AND BINDING SITE COVENANTS.

12.1 Right to Assign or Transfer Interests in this Agreement Prior to Issuance of Certificate of Completion.

12.1.1 Prior to the issuance of a Certificate of Completion for any portion of the Project proposed to be Transferred by the Developer, Developer may Transfer (as defined below) all or any portion of this Agreement or all or any interest, obligation, or right hereunder to

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any person or entity ("**Pre-Completion Transferee**"), subject to the prior written consent of the City, which consent shall be given in the City's reasonable discretion within thirty (30) days of request, such reasonableness being based on the following factors: (i) Pre-Completion Transferee's financial strength and capitalization and/or its ability to obtain financing shall be substantially equivalent or better than the named Developer hereunder as the same relates to the portion of the Project being Transferred, (ii) Pre-Completion Transferee's experience with projects that are comparable to the portion of the Project being Transferred shall be substantially equivalent to the experience of the named Developer hereunder (or Pre-Closing Transferee shall have retained as an essential member of its development team a firm that has landfill development project experience substantially consistent with the experience of the development team comprising the named Developer hereunder (including Developer's consultants, contractors, and agents)), (iii) the identity of the principals and management team assigned to such portion of the Project, and (iv) its receipt of an executed assignment and assumption agreement accepting and assuming the obligations of Developer hereunder with respect to such portion of the Project. Upon such assignment or Transfer, Developer shall be fully released of all of its obligations under this Agreement except as specifically stated herein. Any assignee of Developer's rights hereunder shall be subject to the terms and conditions of this Agreement, the A&R Option Agreement (and any amendments thereto), the License Agreement, the CC&Rs, the CFD Covenant, the Funding and Cooperation Agreement, the LOC Easement, and the Grant Deed (and all easements provided therein), and all other Project Agreements, but only to the extent specifically assigned to such assignee, and only to the extent relating to the portion of the Project being transferred.

12.1.2 The term "**Transferred**" or "**Transfer**" means any hypothecation, sale, conveyance, ground lease, assignment or other transfer of the Developer's obligations / rights under this Agreement or of any portion of the Developer Property. For avoidance of doubt, a Transfer shall not include a master lease, space lease, or sublease of all or any portion of the Project to a user of the Project.

12.2 Right to Assign or Transfer Interests in this Agreement Following Issuance of Certificate of Completion. Following the issuance of a Certificate of Completion required for the portion of the Project then proposed to be Transferred by Developer, without the necessity of the City's approval, Developer may freely Transfer all or any portion of this Agreement or all or any interest, obligation, or right hereunder (provided that Developer notifies City at least ten (10) days prior to any contemplated Transfer under this Section) to any person or entity, whether or not owned and controlled by or affiliated with Developer or a Pre-Completion Transferee. Upon such Transfer, Developer and/or the Pre-Completion Transferee (as applicable), shall be released of its obligations under this Agreement except as specifically stated herein.

12.3 Permitted Transfers. Notwithstanding anything herein to the contrary, but subject to any and all DTSC Regulations, the following Transfers shall be permitted at any time without the prior consent of the City (except as expressly set forth below) (any such assignee or transferee described in this Section 12.3 hereinafter referred to as a "**Permitted Transferee**" and any such Transfer, a "**Permitted Transfer**"):

12.3.1 A Transfer to any entity that is affiliated with or related to (by virtue of an ownership interest, management agreement or voting right) Faring or an affiliated company

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and which is sufficiently capitalized for the development and completion of the Project (or applicable portion thereof); or

12.3.2 A Transfer of direct or indirect interests in and to Developer or any approved Pre-Completion Transferee of up to 45% of the ultimate ownership interests in and to Developer or an approved Pre-Completion Transferee (in the aggregate); or provided, however, in either such case, (A) that Developer/Pre-Completion Transferee notifies City at least ten (10) days prior to any contemplated Permitted Transfer and promptly supplies City with any documents or information reasonably requested by City regarding such Permitted Transfer or Permitted Transferee (including, if applicable, the documents required under Section 12.5 below), and (B) Faring shall remain obligated to act as development manager/consultant for the Developer/Pre-Completion Transferee through substantial completion of the Project with the identity of the principal representatives tasked with oversight of the Project on behalf of Faring subject to reasonable approval by the City. The City and Developer agree that the following individuals are pre-approved for such purpose: Jason Illoulian, Chris Trueblood, Alex Smith, and Darren Embry.

12.4 City Transfers. At any time, City may only assign this Agreement to a successor-in-interest to City that may be created by operation of law.

12.5 Assumption by Assignee. No attempted Transfer of all or any portion of Developer's interest / obligations hereunder which requires City's approval shall be effective unless and until the successor entity signs and delivers to City an assumption agreement, in a form reasonably approved by City, assuming the portion of such obligations pertaining to the portion of the Developer Property being Transferred and that Developer has elected to assign. No consent or approval by City of any Transfer requiring City's approval shall constitute a further waiver of the provision of this Section 12.5 and, furthermore, City's consent to a Transfer shall not be deemed to release Developer of liability for performance under this Agreement with respect to the portion of the Project being Transferred unless such release is covered by Section 12.8, below.

12.6 No Approval Needed for Certain Transfers. City's approval of an assignment or Transfer of any portion of the Developer Property under this Agreement shall not be required in connection with any of the following (which shall also for purposes hereof be deemed a Permitted Transfer):

(a) Any mortgage, deed of trust, sale/lease-back, or other form of conveyance for financing, and any resulting foreclosure, sale or assignment in lieu thereof.

(b) The granting of covenants, easements and/or dedications to facilitate the development of the Project on the Developer Property.

(c) A transfer of common areas to a duly-organized property owners' association.

12.7 Subject to Terms of Agreement. Following any partial or full assignment or Transfer of any of the rights, obligations, and/or interests of Developer under this Agreement which requires City's consent, in accordance with Section 12.1 above, the exercise, use and enjoyment of such rights and interests shall continue to be subject to the terms of this Agreement

to the same extent as if the assignee or transferee were Developer with respect to the portion of the Developer Property so Transferred.

12.8 Release of Developer. Upon the written consent of City to a partial or full assignment / Transfer of this Agreement, or in connection with any Permitted Transfer, and the express written assumption of the assigned obligations of Developer under this Agreement by the assignee as, and to the extent, required under Section 12.5, above, Developer shall be relieved of the assigned obligations under this Agreement with respect to the applicable interest in the Agreement so transferred, as long as there does not exist a Developer Default under the terms of this Agreement prior to the Transfer (in which case Developer shall not be released from these obligations that are in default until such default is cured).

ARTICLE 13. INSURANCE, RELEASES, INDEMNITIES, AND THIRD-PARTY ACTIONS.

13.1 Compliance with DTSC Regulations. In connection with the development, operation and use of the Developer Property, Developer shall at all times comply with the DTSC Regulations, as the same may be amended or modified by DTSC from time to time, and all Applicable Laws.

13.2 Insurance. The Authority has obtained a robust environmental insurance program providing protection to the City and other public entities, developers, property owners and contractors carrying out construction on the Site, including coverage for general liability, bodily injury, property damage and other claims. Authority, City and Developer have or will obtain insurance in accordance with the terms set forth in the A&R Option Agreement.

13.3 Hold Harmless: Developer's Operations Following Completion of the Project. From and after the completion of the Project, with respect only to third party claims and litigation, Developer shall defend, save and hold City and its elected and appointed boards, commissions, officers, agents, and employees harmless from any and all claims, costs (including attorneys' fees) and liability for any damages, personal injury or death, which may arise, directly or indirectly, from activities or business operations of Developer or Developer's agents, contractors, subcontractors, or employees on the Developer Property with respect to the Project, whether such operations be by Developer or by contractors or subcontractors to any of Developer's agents, contractors or subcontractors, or by any one or more persons directly or indirectly employed by or acting as agent for Developer or any of Developer's agents, contractors or subcontractors; provided that (i) the foregoing indemnity shall exclude matters arising from or related to the presence of hazardous materials in place or generated from materials or conditions in place prior to conveyance of the Developer Property to Developer; (ii) to the extent that the comprehensive insurance programs discussed in Section 13.2 provide coverage, and so long as Developer is contributing its share of premium to such programs as required by the A&R Option Agreement, the obligations of Developer under this Section 13.3 shall not apply if coverage for defense and payment of loss, in any amount, is affirmatively and actually provided to Authority and City by an insurer, as applicable, under any of the insurance programs obtained and maintained by Authority or Developer and listed in the A&R Option Agreement, and performance by such insurers shall be deemed to satisfy the obligations of Developer hereunder; (iii) the obligations of Developer under this Section shall not apply to any claims, actions, or proceedings arising through the gross negligence or willful misconduct of City, Authority, and their respective members,

officers, agents or employees; and (iv) the obligations of Developer under this Section shall not apply with respect to agents, contractors and subcontractors retained by Authority or City and being directed by either of them.

13.4 Litigation Indemnity.

13.4.1 *Non-Liability of City Concerning Development Approvals*. The Parties acknowledge that there may be challenges to the legality, validity and adequacy of the Development Approvals and/or this Agreement or any amendment hereto; and if successful, such challenges could delay or prevent the performance of this Agreement and the development of the Project. City shall have no liability under this Agreement for the inability of Developer to construct the Project as the result of a judicial determination that the Development Approvals, the General Plan, the zoning, the Land Use Regulations, or any portions thereof are invalid or inadequate or not in compliance with law. If this Agreement or any portion hereof, or any Development Approval is adjudicated or determined to be invalid or unenforceable, City agrees, subject to all legal requirements, to consider modifications to this Agreement and the Development Approvals which are necessary or required to render them valid and enforceable to the extent permitted by applicable law. If litigation is commenced challenging the Development Approvals or the Project generally, then each Party agrees to give the other Party written notice of such challenge immediately after obtaining knowledge thereof. Additionally, Developer shall have the right before judgment is rendered to settle or confess judgement and then request modifications to this Agreement and the Development Approvals as provided above.

13.4.2 *Participation in Litigation; Indemnity.* Developer agrees to indemnify City and its elected Councilmembers, boards, commissioners, officers, agents, and employees and to hold and save each of them harmless from any and all actions, suits, claims, liabilities, losses, damages, penalties, obligations and expenses (including but not limited to attorneys' fees and costs) for any Claims or Litigation (other than litigation commenced by City or Authority) seeking to restrain, enjoin, challenge or delay issuance of any of the Development Approvals or this Agreement. City shall provide Developer with notice of the pendency of such action and shall request that Developer defend such action. Developer may utilize the City Attorney's office or use legal counsel of its choosing, but shall reimburse City for any necessary legal cost incurred by City or the Authority. Developer shall provide a deposit in the amount of City's estimate, in its sole and absolute discretion, of the cost of litigation, in a rolling 90-day basis, which shall be updated monthly, and shall make additional deposits as requested by City to keep the deposit at such level. If Developer fails to provide or maintain the deposit, City may abandon the action and Developer shall pay all costs resulting therefrom and City shall have no liability to Developer. During any such pending litigation with respect to the Existing Development Approvals, Developer's obligation to pay the cost of the action, including judgment, shall extend until a Final Adverse Judgment or successful final termination of the Claims or Litigation is obtained. With respect to any Claims or Litigation relating to a Future Development Approval, Developer may at any time notify the City of Developer's intention to withdraw its request for such approval, and the obligations of Developer under this Section 13.4.2 shall terminate upon the date of such withdrawal, provided that Developer shall be obligated to indemnify the City for its costs and expenses from the commencement of the Claims or Litigation until the withdrawal from any then pending proceedings or litigation. In the event of an appeal, or a settlement offer, the Parties shall confer in good faith as to how to proceed. In light of Developer's indemnity for

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Claims or Litigation, neither Party shall have the right to settle the litigation without the prior written consent of the other.

13.4.3 *Developer Default; City Right to Abandon*. If Developer fails to timely pay any such funds described in this Section 13.4, City may abandon the action without liability to Developer and may recover from Developer any attorneys' fees and other costs for which City or Authority may be liable as a result of abandonment of the action.

13.5 Survival of Indemnity Obligations. All indemnity provisions set forth in this Agreement shall survive termination of this Agreement for any reason other than City's Default.

ARTICLE 14. COVENANTS, MAINTENANCE CC&RS AND CFDS.

14.1 Covenants to Run with the Land. Subject to the provisions of Articles 12 and 15 and pursuant to the Development Agreement Statute (Government Code § 65868.5):

14.1.1 *Binding on Successors.* All of the provisions, agreements, rights, powers, standards, terms, covenants and obligations contained in this Agreement shall be binding upon the Parties and their respective heirs, successors (by merger, consolidation, or otherwise) and assigns, devisees, administrators, representatives, lessees, and all other persons acquiring any rights or interests in the Developer Property, or any portion thereof, whether by operation of laws or in any manner whatsoever and shall inure to the benefit of the Parties and their respective heirs, successors (by merger, consolidation or otherwise) and assigns;

14.1.2 *Equitable Servitudes.* All of the provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land pursuant to applicable law; and

14.1.3 *Benefit and Burden.* Each covenant contained herein to do or refrain from doing some act on the Developer Property hereunder (i) is for the benefit of and is a burden upon every portion of the Developer Property, (ii) runs with such land, and (iii) is binding upon each Party and each successive owner during its ownership of such properties or any portion thereof, and each person having any interest therein derived in any manner through any owner of such lands, or any portion thereof, and each other person succeeding to an interest in such lands.

14.2 Declaration of Non-Discrimination. Developer covenants that, by and for itself, its heirs, executors, assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sex, marital status, sexual orientation or gender preference, national origin, or ancestry in the performance of this Agreement. Developer shall take affirmative action to ensure that employees are treated during employment without regard to their race, color, creed, religion, sex, marital status, sexual orientation or gender preference, national origin, or ancestry. This provision shall be included in the recorded CC&Rs.

14.3 Declaration of Covenants, Conditions and Restrictions. Prior to or following transfer of the Remainder Cells from the Authority to the Developer (as provided in the A&R Option Agreement), but prior to issuance of final Certificate of Occupancy, Developer and

the Authority must execute various Covenants, Conditions and Restrictions applicable to the 157 Acre Site (each of such covenants, conditions, and restrictions, collectively, the "**CC&Rs**"). The CC&Rs shall be enforceable by the Authority (and potentially, by the City), as and to the extent further set forth in the CC&Rs, and shall benefit and burden the private owners, tenants and/or occupants of the 157 Acre Site or any portion thereof.

14.4 Community Facilities Districts.

14.4.1 *Existing CFD*. Upon acquisition of the Property, pursuant to the Grant Deed, Developer shall be subject to the taxes and terms set forth in the Existing CFD and Developer shall be obligated to pay for the costs imposed on the Property under the Existing CFD, unless the same has been amended and removed from title as an obligation as set forth below.

14.4.2 *Restructure of Existing CFD.* City will cooperate with the Developer and the Authority to take such actions as are reasonably required to restructure the terms of the Existing CFD encumbering the Developer Property such that the Developer Property will be charged only such annual amounts as are necessary to pay for the Developer Property's pro rata share for operation and maintenance of the Remedial Systems and the 157 Acre Site (the "**Amended Sitewide CFD**"). All actions reasonably required by City or Authority to restructure the terms of the Existing CFD, as described above, shall be commenced and completed in accordance with the schedule and timing requirements for such actions included in the A&R Option Agreement ("**CFD Amendment Timing Requirements**"). In connection with the Amended Sitewide CFD, subject to the terms of the A&R Option Agreement, the Authority shall be entitled to record a covenant agreement against the Site to implement the terms and provisions of the Amended Sitewide CFD (the "**CFD Covenant**").

14.5 Representations and Warranties of City. City represents and warrants to Developer that, to City's Actual Knowledge, the following matters are true and correct as of the Agreement Date:

14.5.1 *City.* City is a charter city and a municipal corporation under the laws of the State of California. City has the legal power, right and authority to enter into this Agreement and the instruments and documents referenced herein to which City is a party, to consummate the transactions contemplated hereby, to take any steps or actions contemplated hereby, and to perform its obligations hereunder.

14.5.2 *Actions and Findings*. City has taken all actions and adopted such findings as may be required under applicable law to enter into this Agreement and perform its obligations thereunder.

14.5.3 *No Violation*. City's execution and delivery of, and performance of its obligations under this Agreement, and other agreements to which City is a party necessary to carry out the transactions contemplated under this Agreement, do not or will not (i) violate the laws, acts or agreements pursuant to which City was created and is governed, (ii) violate, breach, or result in a default under any existing obligation of or restriction on City, or (iii) breach or otherwise violate any existing obligation of or restriction on City under any order, judgment or decree of any state or federal court or federal or state governmental authority.

14.5.4 *Required Consents*. No order, consent, permit or approval of any state or federal governmental authority is required on the part of City for the execution and delivery of, and performance of its obligations under, this Agreement except for such as have been obtained.

14.6 Representations and Warranties of Developer. Developer represents and warrants to City that, to Developer's Actual Knowledge, the following matters are true and correct as of the Agreement Date:

14.6.1 *Developer*. Developer is a limited liability company formed under the laws of the State of Delaware. Developer has the legal power, right and authority to enter into this Agreement and the instruments and documents referenced herein to which Developer is a party, to consummate the transactions contemplated hereby, to take any steps or actions contemplated hereby, and to perform its obligations hereunder.

14.6.2 *Actions and Findings*. Developer has taken all actions and adopted such findings as may be required under applicable law to enter into this Agreement and the Project Agreements and perform its obligations thereunder.

14.6.3 *No Violation*. Developer's execution and delivery of, and performance of its obligations under this Agreement, the Project Agreements, and other agreements to which Developer is a party necessary to carry out this transaction, do not (i) violate the laws, acts or agreements pursuant to which Developer was created and is governed, (ii) violate, breach, or result in a default under any existing obligation of or restriction on Developer, or (iii) constitute a breach or otherwise violate any existing obligation of or restriction on Developer under any order, judgment or decree of any state or federal court or federal or state governmental authority.

14.6.4 *Required Consents*. No order, consent, permit or approval of any state or federal governmental authority is required on the part of Developer for the execution and delivery of, and performance of its obligations under, this Agreement and/or the Project Agreements, except for such as have been obtained.

14.7 Actual Knowledge. For purposes of this Section and each of the documents executed in connection herewith, "**Actual Knowledge**" or words of similar import means and is limited to the actual knowledge, as of the Agreement Date, or, if specifically stated, as of the date of transfer of the Developer Property by Authority to Developer, of David Roberts for City and Jason Illoulian, Alex Smith or Darren Embry for Developer, without any further duty of inquiry or independent investigation on the part of the Party or such individual. Each Party represents and warrants that such persons are the persons within such Party's organization having overall responsibility for the operation and management of such Party (and with respect to the Developer, the Remainder Cells). Each Party understands and agrees that such individual(s) shall not be personally liable for any representation or warranty set forth herein.

ARTICLE 15. MORTGAGEE PROTECTION.

15.1 Definitions. As used in this Section, the term "**Mortgage**" shall include any mortgage, whether a leasehold mortgage or otherwise, deed of trust, or other security interest, or sale and lease-back, or any other form of conveyance for financing recorded against the Property

(or any portion thereof). The term "**Lender**" shall mean and include the holder of the obligations secured by any such Mortgage.

15.2 Notice to City of Mortgage. Notwithstanding the restrictions on transfer in Article 12, mortgages required for construction or term financing of the Project shall be permitted without the consent of City. Developer or Lender may notify City in advance of any Mortgage or any extensions or modifications thereof. Any Lender which has so notified City shall not be bound by any amendment or modification to this Agreement without such Lender giving its prior written consent thereto.

15.3 Developer's Breach Shall Not Defeat Mortgage Lien. Developer's breach of any of the covenants or restrictions contained in this Agreement shall not defeat or render void the lien of any Mortgage made in good faith and for value but, unless otherwise provided herein, the terms, conditions, covenants, restrictions, easements, and reservations of this Agreement shall be binding and effective against the successful bidder at any foreclosure sale under any such Mortgage, transferee in lieu thereof or similar transferee.

15.4 Lender Not Obligated to Construct or Complete Improvements. The Lender under any Mortgage shall in no way be obligated by the provisions of this Agreement to construct or complete the improvements described herein or to guarantee such construction or completion.

15.5 Notice of Default and Termination Notice to Mortgagee. Whenever City shall deliver any notice of a Developer Default hereunder or any proposed termination of this Agreement, City shall at the same time deliver a copy of such notice to each Lender of record of any Mortgage who has previously made a written request to City therefor, or to the representative of such Lender as may be identified in such a written request by the Lender. No Notice of Default or Termination Notice shall be effective as to the Lender unless such notice is given.

15.6 Right to Cure. Each Lender (insofar as the rights of City are concerned) shall have the right, at its option, within ninety (90) calendar days after the receipt of a Notice of Default or Termination Notice, and one hundred twenty (120) calendar days after Developer's cure rights have expired, whichever is later, to:

(a) Obtain possession, if necessary, and to commence and diligently pursue the cure until the same is completed, and

(b) Add the cost of said cure to the security interest debt and the lien or obligation on its security interest;

provided that, in the case of a default which cannot with diligence be remedied or cured within such cure periods referenced above in this Section 15.6, including as a result of delays in obtaining possession of the Developer Property or Developer's bankruptcy, such Lender shall have additional time as reasonably necessary to remedy or cure such default. In the event there is more than one such Lender, the right to cure or remedy a breach or default of Developer under this Section shall be exercisable only by the Lender that is first in priority, or as such Lenders may otherwise agree among themselves, but there shall be only one exercise of such right to cure and remedy a breach or default of Developer under this Section.

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15.7 Assuming Lender. If a Lender or foreclosure transferee (which shall be an affiliate of the Lender) shall undertake to continue the construction or completion of the improvements on the Developer Property as contemplated by this Agreement (beyond the extent necessary to preserve and protect the improvements or construction already made), it must first assume the obligations of Developer under this Agreement by written agreement reasonably satisfactory to City. The Lender must also submit evidence satisfactory to City that it has the qualifications and financial responsibility necessary to perform such obligations, and must agree to complete, in the manner required by the Agreement, the improvements to which the lien or title of Lender relates.

ARTICLE 16. MISCELLANEOUS.

16.1 Estoppel Certificate. Either Party (or a Mortgagee under Article 15) may at any time deliver written notice to the other Party requesting an Estoppel Certificate stating:

(a) The Agreement is in full force and effect and is a binding obligation of the Parties;

(b) The Agreement has not been amended or modified either orally or in writing or, if so amended, identifying the amendments; and

(c) There are no existing Defaults under the Agreement to the actual knowledge of the Party signing the Estoppel Certificate and such Party has not delivered any Notice of Default to the other Party for which the specified default has not been cured or waived (or otherwise describing such Defaults).

A Party receiving a request for an Estoppel Certificate shall provide a signed certificate to the requesting Party within sixty (60) calendar days after receipt of the request. The Director may sign Estoppel Certificates on behalf of City. An Estoppel Certificate may be relied on by assignees and Lenders.

16.2 Force Majeure. Subject to Section 5.6, the time within which Developer or City shall be required to perform any act under this Agreement shall be extended by a period of time equal to the number of days for which such Party's performance is actually delayed by war; acts of terrorism, insurrection; strikes; lock-outs; riots; floods; earthquakes; fires; casualties; natural disasters; acts of God; acts of the public enemy; quarantine restrictions; freight embargoes; governmental restrictions on priority, initiative or referendum; moratoria adopted by governmental agencies other than City; litigation, administrative action or other adversarial proceeding (other than litigation commenced by the delayed Party) seeking to restrain, enjoin, challenge or delay issuance of any of the Development Approvals or this Agreement or the Project Agreements; injunctions issued by any court of competent jurisdiction; failure of governmental entities (other than the City) to issue permits or approvals (including without limitation failure of DTSC to undertake analysis or to issue health risk assessments, permits or approvals required to permit the development of the Project) (the foregoing, individually or collectively, "**Force Majeure**"). Any extension of time for any such cause(s) shall be for the period of the actual enforced delay and shall commence to run from the time of the commencement of the cause, so long as written notice by the Party claiming such extension is sent to the other Party within sixty (60) calendar days of

knowledge by the requesting Party of the commencement of the cause, provided that if the Party claiming such Force Majeure fails to notify the other Party in writing of its request for a given Force Majeure within the sixty (60) calendar days specified above, any extension for such Force Majeure shall be in the sole discretion of the Party to which such request is subsequently made.

16.3 Interpretation.

16.3.1 *Construction of Development Agreement*. The language of this Agreement shall be construed as a whole and given its fair meaning. The captions of the sections and subsections are for convenience only and shall not influence construction. This Agreement shall be governed by the laws of the State of California. This Agreement shall not be deemed to constitute the surrender or abrogation of City's governmental powers over the Developer Property.

16.3.2 *Entire Agreement*. This Agreement, including the Exhibits attached hereto, together with the Project Agreements, constitute the entire agreement between the Parties with respect to the subject matter of this Agreement and this Agreement together with the Project Agreements supersede all previous negotiations, discussions, communications, oral or written, and agreements between the Parties, and no parol evidence of any prior or other agreement shall be permitted to contradict or vary the terms of this Agreement / Project Agreements. In the event of any conflict between or among (i) the terms of this Agreement and any Project Agreements, the terms of this Agreement shall govern with respect to development rights, land uses and entitlements; (ii) the terms of this Agreement and the A&R Option Agreement, the A&R Option Agreement shall govern with respect to conveyance of the Developer Property from Authority to Developer and construction of the Project; (iii) the terms of this Agreement and the Cooperation Agreement, the Cooperation Agreement shall govern with respect to the City and Authority rights and obligations to each other; and/or (iv) the terms of this Agreement (including the incorporation of any terms of the A&R Option Agreement) and the Cooperation Agreement, the terms of this Agreement (including the incorporation of any terms of the A&R Option Agreement) shall govern with respect to Developer's obligations concerning the Project.

16.3.3 *Mutual Covenants*. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the Party benefitted thereby of the covenants to be performed hereunder by such benefitted Party.

16.3.4 *Severability*. If any provision of this Agreement is adjudged invalid, void or unenforceable, that provision shall not affect, impair, or invalidate any other provision, unless such judgment affects a material part of this Agreement in which case the Parties shall comply with the meet and confer procedures set forth in Section 11.5.1 above.

16.4 No Third-Party Beneficiaries. There are no other third-party beneficiaries and this Agreement is not intended, and shall not be construed, to benefit or be enforceable by any other person, excepting the Parties hereto.

16.5 Notice. All notices, demands, consents, requests and other communications required or permitted to be given under this Agreement shall be in writing and shall be deemed conclusively to have been duly given (i) when hand delivered to the other Party; (ii) upon receipt by the Party to which notice is sent when placed in the US mail, with postage fully prepaid,

registered or certified mail, return receipt requested, (iii) the next business day after such notice has been deposited with an overnight delivery service reasonably approved by the Parties (Federal Express, Overnight Express, United Parcel Service and U.S. Postal Service are deemed approved by the Parties), postage prepaid, addressed to the Party to whom notice is being sent as set forth below with next business day delivery guaranteed, provided that the sending Party receives a confirmation of delivery from the delivery service provider, or (iv) if via email, on the date such correspondence is sent, so long as written notice is separately given pursuant to one of the means set forth above.

16.5.1 *To Developer*. Any notice required or permitted to be given by City to Developer under this Agreement shall be in writing addressed as follows:

Developer:
Carson Goose Owner, LLC
659 N. Robertson Blvd.
West Hollywood, CA 90069
Attention: Chris Trueblood
Email: chris@faring.com

With copies to:
Rand, Paster & Nelson LLP
5820 Canoga Avenue
Suite 300
Woodland Hills, CA 91367
Attention: Dave Rand
Email: dave@rpnllp.com

Sheppard Mullin
350 South Grand Avenue, 40th Floor
Los Angeles, California 90071-3460
Attention: Pam Westhoff
Email: pwesthoff@sheppardmullin.com

Allen Matkins Leck Gamble Mallory & Natsis LLP
2010 Main Street Suite 800
Irvine, California 92614
Attention: Pamela L. Andes, Esq.
Email: pandes@allenmatkins.com

or such other address as the Developer may designate in writing to City.

16.5.2 *To City*. Any notice required or permitted to be given by Developer to City under this Agreement shall be in writing, addressed as follows and in addition, shall be delivered in the same manner as specified above to both the City at the addresses set forth below:

City of Carson
701 E. Carson Street
Carson, California 90745
Attention: Community Development Director & City Clerk

DRAFT

Email: nfreeman@carsonca.gov; cityclerk@carsonca.gov

With a copy to: Sunny Soltani, Esq.,

City Attorney
Aleshire & Wynder, LLP
1 Park Plaza, Suite 1000
Irvine, California 92614
Email: ssoltani@awattorneys.com

or such other address as City may designate in writing to Developer.

16.6 Relationship of Parties. It is specifically understood and acknowledged by the Parties that the Project is a private development, that neither Party is acting as the agent of the other in any respect hereunder, and that each Party is an independent contracting entity with respect to the terms, covenants, and conditions contained in this Agreement. The only relationship between City and Developer is that of a government entity regulating the development of private property and the owner of such private property.

16.7 Attorneys' Fees. If either Party to this Agreement is required to initiate or defend litigation against the other Party, the prevailing party in such action or proceeding, in addition to any other relief which may be granted, whether legal or equitable, shall be entitled to reasonable attorneys' fees. Attorneys' fees shall include attorney's fees on any appeal, and, in addition, a Party entitled to attorneys' fees shall be entitled to all other reasonable costs for investigating such action, taking depositions and discovery and all other necessary costs the court allows which are incurred in such litigation. All such fees shall be deemed to have accrued on commencement of such action and shall be enforceable whether or not such action is prosecuted to a final judgment.

16.8 Further Actions and Instruments. Each of the Parties shall cooperate with and provide reasonable assistance to the other to the extent necessary to (i) implement the terms and conditions of this Agreement, the Project, the Existing Development Approvals and the Future Development Approvals made applicable to the Project and/or the Developer Property consistent with the terms of this Agreement, (ii) satisfy the 2022 SEIR Mitigation Measures, the 2022 SEIR Project Design Features, and Conditions of Approval and any subsequent conditions of approval legally required by City as a condition to the subdivision of the 157 Acre Site and development of the Project on the Developer Property, and (iii) prepare and record any necessary amendments to the CC&Rs, or other applicable agreements, covenants, conditions and restrictions and in accordance with this Agreement. Upon the request of either Party at any time, the other Party shall promptly execute, with acknowledgment or affidavit if reasonably required, and file or record such required instruments and writings and take any actions as may be reasonably necessary to implement this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

16.9 Time of Essence. Time is of the essence in: (i) the performance of the provisions of this Agreement as to which time is an element; and (ii) the resolution of any dispute which may arise concerning the obligations of Developer and City as set forth in this Agreement.

16.10 Waiver. Failure by a Party to insist upon the strict performance of any of the provisions of this Agreement by the other Party, or the failure by a Party to exercise its rights upon the default of the other Party, shall not constitute a waiver of such Party's right to insist and demand strict compliance by the other Party with the terms of this Agreement thereafter.

16.11 Recitals / Exhibits. All exhibits attached hereto and incorporated herein by reference and all the Recitals above are acknowledged to be true and correct and are incorporated herein by reference.

16.12 Execution.

16.12.1*Counterparts*. This Agreement may be executed by the Parties in multiple counterparts which counterparts shall be construed together and have the same effect as if all of the Parties had executed one and the same instrument.

16.12.2*Recording*. City Clerk shall cause a copy of this Agreement to be recorded in the Official Records no later than ten (10) calendar days after the date that the City Council approves this Agreement (Government Code § 65868.5). The recordation of this Agreement is deemed a ministerial act and the failure of City to record the Agreement as required by this Section and the Development Agreement Statute does not make this Agreement void or ineffective.

16.12.3*Authority to Execute*. The persons executing this Agreement on behalf of each of the Parties hereto warrant that (i) the Party on which behalf it is executing is duly organized and existing, (ii) such person is duly authorized to sign and deliver this Agreement on behalf of the Party he or she represents, (iii) by so executing this Agreement, such Party is formally bound to the provisions of this Agreement, (iv) the entering into of this Agreement does not violate any provision of any other agreement to which such Party is bound and (v) there is no litigation or legal proceeding which would prevent such Party from entering into this Agreement.

(SIGNATURES ON NEXT PAGE)

DRAFT

IN WITNESS WHEREOF, City and Developer have executed this Agreement as of the date first above written.

CITY OF CARSON,
a California Charter City

By: _____
Name/Title: Lula Davis-Holmes, Mayor

ATTEST:

_____
Dr. Khaleah K. Bradshaw, City Clerk

APPROVED AS TO FORM:

ALESHIRE & WYNDER, LLP

_____
Sunny Soltani, City Attorney

CARSON GOOSE OWNER, LLC,
a Delaware limited liability company

By: _____
Name: William Trueblood
Title: _____

AUTHORITY ACKNOWLEDGMENT

The CARSON RECLAMATION AUTHORITY, a California joint powers authority, as owner of the 157 Acre Site, hereby accepts and agrees to the execution, delivery and recordation of this Development Agreement.

CARSON RECLAMATION AUTHORITY,
a California joint powers authority

_____
Lula Davis-Holmes, Chair

ATTEST:

_____
Dr. Khaleah K. Bradshaw, Authority Secretary

APPROVED AS TO FORM:

ALESHIRE & WYNDER, LLP

_____
Sunny Soltani, Authority Counsel

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On _____, before me, _____,
(insert name of notary)
Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature_____ (Seal)

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On _____, before me, _____,
(insert name of notary)
Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature_____ (Seal)

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On _____, before me, _____,
(insert name of notary)
Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature_____ (Seal)

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Los Angeles)

On _____, before me, _____,
(insert name of notary)
Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

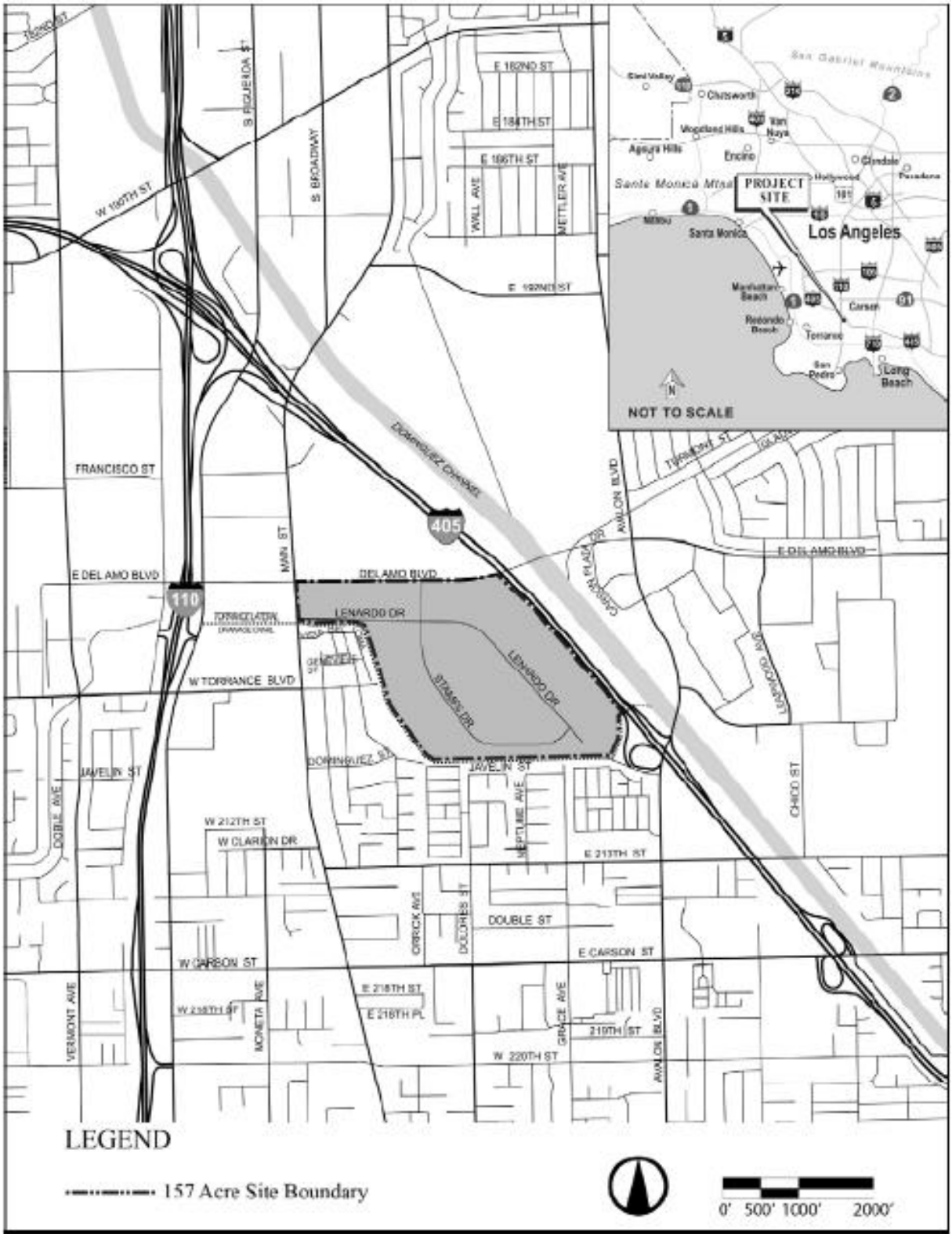
I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature_____ (Seal)

EXHIBIT A

157 Acre Site Map and Depiction of Cells 1 through 5



CELL 1
CAL COMPACT
LANDFILL (SITE)
CELL 4
CELL 2
CELL 3
CELL 5
N
GRAPHIC SCALE
500
1,000
SCALE IN FEET

EXHIBIT B

Parcel Map No. 70372 (Surface Parcel and Subsurface Parcel)

[Attached]

EXHIBIT C

Project Site Plan

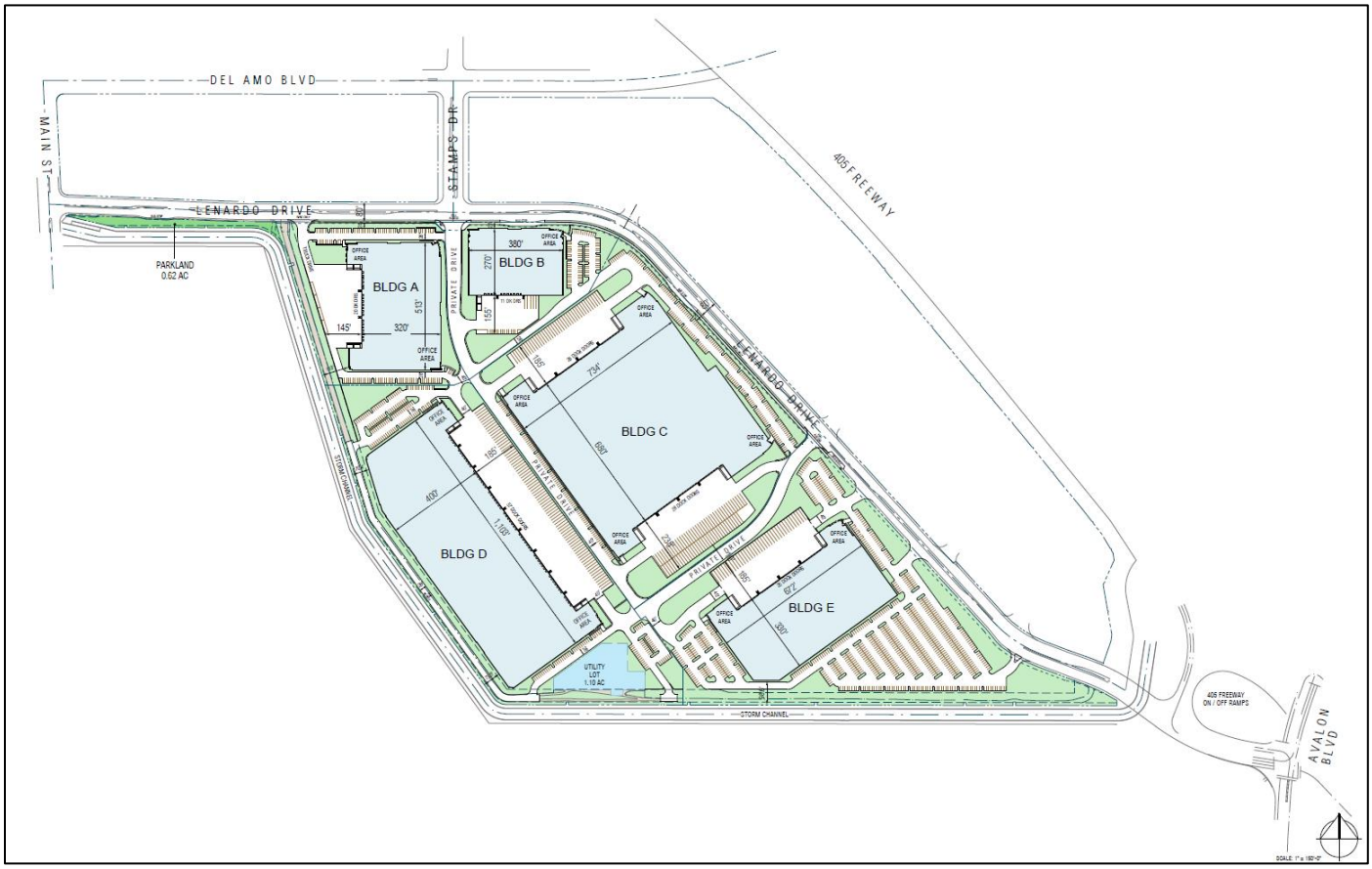


EXHIBIT D

Scope of Development

The Project proposes that the Property (referred to as PA3 under the Specific Plan) will contain light industrial uses with supportive office uses and open space.

The Project will provide a maximum of 1,567,090 sf of light industrial development inclusive of up to 75,000 sf of supportive office uses. PA3 will also include an approximate 0.62- acre parkway space known as the "Enhanced Parkway," that would include an approximately 20- to 40-foot-wide linear park, including shade trees and native planting, a meandering walking path, and a sidewalk along Lenardo Drive from Main Street to the western entrance to Building A in PA3 (shown on Exhibit C attached hereto).

The light industrial uses proposed by the Project will be contained in five main buildings (Buildings A–E), which are anticipated to be occupied by e-commerce and fulfillment center uses or more traditional distribution center and parcel hub type uses, including 75,000 sf of ancillary office space. Flexibility of the use of each individual light industrial building is permitted provided any changes are sufficiently covered by the 2022 SEIR impact analysis.

The building heights of the light industrial buildings, with parapets, would range from 56 feet to a maximum of 65 feet. In addition, in conformance with the 2026 Specific Plan, buildings would be simple geometric shapes with visual interest incorporated through variation in color and materials. Such buildings would be designed using durable and high-quality materials.

Below are the specific square footages proposed for each of the buildings within PA3:

BUILDING AREA	OFFICE	WAREHOUSE	MEZZANINE	**TOTAL**
BUILDING A	12,500 SF	162,715 SF	5,000 SF	180,215 SF
BUILDING B	12,500 SF	89,500 SF	5,000 SF	107,000 SF
BUILDING C (Former Bldgs C&E)	25,000 SF	545,536 SF	20,000 SF	590,536 SF
BUILDING D	12,500 SF	434,170 SF	10,000 SF	456,670 SF
BUILDING E (Former Bldg F)	12,500 SF	210,169 SF	10,000 SF	232,669 SF
TOTALS	75,000 SF	1,442,090 SF	50,000 SF	**1,567,090** SF

EXHIBIT E

Intentionally Omitted

EXHIBIT F

2022 SEIR Mitigation Measures and 2022 SEIR Project Design Features

[Attached]

EXHIBIT G

Conditions of Approval

[Attached]

EXHIBIT H

Intentionally Omitted

EXHIBIT I

Intentionally Omitted

EXHIBIT J

Existing Development Approvals

1. This Amended and Restated Development Agreement (DA) No. 0001-26
2. 2026 Specific Plan Amendment (SP) No. 00004-26
3. The Carson 2040 General Plan, which designates the Property as "Flex District" in the Land Use and Circulation Element
4. Development and Site Plan Review (DOR) No. 00015-26
5. Vesting Tentative Tract Map (TTM) No. 00001-26
6. Certification of 2022 SEIR and adoption of related findings.

CITY OF CARSON

PLANNING COMMISSION

RESOLUTION NO. 26-2902

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON (1) APPROVING (A) DEVELOPMENT AND SITE PLAN REVIEW NO. (DOR) 00015-26; (B) AMENDED VESTING TENTATIVE TRACT MAP (VTTM) NO. 83481; (C) FIND CEQA GUIDELINES 15168 CONSISTENCY

WHEREAS, on May 28, 2026, the Department of Community Development received an application from Carson Goose Owner, LLC, for real property located at 20400 Main Street, requesting approval of Development and Site Plan Review (DOR) No. 00015-26 and an Amendment to Vesting Tentative Tract Map (VTTM) No. 83481 to modify their 2022 District Project entitlements to develop approximately 1,567,090 square feet of light industrial and supportive office uses within five buildings and remove approximately 12 acres of publicly accessible but privately maintained open space and commercial/community-use and amenity areas with 12 commercial buildings, known as the Carson Country Mart; and

WHEREAS, the City of Carson Community Development Department on July 15, 2026, published a legal notice in compliance with State law concerning the Planning Commission consideration of the entitlements in the Our Weekly, a local newspaper of general circulation, which included the date and time of the Planning Commission consideration of Site Plan, and Design Review No. DOR 00015-26 and Amended Tentative Tract Map No. VTTM 83481. In addition, on July 15, 2026, a public hearing notice was mailed to each property owner within an expanded radius (2,500-foot radius) of the Project site, indicating the date and time of the public hearing regarding the proposed modified Project in accordance with state law; and

WHEREAS, during a regular public hearing on August 11, 2026, a public hearing of the Planning Commission was called; and

WHEREAS, on August 11, 2026, the Planning Commission conducted a duly noticed public hearing on the DOR and Amended VTTM as defined below, at which time it received input from City Staff, the City Attorney's office, and the developer; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission of the City of Carson, after which public testimony was closed; and

WHEREAS, Planning Commission has reviewed the DOR, VTTM and all associated documents;

and

WHEREAS, after deliberation the Planning Commission desires to approve Development and Site Plan Review No. DOR 00015-26, Amended Vesting Tentative Tract Map No. VTTM 83481, and CEQA 15168 Compliance for the District at South Bay Specific Plan Amendment; and

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

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

SECTION 1. The Planning Commission finds that the foregoing recitals are true and correct and are incorporated herein by reference.

SECTION 2. The Planning Commission finds as follows:

1. With respect to Development and Site Plan Review No. 00015-26 to permit the design for an approximately 96-acre project with 1,567,090 sf of light industrial and supportive office uses within five buildings.
    a) The Development and Site Plan Review package No. DOR 00015-26 is consistent with the District at South Bay Specific Plan, the Carson General Plan and the Carson Municipal Code. The Project will have a General Plan designation of Light Industrial (LI) as per the District at South Bay Specific Plan.
    b) Building architectural design, site design and open spaces will be compatible with existing and anticipated development in the vicinity. Light Industrial buildings display a modern aesthetic with abundant glazing and sleek edges.
    c) The proposed landscaping conforms to the District at South Bay Specific Plan and the State's Water Efficient Landscape Ordinance (WELO) using native plantings and appropriate irrigation.
    d) The proposed development will be constructed in one single phase.
    e) Vehicular and pedestrian circulation is designed for convenience and safety.
    f) The required findings pursuant to Section CMC Division 5, "Development and Site Plan Review," can be affirmatively made.
2. With respect to Tentative Tract Map (TTM) No. 83481
    a. Tentative Tract Map No. 83481 was reviewed by Transtech Engineering, which determined that the proposed Tentative Tract Map meets the requirements of the City's Municipal Code and the State Subdivision Map Act, and recommended conditions for the final map approval which will be incorporated.
    b. The Tentative Tract Map complies with the City's Zoning Ordinance, the District at South Bay Specific Plan, and General Plan and is consistent with the intent of Article IX, Chapter 2, Section 9203 (Tentative

Maps) of the Carson Municipal Code. The proposed subdivision, together with the provisions for its design and improvement, is consistent and compatible with the General Plan objectives, policies, general land uses, and programs. The proposed project advances the General Plan goals and policies related to land use, transportation, housing, and economic development.

c. None of the findings requiring denial pursuant to California Government Code Section 66474 can be made.

d. The project site is suitable for the proposed project and will accommodate up to 1,567,090 SF of light industrial and supportive office uses within five buildings.

SECTION 3. The Planning Commission further finds that the proposed project is subject to the provisions of CEQA, but that no new environmental review is required for this Project. Pursuant to Public Resources Code § 21166 and the California Environmental Quality Act (CEQA) Guidelines § 15162, once a CEQA environmental review has been certified for a project, a public agency cannot require subsequent or supplemental Environmental Impact Report unless certain criteria are met. A new EIR is only mandated if: (1) substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following: (A) the project will have one or more significant effects not discussed in the previous EIR; (B) significant effects previously examined will be substantially more severe than shown in the previous EIR; (C) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

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Pursuant to CEQA Guidelines § 15168(c)(2), if the lead agency determines that no subsequent EIR would be required under CEQA Guidelines § 15162, the City can approve the activity as being within the scope of the project covered by the previously certified program EIR, and no new environmental review or document is required.

In 2006, in accordance with CEQA, the Carson Redevelopment Agency (RDA), as the lead agency, certified a project-level FEIR for the Carson Marketplace Project (2006 FEIR) and the City approved the Carson Marketplace Specific Plan for the 157-Acre Site and the 11-acre DD3 project area (referred to as the 2006 Project or 2006 Specific Plan).

In 2009, an Addendum to the 2006 FEIR was prepared and subsequently adopted to include changes in the remediation activities for the Project Site in connection with DTSC regulatory requirements (hereinafter, the term "2006 FEIR" represents the 2006 FEIR and its Addendum, and the term "approved" in connection with the FEIR refers to certification of the 2006 FEIR and the adoption of the 2009 Addendum).

In 2011, the City, relying upon the 2006 FEIR, amended the Carson Marketplace Specific Plan and, as part of that amendment, renamed the 2006 Specific Plan to be The Boulevards at South Bay Specific Plan. During its period of ownership, Carson Marketplace LLC began to

implement certain remedial actions to enable development of the approved mixed-use development project pursuant to the 2006 Specific Plan.

In 2018 an SEIR was prepared which supplemented the previously approved 2006 FEIR, as described above, to address the impacts for a new project proposal on PA2 of the Project Site, which included a retail outlet mall to be named the Los Angeles Premium Outlets (LAPO Project). The 2018 SEIR evaluated changes to only the commercially zoned land located south of Del Amo Boulevard, comprising approximately 157 acres. The 2018 Project analyzed under the 2018 SEIR modified or otherwise reduced the scope of the original project analyzed in the 2006 FEIR to ultimately consist of approximately 1,601,500 square feet of regional commercial, general commercial, and related uses, including retail outlet and entertainment uses, up to 1,250 residential units, and up to 350 hotel rooms. Overall, with the proposed modifications, the total square footage was roughly 100,000 square feet less than that studied for the 2006 Project analyzed in the 2006 FEIR. In April 2018, the City approved the 2018 SEIR to implement the 2018 Project as modified and adopted The District at South Bay Specific Plan (thus renaming the previously-approved Boulevards at South Bay Specific Plan).

In 2022, Carson Goose Owner, LLC received entitlements for an amendment to

the District at South Bay Specific Plan, General Plan Amendment, Development Agreement, Site Plan and Design Review, and Vesting Tentative Tract Map, and the City certified Supplemental Environmental Impact Report (SCH No. 2005051059) to modify the permitted land uses within the 96 acre PA3 within the 2018 District at South Bay Specific Plan.

The applicant submitted the District at South Bay Specific Plan Cells 3, 4, and 5 Amendments CEQA Guidelines Section 15168 Evaluation, dated July 2026 and prepared by Environmental Science Associates (ESA) ("CEQA Evaluation"), to summarize the project modifications and evaluate the Modified Project's potential environmental effects relative to the approved project, including the adequacy of previously adopted mitigation measures. The CEQA Evaluation provides evidence that the Modified Project is less intensive than the approved Project and would not result in new environmental impacts. The CEQA Evaluation was independently peer reviewed by the City Attorney, who evaluated the analysis for adequacy and consistency with the requirements of CEQA. The City Attorney confirmed that the CEQA Evaluation provides an adequate basis for the City's environmental review and supports the conclusions presented within the CEQA Evaluation.

The Modified Project is a modification of the previously approved 2022 District at South Bay project. Compared to the 2022 District at South Bay Project Approvals, the Modified Project will not result in new significant impacts or a substantial increase in the severity of impacts identified in the 2022 Supplemental Environmental Impact Report (SEIR) for the District at South Bay Project. The applicable mitigation measures identified in the SEIR are incorporated into the design of the Project and imposed as mitigation measures or conditions of approval, as appropriate. Consequently, none of the conditions that require preparation of a subsequent or supplemental EIR under CEQA Guidelines Section 15162 are present, and therefore the Modified Project is within the scope of the project covered by the previously certified program EIR, and no new environmental review or document is required.

SECTION 4. The Planning Commission of the City of Carson, pursuant to the findings noted above, does hereby: approve Development and Site Plan Review No. DOR 00015-26 and Amended Vesting Tentative Tract Map No. VTTM 83481, conditioned upon City Council's decision to approve the SPA and DA and subject to the
Conditions of Approval contained in Exhibit "B" and Exhibit "C" and incorporated herein by reference.

SECTION 5. This decision of the Planning Commission shall become effective and final 15 days from the date of the action, in accordance with Section 9415.4 of the Zoning Ordinance, unless an appeal is filed within that time in accordance with Section 9415.4 of the Zoning Ordinance.

SECTION 6. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant

APPROVED and **ADOPTED** this 11th of August 2026.

CHAIRPERSON

ATTEST:

SECRETARY

EXHIBIT “A”
Legal Description

EXHIBIT "A"
LEGAL DESCRIPTION

FFD CARSON, LLC PROPERTY
CITY OF CARSON, CA

An airspace parcel situated in the City of Carson, County of Los Angeles, State of California, being a portion of Parcel 2 of Parcel Map No. 70372 as shown on a map thereof filed in Book 377, Pages 76 through 89 of Parcel Maps in the Office of the county Recorder of Said Los Angeles County, bounded northerly and northeasterly by the southerly and southwesterly right-of-way line of Lenardo Drive as shown on said Parcel Map No. 70372. The vertical limits of said parcel are the same as the upper and lower limits of said Parcel 2 of Parcel Map No. 70372.

EXCEPTING THEREFROM that portion lying westerly of a line described as follows:

BEGINNING at the northwesterly terminus of that certain course shown as having a bearing and distance of "North 16°55'45" West 50.40 feet" in the westerly boundary line of said Parcel Map No. 70372; thence continuing along its northwesterly prolongation North 16°55'45" West 127.49 feet to the southerly right-of-way line of Lenardo Drive as shown on said Parcel Map No. 70372.

ALSO EXCEPTING THEREFROM that portion included within a parcel of land described as follows:

COMMENCING at the easterly terminus of that certain course shown as having a bearing and distance of "North 89°54'32" West 239.64 feet" in the southerly boundary line of said Parcel Map No. 70372; thence along said course and said southerly boundary line, North 89°54'32" West 49.72 feet; thence leaving said southerly boundary line at a right angle, North 00°05'28" East 60.00 feet to the **TRUE POINT OF BEGINNING;**

Thence continuing North 00°05'28" East 45.57 feet; thence North 54°06'27" East 238.88 feet; thence South 89°54'32" East 103.31 feet; thence South 00°05'28" West 112.84 feet; thence South 89°54'32" East 70.02 feet; thence South 00°05'28" West 73.09 feet to a line parallel with and 60.00 feet northerly from said southerly boundary line; thence along said parallel line North 89°54'32" West 89.69 feet; thence South 00°05'28" West 22.00 feet to a line parallel with and 38.00 feet northerly from said southerly boundary line; thence along said parallel line North 89°54'32" West 46.17 feet; thence North 00°05'28" East 22.00 feet to a line parallel with and 60.00 feet northerly from said southerly boundary line; thence along said parallel line North 89°54'32" West 230.76 feet to the **TRUE POINT OF BEGINNING.**

CONTAINING: 84.018 Acres±

SUBJECT TO a perpetual nonexclusive easement in favor of the Carson Reclamation Authority, a California joint powers authority, the City of Carson, a California charter city, and their respective successors and assigns, for vehicular ingress, egress and access in, on, over and through that certain portion of the foregoing parcel described as follows:

That certain parcel of land situated in the City of Carson, County of Los Angeles, State of California, being a portion of Parcel 2 of Parcel Map No. 70372 as shown on a map thereof filed in Book 377, Pages 76 through 89 of Parcel Maps in the office of the County Recorder of said Los Angeles County, lying northeasterly, easterly, southeasterly, southerly, southwesterly and westerly of the following described line:

COMMENCING at the northwesterly terminus of that certain course shown as having a bearing and distance of "North 69°18'31" West 219.32 feet" in the centerline of Lenardo Drive as shown on said Parcel Map No. 70372; thence along said centerline South 69°18'31" East 211.70 feet; thence leaving said centerline at a right angle South 20°41'29" West 52.00 feet to the southwesterly right-of-way line of said Lenardo Drive and the **TRUE POINT OF BEGINNING;**

Thence leaving said right-of-way line, South 56°57'36" East 2.54 feet to the beginning of a tangent curve concave westerly and having a radius of 25.00 feet; thence southeasterly, southerly and southwesterly along said curve 41.19 feet through a central angle of 94°23'35"; thence tangent from said curve South 37°25'59" West 4.49 feet to the beginning of a tangent curve concave northwesterly and having a radius of 20.00 feet; thence along said curve southwesterly 12.89 feet through a central angle of 36°55'05"; thence tangent from said curve South 74°21'04" West 47.90 feet to the beginning of a tangent curve concave northwesterly and having a radius of 100.00 feet; thence along said curve southwesterly and westerly 27.47 feet through a central angle of 15°44'24"; thence tangent from said curve North 89°54'32" West 111.78 feet; thence North 87°17'47" West 41.26 feet; thence North 89°17'14" West 21.75 feet; thence North 79°06'08" West 28.22 feet; thence North 89°54'32" West 10.00 feet; thence South 79°06'08" West 38.10 feet; thence North 89°27'08" West 116.47 feet; thence North 84°37'30" West 36.20 feet; thence North 89°54'32" West 10.00 feet; thence South 86°17'57" West 34.01 feet; thence South 89°41'45" West 106.17 feet; thence North 88°16'18" West 130.87 feet; thence South 89°45'43" West 74.68 feet; thence North 88°31'14" West 108.06 feet; thence South 87°59'30" West 41.23 feet; thence North 88°38'27" West 109.12 feet; thence South 89°22'22" West 288.45 feet; thence North 88°41'33" West 130.25 feet; thence North 89°54'32" West 187.18 feet; thence North 87°03'05" West 72.60 feet; thence North 00°06'07" East 30.38 feet to a line parallel with and 60.00 feet northerly from the southerly boundary line of said Parcel Map No. 70372;

Thence along said parallel line North 89°54'32" West 89.69 feet; thence South 00°05'28" West 22.00 feet to a line parallel with and 38.00 feet northerly from said southerly boundary line; thence along said parallel line North 89°54'32" West 46.17 feet; thence North 00°05'28" East 22.00 feet to a line parallel with and 60.00 feet northerly from said southerly boundary line; thence along said parallel line North 89°54'32" West 230.76; thence South 00°05'28" West 12.08 feet; thence South 87°45'13" West 107.96 feet; thence South 84°25'50" West 56.47 feet to the beginning of a tangent

curve concave northeasterly and having a radius of 60.00 feet; thence along said curve westerly and northwesterly 58.55 feet through a central angle of 55°54'23";

Thence tangent from said curve North 39°39'47" West 51.49 feet; thence North 35°50'18" West 710.46 feet; thence North 36°59'37" West 47.71 feet to the beginning of a tangent curve concave north easterly and having a radius of 200.00 feet; thence along said curve northwesterly 68.92 feet through a central angle of 19°44'42"; thence tangent from said curve North 17°14'55" West 260.01 feet; thence North 17°45'00" West 196.84 feet; thence North 17°01'24" West 376.94 feet; thence North 16°26'55" West 199.38 feet; thence North 16°58'02" West 117.53 feet; thence North 00°11'00" East 65.69 feet to the southerly right-of-way line of Lenardo Drive as shown on said Parcel Map No. 70372.

EXCEPTING THEREFROM that portion lying westerly of a line described as follows:

BEGINNING at the northwesterly terminus of that certain course shown as having a bearing and distance of "North 16°55'45" West 50.40 feet" in the westerly boundary line of said Parcel Map No. 70372; thence continuing along its northwesterly prolongation North 16°55'45" West 127.49 feet to the southerly right-of-way line of Lenardo Drive as shown on said Parcel Map No. 70372.

ALSO EXCEPTING THEREFROM that portion included within a parcel of land described as follows:

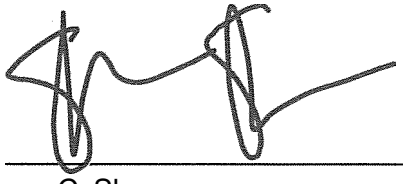
COMMENCING at the westerly terminus of that certain course shown as having a bearing and distance of "North 89°54'32" West 406.97 feet" in the southerly boundary line of said Parcel Map No. 70372; thence along said course and said southerly boundary line, South 89°54'32" East 406.97 feet to the most southeasterly corner of said Parcel Map No. 70372; thence along the most easterly boundary line of said Parcel Map No. 70372, North 00°04'32" East 12.00 feet to a line parallel with and 12.00 feet northerly from said southerly boundary line, said point also being the **TRUE POINT OF BEGINNING;**

Thence along said parallel line North 89°54'32" West 140.33 feet; thence North 74°21'04" East 12.71 feet to the beginning of a tangent curve concave northwesterly and having a radius of 47.00 feet; thence along said curve northeasterly and northerly 49.80 feet through a central angle of 60°42'52"; thence tangent from said curve North 13°38'12" East 20.04 feet to a point on a non-tangent curve concave southwesterly and having a radius of 615.00 feet, a radial line from said point on said curve bears North 23°35'43" East, said curve also being in the southwesterly right-of-way line of Lenardo Drive as shown in said Parcel Map No. 70372; thence along said curve and said right-of-way line southeasterly 102.85 feet through a central angle of 09°34'54" to said most easterly boundary line of said Parcel Map No. 70372; thence along said most easterly boundary line, South 00°04'32" West 8.47 feet to the **TRUE POINT OF BEGINNING.**

CONTAINING: 3.420 Acres±

ALSO SUBJECT TO all Covenants, Rights, Rights-of-Way and Easements of Record.

The foregoing airspace parcel and access easement are depicted on **EXHIBIT "B"** attached and by this reference made a part hereof.



06/25/2020

Steven C. Slocum — Date

Michael Baker International
5 Hutton Centre, Suite 500
Santa Ana, California 92707

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CITY OF CARSON

COMMUNITY DEVELOPMENT

PLANNING DIVISION

EXHIBIT "B"

CONDITIONS OF APPROVAL

DISTRICT AT SOUTH BAY DEVELOPMENT AND SITE PLAN REVIEW No. DOR 00015-26

These "Conditions of Approval" shall govern the development of Planning Areas (PA) 3 of the District at South Bay Specific Plan ("Specific Plan"), located at 20400 South Main St. in the City of Carson ("Project Site"). The "Project" consists of light industrial uses and ancillary office uses within PA3. The Project is proposed by the "Applicant" which currently consists of Carson Goose Owner, LLC which term shall include the successors and assigns of the Applicant (aka, the "Developer").

GENERAL CONDITIONS

1. The Applicant shall sign an Affidavit of Acceptance form and submit the document to the Planning Division within 30 days of receipt of the City Council Resolution approving the amendment to the Specific Plan.

2. The adopted Ordinance approving the Specific Plan, including the Conditions of Approval contained herein, and the signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.

3. These Conditions of Approval shall be subject to the terms and conditions of the 2026 Specific Plan, 2022 Final Supplemental Environmental Impact Report (FSEIR), Mitigation Monitoring and Reporting Program (MMRP), and Amended and Restated Development Agreement ("DA" or "Development Agreement"). In the event of a conflict between these Conditions of Approval and the Development Agreement the Development Agreement shall control.

4. The Applicant shall submit a complete set of electronic Construction Drawings that conform to all the Conditions of Approval to be reviewed and approved by the Planning Division prior to Building and Safety plan check submittal.

5. The Applicant shall comply with all City, county, state, and federal regulations applicable to the Project, including, without limitation. all DTSC requirements and regulations, including remedial systems, site improvements, Building Protection Systems (BPS) and other associated improvements.

6. The Applicant shall comply with all Mitigation Measures, Project Design Features, and Project Characteristics as described in the 2022 Final Supplemental Environmental Impact Report and MMRP.

7. The Applicant shall make any necessary site plan and design revisions to the site plan and elevations approved by the Planning Commission or City Council in order to comply with all the Conditions of Approval and applicable Specific Plan No. SPA 00004-26 provisions.

8. City Approvals. All approvals by City, the Carson Reclamation Authority (CRA), and the Department of Toxic Substance Control (DTSC) with respect to the Project and/or the Conditions of Approval set forth herein, unless otherwise specified, shall be by the department head of the department or agency requiring the applicable condition. All agreements, covenants, easements, deposits and other documents required herein where City is a party shall be in a form approved by the City Attorney. The Applicant shall pay the cost for review and approval of such agreements and deposit necessary funds, if required by the "Reimbursement Agreement" (as defined in the DA).

9. Reimbursement Agreement. A trust deposit account shall be established and maintained if required by the Reimbursement Agreement.

10. Indemnification. The Applicant, and its tenant(s), for themselves and their successors in interest ("Indemnitors"), agree to defend, indemnify and hold harmless the City of Carson, its agents, officers and employees, and each of them ("Indemnitees") as set forth in the DA from and against any and all claims, liabilities, damages, losses, costs, fees, expenses, penalties, errors, omissions, forfeitures, actions, and proceedings (collectively, "Claims") against Indemnitees with respect to the Project entitlements or approvals that are the subject of these Conditions of Approval, and any Claims against Indemnitees which are in any way related to Indemnitees' review of or decision upon the Project that is the subject of these Conditions of Approval (including, without limitation, any Claims related to any finding, determination, or claim of exemption made by Indemnitees pursuant to the requirements of the California Environmental Quality Act, DTSC, or other local or State Agencies, and any Claims against Indemnitees which are in any way related to any damage or harm to people or property, real or personal, arising from Indemnitors' construction or operations of the Project, including remedial systems, site improvements, Building Protection Systems (BPS) and other associated improvements. or any of the Project entitlements or other approvals that are the subject of Conditions of the Approvals for the Specific Plan, Site Plan and Design Review and Tentative Tract Map. The City will promptly notify Indemnitors of any such claim, action or proceeding against Indemnitees, and, at the option of the City, Indemnitors shall either undertake the defense of the matter or pay Indemnitees associated legal costs or shall advance funds assessed by the City to pay for the defense of the matter by the City Attorney. In the event the City opts for Indemnitors to undertake defense of the matter, the City will cooperate reasonably in the defense, but retains the right to settle or abandon the matter without Indemnitors'

consent. Indemnitors shall provide a deposit to the City in the amount of 100% of the City's estimate, in its sole and absolute discretion, of the cost of litigation / Claims asserted, including the cost of any award of attorneys' fees, and shall make additional deposits as requested by the City to keep the deposit at such level. If Indemnitors fail to provide or maintain the deposit, Indemnitees may abandon the action and Indemnitors shall pay all costs resulting therefrom and Indemnitees shall have no liability to Indemnitors.

SPECIAL CONDITIONS

11. The development of the Project may be phased as described in The District at South Bay Specific Plan FSEIR and or the Development Agreement.

12. Prior to issuance of building permits, the Applicant shall provide plans to the Planning Division for approval of Electric Vehicle charging stations and infrastructure as required by the Specific Plan and the MMRP. Prior to issuance of occupancy permits for any building in PA 3, the Applicant shall install Electric Vehicle charging stations and infrastructure for that specific building, that are consistent with the approved Site Plan, Construction Drawings and the 2022 SEIR MMRP.

13. The Applicant shall achieve certification or the equivalent of compliance with LEED green building standards of at least silver standard.

14. Prior to issuance of building permits, the Applicant shall provide Construction Drawings to the Planning Division for approval to screen all utility boxes and fire equipment as permitted by the associated agencies with jurisdiction over said utility and/or equipment including but not limited to services related to electricity, water, sewer, cable, gas, telephone, and fire. Prior to issuance of occupancy permits for any building in PA 3, the Applicant shall install the screening consistent with the approved Construction Documents for said PA.

15. The Site Plan and Design Review approval shall not be effective until such time as the City Council approves the Specific Plan Amendment, and the Development Agreement and said documents are legally effective.

16. The final Construction Documents shall comply with the provisions and requirements of the Development Agreement and the Specific Plan and final approved Site Plan.

17. The Project shall comply with the Artistic Feature requirements described in the Specific Plan (and otherwise set forth under the Development Agreement).

18. Architectural design and details shall be in substantial conformance with the approved Site Plan and Design Review documents. Any alteration shall be first approved by the Planning Division consistent with any applicable Specific Plan and/or Development Agreement provisions.

19. Bike parking stalls/racks shall be shown in the Construction Drawings for PA 3 prior to the issuance of building permits and shall conform to the Specific Plan and Carson Municipal Code requirements.

20. Any roof-mounted equipment shall be screened to the satisfaction of the Planning Division. Rooftop equipment and ground-mounted screening methods shall be identified in Construction Drawings and verified prior to issuance of building permit. In general, all roof mounted equipment shall be screened by the building parapets. Additional screening will be required if determined necessary.

21. Exterior building elevations showing building wall materials, roof types, exterior colors and appropriate vertical dimensions shall be included in the development Construction Drawings and shall be consistent with the approved Site Plan and Design Review documents.

22. The Applicant and warehouse tenants/owners and/or operators shall ensure that all truck fleets accessing the Project's light industrial uses shall meet or exceed the 2014 model-year emissions equivalent engine standards as currently defined in California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025. Light Industrial tenants shall ensure that of all trucks of model year 2021 and newer 75 percent will be zero- or near-zero-emissions vehicles by 2035, and 100 percent zero- or near-zero-emissions vehicles by 2040. Facility operators shall maintain records on site demonstrating compliance with this requirement and shall make records available to inspection by local jurisdiction, air districts, and the State upon request.

23. The Applicant shall send a notice of forthcoming construction activities to owners and tenants within 500 feet of the Project at least seven days prior to commencement of construction.

24. The Applicant shall ensure that the fugitive dust control program is implemented during construction. The program shall be depicted on the construction drawings/grading plans and the contractor shall be responsible for implementation.

25. The Applicant shall submit a report pursuant to the applicable provisions of the California Building Code, prepared by a licensed civil engineer designated by the applicant and approved by the City, which shall provide and include plans for a protective system or systems designated to eliminate or mitigate the potential hazards and environmental risks associated with the proposed use pursuant to Carson Municipal Code 9141.12. Otherwise, the Community Development Director can approve alternative methods to accomplish the same and to protect the health and safety issues associated with the development on a former landfill site and obtaining approval from the permitting agencies including but not limited to DTSC.

    a. The report shall require approval by the Building Official.

    b. All measures to eliminate or mitigate the hazards and environmental risks associated with the site proposed in the report approved by the Building Official shall be incorporated into the project. Such measures shall include monitoring, evaluation and control of methane gas produced by the site as the City shall determine to be necessary to protect the public health, safety or welfare with respect to the production or migration of methane gas.

c. Monitoring and regular inspections and reports by a licensed civil engineer designated by the applicant and monitored, evaluated and approved by the Building Official shall be done and filed with the City from time to time as directed by the Building Official at the applicant's cost.

26. Adequate measures shall be taken to eliminate odors during the grading operations as a result of the site being a former landfill to the satisfaction of the Community Development Director.

27. The applicant shall, at the applicant's own expense, carry public liability insurance during the existence of this permit, with a company and policy to be approved by the City Attorney, covering liability for injuries or death arising out of or in connection with the use of the site pursuant to said permit in an amount not less than $5,000,000. The City shall be named as an additional assured under such insurance policy or alternative insurance coverage as approved by the Community Development Director exceeding this requirement.

28. Hours of operation for the Light industrial areas will be generally permitted 24 hours per day. However, onsite outdoor activities and outdoor operations located in the following areas (the "Outdoor Restricted Areas") shall be restricted to 8:00 a.m. to 10:00 p.m.:

    a. Areas in and around the loading docks of Building A;

    b. Parking and access areas between Buildings A and D;

    c. Parking and access areas between Building D and Lot 7; and

    d. Parking and access areas between Lot 7 and Building E

    No outdoor industrial activities or outdoor operations, including truck reverse motion alarm/beeping (other than routine ingress and egress into and around the facility) shall be permitted within the Outdoor Restricted Area between 10:00 p.m. and 8:00 a.m.

LANDSCAPE / IRRIGATION

29. Landscaping shall conform to the provisions contained in the Specific Plan.

30. Prior to issuance of any building permit, the Applicant shall provide landscape plans to the Planning Division for approval for all areas, including the Light Industrial Area, open spaces, Landscape Theme Areas, Project Entries, streetscapes, parking lots and slopes. The Community Development Director may approve a phased landscape plan.

31. Installation, maintenance, and repair of all landscaping shall be the responsibility of the Applicant. All landscaping shall be installed prior to issuance of any occupancy permits. The Community Development Director may approve a phased installation of the landscaping.

32. Landscaping shall be provided with a permanently installed, automatic irrigation system and operated by an electrically-timed controller station set for early morning or late evening irrigation per the Specific Plan.

33. Installation of 6" high concrete curbs are required around all landscaped planter areas, except for areas determined by National Pollutant Discharge Elimination System (NPDES) permit or other applicable condition of approval that requires certain landscaped areas to remain clear of concrete curbs for more efficient storm water runoff flow and percolation as deemed necessary by the City Engineer. Revised landscaping and irrigation plans shall be reviewed and approved by the Planning Division should subsequent modifications be required by other concerned agencies regarding the removal of concrete curbs.

34. The proposed irrigation system shall include best water conservation practices.

35. Backflows shall be screened with min. 5' wide planters and landscape screen material, with plant material per the Specific Plan. Paint device green color similar to Frazee, aeroplate 'Forest Green' or equal. Transformers shall be screened with shrubs and ground covers, with plant material per the Specific Plan.

36. The Project shall comply with AB 325, the State Model Water Efficient Landscape Ordinance. Maximum Applied Water Allowance, MAWA, and Estimated Applied Water Use shall be calculated and submitted on all landscape construction documents.

37. All walls shall include creeping vines shall be installed on the project side of the wall and shall be passed through the walls to the opposite side by drilling holes on wall or by other method as approved by the Planning Division.

38. Show corner sight line distances on the landscape plan per Engineering Department Standard Drawings.

WALLS/FENCES

39. Prior to the issuance of a building permit, a Wall and Fence Plan shall be reviewed and approved by the Planning and Building Divisions. The plans shall indicate materials colors and height of proposed and existing walls and fences and shall include a cross section of walls and fences indicating adjacent grades. Walls shall be consistent with the requirements of the Specific Plan.

40. All walls in PA 3 shall conform to those specified in the Specific Plan. The standard height of such walls is eight feet. However, due to the proximity to noise-sensitive uses, the height of certain walls will conform with the specifications described in the Development Standards of the District at Southbay Specific Plan.

41. All walls shall include graffiti-resistant coating.

LIGHTING

42. All exterior lighting and sign lighting shall be provided in compliance with the standards pursuant to the Specific Plan.

43. Two sets of lighting plans are to be drawn, stamped, and signed by a licensed lighting consultant and submitted and approved by the Planning Division prior to the issuance of any building permits

44. All lighting within the Project shall be directed on-site in such a manner as to not create a nuisance or hazard to adjacent streets and properties, which shall be subject to the approval of the Planning Division.

SIGNAGE

45. Prior to issuance of a building permit, the Applicant shall submit a Comprehensive Sign Program for PA 3 that is consistent with the approved Specific Plan and Development Agreement and all applicable previously approved sign programs.

46. Prior to issuance of building permits, the Applicant shall provide plans to the Planning Division for approval of entry monument signage consistent with the Comprehensive Sign Program.

47. Prior to issuance of building permits, the Applicant shall provide plans to the Planning Division for approval of Directional/wayfinding signage consistent with the Comprehensive Sign Program.

48. Show corner sight line distances on a site plan per Engineering Department Standard Drawings. All project freestanding signs shall comply with the sight line distance standards.

49. All building-specific signs shall be installed prior of issuance of occupancy permits for that specific building.

PARKING

50. All parking areas and driveways shall remain clear. No encroachment into parking areas and/or driveways shall be permitted.

51. All areas used for the movement parking, loading, repair or storage of vehicles shall be paved with either:

    a. Concrete or asphaltic concrete to a minimum thickness of three and one-half inches over four inches of crushed aggregate base; or

    b. Other surfacing material which, in the opinion of the Director of Public Works, provides equivalent life, service and appearance.

52. Light industrial tenants shall provide preferential parking for employees using vehicles displaying valid “clean air vehicles” decals issued by the California Department of Motor Vehicles. Percentage of parking to be allotted by facility shall be governed by City or CALGreen standards. The Applicant shall provide passenger vehicle charging stations for a minimum of 10 percent of parking spaces. Compliance shall be in accordance with CALGreen Code applicable at the time building permits are issued.

TRASH

53. Trash collection shall comply with the requirements of the City’s trash hauler.

BUILDING AND SAFETY DIVISION

54. Submit development plans for plan check review and approval prior to issuance of permits.

55. Obtain all appropriate permits and an approved final inspection for the proposed Project.

56. A Final Map, prepared by or under the direction of a pre-1982 Registered Civil Engineer or Licensed Land Surveyor, shall be submitted to and approved by the City.
57. The Final Map plan check application must be submitted through the City's permitting portal at:
58. https://cityofcarsonca-energovweb.tylerhost.net/apps/selfservice#/home
59. Under Permits, select Miscellaneous Application
60. In the Description field, indicate: Final Map Review
61. Once the application is processed, the Final Map and all supporting documents shall be uploaded to the City's Building Division plan check portal at:
62. https://gopost-transtech.eplansoftreview.com/#/login?portal=carson
63. Select For Permitting – Land Survey Plan Check as the review type.
64. A soils report is required.
65. A preliminary tract map guarantee shall be provided which indicates all trust deeds (to include the name of the trustee), all easement holders, all fee interest holders, and all interest holders whose interest could result in a fee. The account for this title report shall remain open until the final tract map is filed with the Los Angeles County Recorder.
66. Easements shall not be granted or recorded within any area proposed to be dedicated, offered for dedication, or granted for use as a public street, alley, highway, right of access, building restriction, or other easements until after the final tract map is approved by the City and filed with the Los Angeles County Recorder; unless such easement is subordinated to the proposed dedication or grant. If easements are granted after the date of tentative approval, a subordination shall be executed by the easement holder prior to the filing of the final tract map.
67. Monumentation of tract map boundaries, street centerlines, and lot boundaries is required if the map is based on a field survey.
68. All conditions from City Departments and Divisions shall be incorporated into the tract map prior to submitting the tract map for review.
69. In accordance with California Government Code Sections 66442 and/or 66450, documentation shall be provided indicating the mathematical accuracy and survey analysis of the tract map and the correctness of all certificates. Proof of ownership and proof of original signatures shall also be provided.
70. Proof of Tax clearance shall be provided at the time of tract map review submittal.

ENGINEERING SERVICES DEPARTMENT - CITY OF CARSON

74 Any existing off-site improvements damaged during the construction shall be removed and reconstructed per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.

75 A construction permit is required for any work to be done in the public right-of-way.

76 The Applicant shall comply with street improvements and all other requirements included in the Development Agreement.

77 Truck Traffic Restrictions:

a) Truck access to and from Avalon Boulevard shall be prohibited. Appropriate signage shall be included in the Street Improvement Plans or other appropriate plans to prohibit any truck access to and from Avalon Boulevard (i.e., prohibition on trucks either entering or exiting the project site from Avalon Boulevard).

b) Trucks shall be prohibited from making right turns from the access driveways for the industrial buildings into Lenardo Drive with the exception of the driveway for building A. Appropriate signage shall be included in the Street Improvement Plans or other appropriate plans to prohibit trucks from making right turns from the access driveways for the industrial buildings into Lenardo Drive with the exception of the driveway for building A.

c) Trucks shall be prohibited from making right turns from Stamps to Del Amo Boulevard. Trucks shall also be prohibited from entering the site from west bound Del Amo Boulevard. Appropriate signage shall be included in the Street Improvement Plans or other appropriate plans to prohibit trucks from making right turn from Stamps to Del Amo Boulevard and from entering the site from west bound Del Amo Boulevard.

d) Trucks shall be prohibited from queuing on any public roads. Appropriate signage shall be included in the Street Improvement Plans (or other appropriate plans) intended to prohibit trucks from queuing on any public roads.

e) The aforementioned restrictions shall be added to the MMRP as Project Design Features including a requirement that all tenant leases include information about such restrictions.

78 The Applicant shall comply with all conditions and requirements imposed in connection with recordation of the Final Tract Map by the City's Public Works Department, as approved by the City Engineer.

Prior to Issuance of Building Permit

Prior to Certificate of Occupancy

79 The Applicant shall comply with all requirements from L.A. County Sewer Maintenance Division for Maintenance of new and/or existing sewer main, relating to this development, prior to release of all improvement bonds.

80 The Applicant shall execute and provide to the City Engineer, a written statement from the water purveyor (Calwater) indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the development and that water service will be provided to each building. Comply with mitigation measures recommended by the water purveyor.

81 The Applicant shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study, subject to the approval of the City Engineer.

82 If needed, easements shall be granted to the City, appropriate agency, or entity for the purpose of ingress, egress, construction, and maintenance of all infrastructures constructed and handicap access for this development to the satisfaction of the City Engineer and or appropriate agency or entity.

83 All infrastructure necessary to serve the PA3 Project (water, sewer, storm drain, and street improvements) shall be in operation prior to the issuance of Certificate of Occupancy of any building in PA3.

PUBLIC WORKS – WATER QUALITY

Prior to Issuance of Building Permit

84 Per City of Carson ordinance 5809 and SUSMP 2009, the Applicant shall comply with all applicable Low Impact Development ("LID") requirements and shall include Best Management Practices ("BMP") necessary to control storm water pollution from construction activities and facility operations to the satisfaction of the City Engineer.

85 Applicant shall complete and provide a BMP Reporting Template to City of Carson, Engineering Services Department.

86 Applicant shall provide contact information of the Qualified Storm Water Developer ("QSD") and/or Qualified SWPPP (Storm Water Pollution Prevention Plan) Developer ("QSP") for the Project Site.

87 Applicant shall submit digital copies of 2009 SUSMP/LID/NPDES/Grading Plans to City of Carson Building & Safety Division.

88 Applicant shall complete, sign and return the Stormwater Planning Program LID Plan Checklist form and return to City of Carson Engineering Services Division.

Prior to Certificate of Occupancy

89 For any structural and/or treatment water quality control device installed, the Applicant, shall record a maintenance covenant pursuant to Section 106.4.3 of the County of Los Angeles Building Code and title 12, Chapter 12.80 of the Los Angeles County Code relating to the control of pollutants carried by storm water runoff. In addition, an exhibit shall be attached to such covenant to identify the location and maintenance information for any structural and/or treatment control device installed.

f) The Maintenance Covenant shall be reviewed and approved by the City Engineer prior to recordation with the Los Angeles County Registrar-Recorder/County Clerk.

g) RECORDATION of the Maintenance Covenant is the responsibility of the Applicant. Provide a copy of the recorded Covenant Agreement to City Engineer prior to certificate of occupancy for any building.

90 Inspection will be conducted once a year after any portions of the Project are constructed.

FIRE DEPARTMENT

91 The proposed development for the Project shall obtain approval and comply with all Los Angeles County Fire Department requirements.

CITY OF CARSON

COMMUNITY DEVELOPMENT

PLANNING DIVISION

EXHIBIT "C"

CONDITIONS OF APPROVAL

DISTRICT AT SOUTH BAY VESTING TENTATIVE TRACT MAP 83481

These "Conditions of Approval" shall govern the development of Planning Areas (PA) 3 of the District at South Bay Specific Plan ("Specific Plan"), located at 20400 South Main St. in the City of Carson ("Project Site"). The "Project" consists of light industrial uses and ancillary office uses. The Project is proposed by the "Applicant" which currently consists of Carson Goose Owner, LLC which term shall include the successors and assigns of the Applicant (aka, the "Developer").

GENERAL CONDITIONS

1. The Applicant shall sign an Affidavit of Acceptance form and submit the document to the Planning Division within 30 days of receipt of the City Council Resolution approving the amendment to the Specific Plan.

2. The adopted Ordinance approving the Specific Plan, including the Conditions of Approval contained herein, and the signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.

3. These Conditions of Approval shall be subject to the terms and conditions of the Specific Plan, 2022 Final Supplemental Environmental Impact Report (FSEIR), Mitigation Monitoring and Reporting Program (MMRP), Amended and Restated Development Agreement ("DA" or "Development Agreement"). In the event of a conflict between these Conditions of Approval and the Development Agreement the Development Agreement shall control.

4. The Applicant shall submit a complete set of electronic Construction Drawings that conform to all the Conditions of Approval to be reviewed and approved by the Planning Division prior to Building and Safety plan check submittal.

5. The Applicant shall comply with all City, county, state, and federal regulations applicable to the Project, including, without limitation. all DTSC requirements and regulations, including remedial systems, site improvements, Building Protection Systems (BPS) and other associated improvements.

6. The Applicant shall comply with all Mitigation Measures, Project Design Features, and Project Characteristics as described in the 2022 Final Supplemental Environmental Impact Report and MMRP.

7. The Applicant shall make any necessary site plan and design revisions to the site plan and elevations approved by the Planning Commission or City Council in order to comply with all the Conditions of Approval and applicable Development and Site Plan Review No. DOR 00015-26 provisions.

8. City Approvals. All approvals by City, the Carson Reclamation Authority (CRA), and the Department of Toxic Substance Control (DTSC) with respect to the Project and/or the Conditions of Approval set forth herein, unless otherwise specified, shall be by the department head of the department or agency requiring the applicable condition. All agreements, covenants, easements, deposits and other documents required herein where City is a party shall be in a form approved by the City Attorney. The Applicant shall pay the cost for review and approval of such agreements and deposit necessary funds, if required by the "Reimbursement Agreement" (as defined in the DA).

9. Reimbursement Agreement. A trust deposit account shall be established and maintained if required by the Reimbursement Agreement.

10. Indemnification. The Applicant, and its tenant(s), for themselves and their successors in interest ("Indemnitors"), agree to defend, indemnify and hold harmless the City of Carson, its agents, officers and employees, and each of them ("Indemnitees") as set forth in the DA from and against any and all claims, liabilities, damages, losses, costs, fees, expenses, penalties, errors, omissions, forfeitures, actions, and proceedings (collectively, "Claims") against Indemnitees with respect to the Project entitlements or approvals that are the subject of these Conditions of Approval, and any Claims against Indemnitees which are in any way related to Indemnitees' review of or decision upon the Project that is the subject of these Conditions of Approval (including, without limitation, any Claims related to any finding, determination, or claim of exemption made by Indemnitees pursuant to the requirements of the California Environmental Quality Act, DTSC, or other local or State Agencies, and any Claims against Indemnitees which are in any way related to any damage or harm to people or property, real or personal, arising from Indemnitors' construction or operations of the Project, including remedial systems, site improvements, Building Protection Systems (BPS) and other associated improvements. or any of the Project entitlements or other approvals that are the subject of Conditions of the Approvals for the Specific Plan, Site Plan and Design Review and Tentative Tract Map. The City will promptly notify Indemnitors of any such claim, action or proceeding against Indemnitees, and, at the option of the City, Indemnitors shall either undertake the defense of the matter or pay Indemnitees associated legal costs or shall advance funds assessed by the City to pay for the defense of the matter by the City Attorney. In the event the City opts for Indemnitors to undertake defense of the matter, the City will cooperate reasonably in

the defense, but retains the right to settle or abandon the matter without Indemnitors' consent. Indemnitors shall provide a deposit to the City in the amount of 100% of the City's estimate, in its sole and absolute discretion, of the cost of litigation / Claims asserted, including the cost of any award of attorneys' fees, and shall make additional deposits as requested by the City to keep the deposit at such level. If Indemnitors fail to provide or maintain the deposit, Indemnitees may abandon the action and Indemnitors shall pay all costs resulting therefrom and Indemnitees shall have no liability to Indemnitors.

SPECIAL CONDITIONS

11. The development of the Project may be phased as described in Specific Plan FSEIR and or the Development Agreement.

12. The Vesting Tentative Tract Map approval shall not be effective until such time the City Council approves the Specific Plan Amendment, and the Development Agreement and said documents are legally effective.

13. The final Construction Documents shall comply with the provisions and requirements of the Development Agreement and the Specific Plan and final approved Site Plan.

14. Developer shall achieve certification or the equivalent of compliance with LEED green building standards of at least silver standard.

15. The applicant shall ensure that the fugitive dust control program is implemented during construction. The program shall be depicted on the construction drawings/grading plans and the contractor shall be responsible for implementation.

16. The Applicant shall submit a report pursuant to the applicable provisions of the California Building Code, prepared by a licensed civil engineer designated by the applicant and approved by the City, which shall provide and include plans for a protective system or systems designated to eliminate or mitigate the potential hazards and environmental risks associated with the proposed use pursuant to Carson Municipal Code 9141.12. Otherwise, the Community Development Director can approve alternative methods to accomplish the same and to protect the health and safety issues associated with the development on a former landfill site and obtaining approval from the permitting agencies including but not limited to DTSC.

    a. The report shall require approval by the Building Official.

    b. All measures to eliminate or mitigate the hazards and environmental risks associated with the site proposed in the report approved by the Building Official shall be incorporated into the project. Such measures shall include monitoring, evaluation and control of methane gas produced by the site as

the City shall determine to be necessary to protect the public health, safety or welfare with respect to the production or migration of methane gas.

c. Monitoring and regular inspections and reports by a licensed civil engineer designated by the applicant and monitored, evaluated and approved by the Building Official shall be done and filed with the City from time to time as directed by the Building Official at the applicant's cost.

17. Adequate measures shall be taken to eliminate odors during the grading operations as a result of the site being a former landfill to the satisfaction of the Community Development Director.

18. The applicant shall, at the applicant's own expense, carry public liability insurance during the existence of this permit, with a company and policy to be approved by the City Attorney, covering liability for injuries or death arising out of or in connection with the use of the site pursuant to said permit in an amount not less than $5,000,000. The City shall be named as an additional assured under such insurance policy or alternative insurance coverage as approved by the Community Development Director exceeding this requirement.

BUILDING AND SAFETY DIVISION

19. Submit development plans for plan check review and approval prior to issuance of permits.

20. Obtain all appropriate permits and an approved final inspection for the proposed Project.

TRANSTECH ENGINEERING

21. A Final Map, prepared by or under the direction of a pre-1982 Registered Civil Engineer or Licensed Land Surveyor, shall be submitted to and approved by the City.

22. The Final Map plan check application must be submitted through the City's permitting portal at:

23. https://cityofcarsonca-energovweb.tylerhost.net/apps/selfservice#/home

24. Under Permits, select Miscellaneous Application

25. In the Description field, indicate: Final Map Review

26. Once the application is processed, the Final Map and all supporting documents shall be uploaded to the City's Building Division plan check portal at:

27. https://gopost-transtech.eplansoftreview.com/#/login?portal=carson

28. Select For Permitting – Land Survey Plan Check as the review type.

29. A soils report is required.

30. A preliminary tract map guarantee shall be provided which indicates all trust deeds (to include the name of the trustee), all easement holders, all fee interest holders, and all interest holders whose interest could result in a fee. The account for this title report shall remain open until the final tract map is filed with the Los Angeles County Recorder.

31. Easements shall not be granted or recorded within any area proposed to be dedicated, offered for dedication, or granted for use as a public street, alley, highway, right of access, building restriction, or other easements until after the final tract map is approved by the City and filed with the Los Angeles County Recorder; unless such easement is subordinated to the proposed dedication or grant. If easements are granted after the date of tentative approval, a subordination shall be executed by the easement holder prior to the filing of the final tract map.

32. Monumentation of tract map boundaries, street centerlines, and lot boundaries is required if the map is based on a field survey.

33. All conditions from City Departments and Divisions shall be incorporated into the tract map prior to submitting the tract map for review.

34. In accordance with California Government Code Sections 66442 and/or 66450, documentation shall be provided indicating the mathematical accuracy and survey analysis of the tract map and the correctness of all certificates. Proof of ownership and proof of original signatures shall also be provided.

35. Proof of Tax clearance shall be provided at the time of tract map review submittal.

36. A reciprocal easement for ingress and egress, sanitary sewer, utility, drainage, water shall be provided for each property that does not front on or have direct access to the public way.

37.

38. A current title report and boundary survey prepared by a licensed land surveyor shall accompany the Final Map submittal.

39.

40. Prior to approval of the final Map and approval of plans for permitting, Soils Report, Sewer Study, Hydrology Study and LID Plans shall be reviewed and approved by the City.

ENGINEERING SERVICES DEPARTMENT - CITY OF CARSON

41. Any existing off-site improvements damaged during the construction shall be removed and reconstructed per City of Carson PW Standard Drawings and to the satisfaction

of the City Engineer.

42. A construction permit is required for any work to be done in the public right-of-way.

43. Truck Traffic Restrictions:

    a) Appropriate signage shall be included in the Street Improvement Plans or other appropriate plans to prohibit any truck access to and from Avalon Boulevard (i.e., prohibition on trucks either entering or exiting the project site from Avalon Boulevard).

    b) Appropriate signage shall be included in the Street Improvement Plans or other appropriate plans to prohibit trucks from making right turn from the access driveways for the industrial buildings into Lenardo Drive with the exception of the driveway for Building A.

c) Appropriate signage shall be included in the Street Improvement Plans or other appropriate plans to prohibit trucks from making right turn from Stamps to Del Amo Boulevard. Trucks shall also be prohibited from entering the site from west bound Del Amo Boulevard.

d) Appropriate signage shall be included in the Street Improvement Plans (or other appropriate plans) intended to prohibit trucks from queuing on any public roads.

e) The aforementioned restrictions shall be added to the MMRP as Project Design Features including a requirement that all tenant leases include information about such restrictions.

44. The Applicant shall comply with all conditions and requirements recommended or imposed by the County of Los Angeles (Dept. of Public Works) in connection with Vesting Tentative Tract Map and / or the recordation of the Final Tract Map as approved by the City Engineer.

45. The Developer shall submit a copy of approved Grading plans on bond paper to the City of Carson – Engineering Division, prior to issuance of grading permits.

46. The Developer shall submit an electronic copy of approved plans (such as, Sewer, Street and/or Storm Drain Improvements, whichever applies), to the City of Carson – Engineering Division, prior to issuance of permit by Engineering Division.

47. Any existing off-site improvements damaged during the construction shall be removed and reconstructed per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.

48. A construction permit is required for any work to be done in the public right-of-way.

49. Construction bond for all work to be done within the public right-of-way shall be submitted to and approved by Engineering Division prior to issuance of permit by Engineering Division.

50. Proof of Worker's Compensation and Liability Insurance shall be submitted to the City prior to issuance of permit by Engineering Division.

51. Construction bond for all work to be done within the public right of way shall be submitted and approved by Engineering Division prior to approval of the Final Map.

52. Final Map prepared by, or under the direction of, a pre-1982 Registered Civil Engineer or Licensed Land Surveyor must be processed through the City Engineer prior to being filed with the County Recorder.

53. CC&R's (covenants, conditions, and restrictions) to address drainage responsibilities are required.

54. Private easements will not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication until after the Final Map is filed with the County Recorder. If easements are granted after the date of tentative map approval, a subordination must be executed by the easement holder prior to the filing of the Final Map.

55. Prior to final map approval, quitclaim or relocate any easements interfering with building locations to the satisfaction of the City, appropriate agency or entity.

56. Provide suitable turnaround and label the driveways “Private Driveway and Fire Lane” on the Final Map to the satisfaction of the Fire Department.

57. Prior to final map approval, a soils report, sewer area study, drainage concept, hydrology study and stormwater quality plan shall be reviewed and approved. Tentative map approval will not be granted until the required soils, sewer, drainage concept, hydrology study and stormwater information have been received and found satisfactory.

58. Comply with mitigation measures recommended in the approved soils, sewer area study, drainage concept, hydrology study and stormwater quality plan.

59. Prior to final map approval, the Developer shall submit a sewer area study to the Los Angeles County Department of Public Works (LACDPW) to determine if capacity is adequate in the sewerage system to be used as the outlet for the sewer of this development. If the system is found to have insufficient capacity, the problem must be addressed and resolved to the satisfaction of the L.A. County Sewer Department.

60. The Developer shall install separate sewer laterals to individually serve each building in the development. Installation and dedication of main line sewers may be necessary to meet this requirement.

61. The Developer shall submit drainage/grading plans, prepared by a registered Civil Engineer, to the Los Angeles County Department of Public Works (LACDPW) and obtain approvals to the satisfaction of the LACDPW.

62. The Developer shall comply with applicable LID requirements (Carson Municipal Code Section 5809) and shall include Best Management Practices necessary to control storm water pollution from construction activities and facility operations to the satisfaction of Building and Safety or as otherwise approved by the City Engineer.

63. A water system maintained by the water purveyor, with appurtenant facilities to serve all buildings in the development, must be provided. The system shall include fire hydrants of the type and location as determined by the Fire Department. The water mains shall be sized to accommodate the total domestic and fire flows.

64. The Developer shall send a print of the development map to the County Sanitation District, to request for annexation. The request for annexation must be approved prior to Final Map approval.

65. A final guarantee will be required at the time of the filing of the Final Map with the County Recorder/County Clerk's Office.

Prior to Issuance of Building Permit

66. Final Map shall be approved and recorded.

67. Drainage/Grading plan shall be submitted for approval of the Building and Safety Division. The Developer shall submit a copy of approved Drainage/Grading plans on bond paper to the City of Carson – Engineering Division.

68. The Developer shall submit improvement plans to the Engineering Division showing all the required improvements in the public right of way for review and approval of the City Engineer. A copy of approved conditions of approval shall be attached to the plans when submitted.

69. Off-site improvements (e.g., driveways, sidewalk, parkway drains, trees, curb/gutter, etc.) shown on the grading plans must provide a concurrent submittal to City of Carson Engineering Division. Off-site improvements may be shown on a separate set of street improvement plans. Prior to issuance of Grading permit, developer shall obtain clearance from City of Carson Engineering Division.

70. Per CMC §9161.4, the Developer shall provide an in-lieu fee in an amount determined by the City Engineer, per CMC §9161.7, to be sufficient to cover the costs of undergrounding all existing overhead utility lines, including telecommunication lines, 12 Kilovolts. The cash in- lieu payment shall be deposited in full amount before issuance of Building Permits. At the discretion of the City Engineer, the City may

accept an undergrounding cost estimate prepared by Southern California Edison in-lieu of the City's estimate

Prior to Certificate of Occupancy

71. The Applicant shall comply with all requirements from L.A. County Sewer Maintenance Division for Maintenance of new and/or existing sewer main, relating to this development, prior to release of all improvement bonds.

72. The Applicant shall execute and provide to the City Engineer, a written statement from the water purveyor (Calwater) indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the development and that water service will be provided to each building. Comply with mitigation measures recommended by the water purveyor.

73. The Applicant shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study, subject to the approval of the City Engineer.

74. If needed, easements shall be granted to the City, appropriate agency, or entity for the purpose of ingress, egress, construction, and maintenance of all infrastructures constructed and handicap access for this development to the satisfaction of the City Engineer and or appropriate agency or entity.

75. All infrastructure necessary to serve the PA 3 Project (water, sewer, storm drain, and street improvements) shall be in operation prior to the issuance of Certificate of Occupancy of any building in PA 3.

76. The Developer shall comply with all requirements from L.A. County Sewer Maintenance Division for maintenance of new and/or existing sewer main, relating to this development, prior to release of all improvement bonds.

77. The Developer shall execute and provide to the City Engineer, a written statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the development and that water service will be provided to each building.

78. Comply with mitigation measures recommended by the water purveyor.

79. The Developer shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study, subject to the approval of the City Engineer.

80. All new utility lines, servicing the proposed development shall be underground to the satisfaction of the City Engineer.

81. Comply with any additional requirements, if any, as means of mitigating any traffic impacts as identified in the traffic study approved by the City Traffic Engineer.

82. Install striping and pavement legend per City of Carson PW Standard Drawings.

83. If needed, grant an easement(s) to the City or other appropriate agency or entity to the extent necessary for the construction and maintenance of all infrastructures required pursuant to the project approval and these conditions, and to facilitate ADA-compliant pedestrian and vehicular ingress and egress across driveways or other access points connecting the proposed development to the public right-of-way, or otherwise along the public right-of-way on or adjacent to the proposed development, to the satisfaction of the City Engineer and or appropriate agency or entity.

84. All infrastructures necessary to serve the proposed development (water, sewer, storm drain, and street improvements) shall be in operation prior to the issuance of Certificate of Occupancy.

85. The Developer shall annex the area to the L.A. County Lighting Maintenance District, for the purpose of operating and maintaining the streetlights to be installed. The annexation shall be to the satisfaction of L.A. County and shall be completed prior to the issuance of Certificate of Occupancy. Additional streetlight installation or upgrade to existing streetlights may be required as part of the annexation.

86. Relocate existing conflicting street light pole to the satisfaction of L.A. County Traffic and Lighting Division, the City of the City Engineer and/or appropriate agency or entity.

PUBLIC WORKS – WATER QUALITY

Prior to Issuance of Building Permit

87. Per City of Carson ordinance 5809 and SUSMP 2009, the Applicant shall comply with all applicable Low Impact Development (“LID”) requirements and shall include Best Management Practices (“BMP”) necessary to control storm water pollution from construction activities and facility operations to the satisfaction of the City Engineer.

88. Applicant shall complete and provide a BMP Reporting Template to City of Carson, Engineering Services Department.

89. Applicant shall provide contact information of the Qualified Storm Water Developer (“QSD”) and/or Qualified SWPPP (Storm Water Pollution Prevention Plan) Developer (“QSP”) for the Project Site.

90. Applicant shall submit digital copies of 2009 SUSMP/LID/NPDES/Grading Plans to City of Carson, Engineering Services Department.

91. Applicant shall complete, sign and return the Stormwater Planning Program LID Plan Checklist form and return to City of Carson Engineering Services Division.

Prior to Certificate of Occupancy

92. For any structural and/or treatment water quality control device installed, the Applicant, shall record a maintenance covenant pursuant to Section 106.4.3 of the County of Los Angeles Building Code and title 12, Chapter 12.80 of the Los Angeles County Code relating to the control of pollutants carried by storm water runoff. In addition, an exhibit shall be attached to such covenant to identify the location and maintenance information for any structural and/or treatment control device installed.

    f) The Maintenance Covenant shall be reviewed and approved by the City Engineer prior to recordation with the Los Angeles County Registrar-Recorder/County Clerk.

    g) RECORDATION of the Maintenance Covenant is the responsibility of the Applicant. Provide a copy of the recorded Covenant Agreement to City Engineer prior to certificate of occupancy for any building.

93. Inspection will be conducted once a year after any portions of the Project are constructed.

FIRE DEPARTMENT

94. The proposed development for the Project shall obtain approval and comply with all Los Angeles County Fire Department requirements.

Final Map

95. Submit the Final Map for review and approval prior to recordation. Submittals are to be made at epicla.lacounty.gov.

96. Label the driveway “Private Driveway and Fire Lane” on the Final Map and clearly depict the required Fire Department width as approved at the tentative map review.

97. Prior to building permit issuance, verification for compliance will be performed during the fire prevention engineering plan check unit architectural plan review.

LOS ANGELES COUNTY DEPARTMENT PUBLIC WORKS

Drainage

98. Comply with the hydrology study.

99. Comply with all of the City’s water quality requirements.

Grading

100. Submit a grading plan for approval. Also, acknowledgment and/or approval from all easement holders may be required.

101. Prior to approval of the grading plan, provide approval of the latest hydrology study by the City.

102. Prior to approval of the grading plan, the subject grading plan must also be approved by the City's Geotechnical Engineer.

103. Prior to approval of the grading plan, provide approval of any permits and/or letter of non-jurisdiction from all State and Federal Agencies as applicable. These agencies may include; the State of California Regional Water Quality Control Board, the State of California Department of Fish and Wildlife, the State of California Department of Conservation, the California Geologic Energy Management, and the Army Corps of Engineers.

Street

104. Construct driveway improvements (sidewalk, driveway, landings, etc.) that either serve or form part of a pedestrian access route and conform with current Americans with Disabilities Act guidelines.

105. Provide an irrevocable reciprocal easement through a separate recorded document for ingress/egress over any proposed common (shared) driveway to the satisfaction of the City Engineer.

106. Underground all new utility lines to the satisfaction of Public Works and Southern California Edison. Please contact Public Works, Construction Division, at (626) 458-3129 for new location of any above ground utility structure in the parkway.

107. Prior to final map approval, enter into an agreement with the City-franchised cable TV operator (if an area is served) to permit the installation of cable in a common utility trench or provide documentation that steps to provide cable TV to the proposed subdivision have been initiated.

108. Comply with the street lighting conditions from Public Works, Traffic Safety and Mobility Division, and/or any City street lighting requirements.

109. Comply with the City's road conditions.

Sewer

110. The approved sewer area study for this proposed land division remains valid for two years from the date of approval. After this period, the applicant shall request the City to re-validate the existing approved sewer area study. Any modifications to the approved tentative map may invalidate this sewer area study. If warranted by Public Works or the City, an approved update of the area study shall be required.

Water

111. The Developer shall comply with the requirements as stipulated in the Will Serve letter from California Water Service.

Subdivision

112. Place a note on the final map, to the satisfaction of the City, indicating that this map is approved for add uses.

113. If determined necessary by the Fire Department, label driveways, multiple access strips, and any required vehicular turnarounds as "private driveways and fire lanes" and delineate them on the final map to the satisfaction of the Fire Department and the City.

114. If required by the City, reserve reciprocal easements for drainage, sewer, water, utilities, right to grade, and maintenance purposes, in a separate document over the common (shared) driveway.

115. If applicable, relocate or quitclaim any easements interfering with building locations.

116. Provide addressing information in Microsoft Excel format to the satisfaction of the City Engineer.

117. If required by the City, private easements shall not be granted or recorded within areas proposed to be granted, dedicated, or offered for dedication until after the final map is filed with the Registrar-Recorder/County Clerk's office. If easements are granted after the date of tentative approval, a subordination must be executed by the easement holder prior to the filing of the final map.

118. A final guarantee will be required at the time of the filing of the final map with the Registrar-Recorder/County Clerk's office.

119. Within 30 days of the approval date of this land use entitlement or at the time of the first plan check submittal, the applicant shall deposit the sum of $5,000 with Los Angeles County Public Works to defray the cost of verifying conditions of approval for the purpose of issuing final map clearances.

Street Light Requirements

120. The project area will be required to be annexed to the County Lighting Maintenance District serving the City of Carson. Therefore, submit a street lighting plan showing existing streetlight for the annexation process.

121. Upon submittal of street lighting plans(s) (subdivision only), the applicant shall comply with conditions of annexation listed below in order for the light districts to pay for the future operation and maintenance of the streetlights. The annexation and the levy of assessment require the approval of the Board of Supervisors prior to Public Works

approving street lighting plans. It is the sole responsibility of the owner/developer of the project to have all street lighting plans approved prior to the map recordation. The required street lighting improvements shall be the sole responsibility of the owner/developer of the project and the installation must be accepted per approved plans. If phasing of the project is approved, the required street lighting improvements shall be the sole responsibility of the owner/developer of the project and will be made a condition of approval to be in place for each phase.

Conditions of Annexation for County Lighting Maintenance District

122. Provide business/property owners name, mailing address, site address, Accessor Parcel Number, and Parcel Boundaries in either Microstation or Auto CADD format of territory to be developed to Street Lighting Section.

123. Submit map of the proposed project including any roadways condition for streetlights to Street Lighting Section. Contact Street Lighting Section for map requirements and/or questions at (626) 300-4726.

Conditions of Acceptance for Street Light Transfer of Billing

124. The area must be annexed into the lighting district and all streetlight in the project, or the approved phase of the project, must be constructed according to Public Works approved plans. The contractor shall submit one complete set of “as-built” plans. The lighting district can assume the responsibility for the operation and maintenance of the streetlights by July 1st of any given year, proved the above conditions are met, all streetlight in the project, or approved project phase, have been constructed per Public Works approved plan and energized and the owner/developer has requested a transfer of billing at least by January 1st of the previous year. The transfer of billing could be delayed one or more years if the above conditions are not met.

CITY OF CARSON

PLANNING COMMISSION

RESOLUTION NO. 26-2903

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE (1) SPECIFIC PLAN AMENDMENT NO. SP00004__-2026 (2) AMENDED & RESTATED DEVELOPMENT AGREEMENT NO. DA-0001__-26, AND APPROVING A CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) CONSISTENCY DETERMINATION AND CHECKLIST PURSUANT TO CEQA GUIDELINES 15168 FOR THE DISTRICT AT SOUTH BAY SPECIFIC PLAN AMENDMENT NO. SP0004 __-2026.

WHEREAS, there is a 168-acre Project site generally located southwest of the Interstate 405 (1-405) Freeway (the San Diego Freeway) and north of the Avalon Boulevard interchange at 20400 Main Street in the City of Carson ("Project site"), which includes 157 acres of land located south of Del Amo Boulevard (the 157-acre portion of the Project site is referred to herein as the "Property") that operated as a Class II landfill from 1959 until 1965, and 11 acres of land north of Del Amo Boulevard that did not have landfill uses; and

WHEREAS, in 2006 the Project site was owned by Carson Marketplace LLC, a private developer, which proposed a development plan for the Project site that included a 1,995,125-square-foot (sq. ft.) mixed-use commercial project (including retail, 300 hotel rooms, and entertainment uses) and 1,550 residential units.

WHEREAS, in 2006 the City of Carson ("City") adopted the Carson Marketplace Specific Plan to implement that project (referred to herein as the "approved Project"); and

WHEREAS, in 2006, in accordance with the California Environmental Quality Act ("CEQA"), the City of Carson Redevelopment Agency ("RDA"), as lead agency, certified a project-level Final Environmental Impact Report ("2006 Final EIR") for the Carson Marketplace Project (SCH No. 2005051059) in connection with development of the Project site; and

WHEREAS, in 2009 an Addendum to the 2006 FEIR was prepared and subsequently adopted to address changes in the remediation activities at the Property; and

WHEREAS, in 2011, the City, relying upon the 2006 FEIR, amended the Carson Marketplace Specific Plan and, as part of that amendment, renamed the Specific Plan as "The Boulevards at South Bay Specific Plan"; and

WHEREAS, in 2018, the City amended the Boulevards at South Bay Specific Plan and, as part of that amendment, renamed the Specific Plan as "The District at South Bay Specific Plan", which was adopted concurrent with the City's certification of a Supplemental EIR for the amended Specific Plan; and

WHEREAS, the Carson Reclamation Authority ("CRA") currently owns the Property and intends to sell/transfer an approximately 85 net-acre portion the surface lot of the Property for development purposes (known as "Cells 3, 4, and 5" or "Planning Area 3"); and

WHEREAS, Carson Goose Owner, LLC, a private developer ("Developer"), entered into an Option Agreement with the CRA, dated December 17, 2020 (the "Option Agreement"), which allows the Developer to acquire Cells 3, 4, and 5 from the CRA in order to develop a project thereon generally consisting of up to 1,567,090 sf of light industrial development including supportive office uses under a Light Industrial (LI) General Plan designation and up to approximately 12 acres of publicly accessible but privately maintained open space and commercial/community-use and amenity areas (the "Project")

WHEREAS, in 2022, the City amended The District at South Bay Specific Plan ("2022 Specific Plan" or "2022 SPA") to replace the general commercial and hotel uses previously approved for Planning Area 3 under the 2018 Specific Plan Amendment with light industrial uses (including ancillary office uses and an "Enhanced Parkway" (as further described below)) and with a privately maintained, publicly accessible open space and community commercial use and amenity area referred to herein as the "Carson Country Mart." The land uses and development standards allowed for the remainder of the Property (Planning Areas 1 and 2) under the 2018 Specific Plan Amendment were not modified by the 2022 Specific Plan Amendment. The 2022 SPA was adopted concurrent with the City's certification of a Supplemental EIR ("2022 SEIR") for the amended Specific Plan; and

WHEREAS, the Developer has submitted an application to the City for a fourth Amendment to the District at South Bay Specific Plan (the "2026 Specific Plan Amendment" or "2026 SPA"), to replace the Carson Country Mart previously approved for Planning Area 3 under the 2022 Specific Plan Amendment with landscaped parking areas that will service the previously-approved light industrial buildings and ancillary office uses (the "2026 Project").

WHEREAS, the Developer has submitted an Amended & Restated Development Agreement ("A&R Development Agreement"), and

WHEREAS, the Developer has submitted a *Section 15168(c)(2) CEQA Consistency Determination Memorandum for the 2026 Specific Plan Amendment* ("*CEQA Consistency Determination"*) prepared for this Project, which provides that the 2026 Project-specific potential impacts are within the scope of potential environmental impacts analyzed in the certified SEIR for the 2022 Specific Plan Amendment pursuant to CEQA Guidelines Section 15168, and no further environmental analysis is required pursuant to CEQA Guidelines Section 15162; and

WHEREAS, the conveyance and use of Planning Area 3 for the 2026 Project is consistent with the proposed 2026 Specific Plan Amendment and remains consistent with the City of Carson's adopted General Plan; and

WHEREAS, the Community Development Department has prepared the 2026 Specific Plan Amendment, and A&R Development Agreement; and

WHEREAS, a *CEQA Consistency Determination* has found the 2026 Project-specific potential environmental impacts are within the scope of potential environmental impacts analyzed in the Certified SEIR for the 2022 Specific Plan Amendment pursuant to CEQA Guidelines Section 15168, and so no further environmental analysis is required pursuant to CEQA Guidelines Section 15162; and

WHEREAS, the City of Carson Community Development Department on August __, 2022, published a legal notice in compliance with State law concerning the Planning Commission consideration of the entitlements in the Our Weekly, a local newspaper of general circulation, which included the date and time of the Special Planning Commission consideration of the CEQA Checklist; In addition, on _____, 2026, a public hearing notice was mailed to each property owner within an expanded radius (2,000-foot radius) of the Project site, indicating the date and time of the special public hearing regarding the proposed modified Project in accordance with state law; and

WHEREAS, on August 11, 2026, a public hearing of the Planning Commission was called; and

WHEREAS, on August 11, 2026, the Planning Commission conducted a duly noticed public hearing on the 2026 Specific Plan Amendment, A&R Development Plan, and *CEQA Consistency Determination*, at which time it received input from City Staff, the City Attorney's office, and the developer; public comment portion was opened, and public testimony and evidence, both written and oral, was considered by the Planning Commission of the City of Carson, after which public testimony was closed; and

WHEREAS, the Planning Commission has reviewed the Specific Plan Amendment No. SPA __-2026 and A&R Development Agreement No. DA __-26, and all associated documents; and

WHEREAS, the Planning Commission has determined after reviewing the CEQA Checklist contained in the *Section 15168(c)(2) CEQA Consistency Determination Memorandum for the 2026 Specific Plan Amendment* ("*CEQA Consistency Determination"*) prepared for this Project that the 2026 Project-specific potential impacts are within the scope of potential environmental impacts analyzed in the certified SEIR for the 2022 Specific Plan Amendment pursuant to CEQA Guidelines Section 15168, and no further environmental analysis is required pursuant to CEQA Guidelines Section 15162; and

WHEREAS, Sections 65864-65859.5 of the California Government Code authorize the City to enter into development agreements and requires the planning agency of the City to find the proposed A&R Development Agreement to be consistent with the policies and programs of the General Plan and any applicable specific plan; and further, Government Code Section 65865 authorizes the City to enter into development agreements with any person having a legal or

equitable interest in real property, which interest Developer has in Planning Area 3 via the Option Agreement; and

WHEREAS, after deliberation the Planning Commission desires to recommend the City Council (1) approve Specific Plan Amendment No. SPA __-2026; (2) Approve A&R Development Agreement No. DA __-2026; and (3) ; and approve of the *CEQA Consistency Determination* that no further environmental analysis is required pursuant to CEQA.

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

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS, RESOLVES AND ORDERS AS FOLLOWS:

SECTION 1. The Planning Commission finds that the foregoing recitals are true and correct and are incorporated herein by reference.

SECTION 2. Planning Commission Record. The proceedings and all evidence introduced before the Planning Commission at the August 11, 2026 public hearing on the Specific Plan Amendment, A&R Development Agreement, and *CEQA Consistency Determination*, are hereby incorporated into the record of this proceeding. These documents, along with any documents submitted to the decision-makers, including all documents specified under applicable State law, shall comprise the entire record of proceedings for any claims under CEQA.

SECTION 3.The Planning Commission finds as follows:

a) The amended 2026 District at South Bay Specific Plan (SPA No. __- 2026) is in conformance with the City's General Plan.

b) The Project as proposed by the A&R Development Agreement (DA No. __-2026) is consistent with and furthers a number of goals and objectives identified in the City's General Plan. Overall, the Project proposed by the Development Agreement represents a productive reuse of a brownfield site that is compatible with surrounding uses, and offers Carson residents new opportunities for residential, retail, recreation and employment. Thus, the Project will further the public health, safety and welfare.

c) The amended 2026 District at South Bay Specific Plan No. __-2026 complies with Government Code Section 65451.

d) The approval of the A&R Development Agreement for the District at South Bay Project will allow for the orderly development of a large vacant parcel within the City of Carson, is in conformity with public convenience and good land use practices, will not adversely affect the orderly development of property and will not adversely affect property values.

e) The amended 2026 District at South Bay Specific Plan allows for the replacement of the Carson Country Mart commercial/retail use that were previously approved under

the 2022 Specific Plan Amendment for Planning Area 3 with landscaped parking areas that will serve the light industrial uses approved under the 2022 Specific Plan Amendment.

f) The A&R Development Agreement is consistent with the provisions of Government Code Sections 65864 through 65869.5.

g) The 2026 Project is compatible with the objectives and policies of the City's General Plan will not frustrate the plan's goals and policies.

SECTION 4. The Planning Commission further finds that the proposed Project is within the scope of potential environmental impacts analyzed in the certified SEIR for the 2022 Specific Plan Amendment pursuant to CEQA Guidelines Section 15168, and that no further environmental analysis is required pursuant to CEQA Guidelines Section 15162;

SECTION 5. The Planning Commission of the City of Carson, pursuant to the findings noted above, does hereby recommend that the City Council adopt (a) Specific Plan Amendment __-2026, (b) A&R Development Agreement No. __-2026 (pursuant to an uncodified ordinance) and (c) approve the *CEQA Consistency Determination* prepared for this Project.

SECTION 6. This decision of the Planning Commission shall become effective and final 15 days from the date of the action, in accordance with Section 9173.33 of the Zoning Ordinance, unless an appeal is filed within that time in accordance with Section 9173.4 of the Zoning Ordinance.

SECTION 7. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant APPROVED and ADOPTED this 11th of August 2026.

_____
CHAIRPERSON

ATTEST:

_____
SECRETARY

EXHIBIT "A"
LEGAL DESCRIPTION

CITY OF CARSON

COMMUNITY DEVELOPMENT

PLANNING DIVISION

EXHIBIT "B"

CONDITIONS OF APPROVAL

DISTRICT AT SOUTH BAY 2021 SPECIFIC PLAN AMENDMENT No. __-2026

These "Conditions of Approval" shall govern the 2026 District at South Bay Specific Plan ("Specific Plan" or "SPA"), located at 20400 South Main St. in the City of Carson ("Project Site"). The "Project" consists of light industrial uses within PA3. The Project is proposed by the "Applicant" which currently consists of Carson Goose Owner, LLC which term shall include the successors and assigns of the Applicant (aka, the "Developer").

GENERAL CONDITIONS

1. The Applicant shall sign an Affidavit of Acceptance form and submit the document to the Planning Division within 30 days of receipt of the City Council Resolution approving the 2026 Amendment to the District at South Bay Specific Plan.

2. The adopted Ordinance approving the 2026 Amendment to the District at South Bay Specific Plan, including the Conditions of Approval contained herein, and the signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.

3. These Conditions of Approval shall be subject to the terms and conditions of the 2026 Specific Plan, 2022 Final Supplemental Environmental Impact Report (2022 SEIR), Mitigation Monitoring and Reporting Program (MMRP), Amended & Restated Development Agreement (A&R Development Agreement). In the event of a conflict between these Conditions of Approval and the Development Agreement the A&R Development Agreement shall control.

4. The Applicant shall submit a complete set of electronic Construction Drawings that conform to all the Conditions of Approval to be reviewed and approved by the Planning Division prior to Building and Safety plan check submittal.

5. The Applicant shall comply with all City, county, state, and federal regulations applicable to the Project, including, without limitation. all Department of Toxic Substances (DTSC) requirements and regulations, including remedial systems, site improvements, Building Protection Systems (BPS) and other associated improvements.

6. The Applicant shall comply with all Mitigation Measures, Project Design Features, and Project Characteristics as described in the 2022 Final Supplemental Environmental Impact Report and MMRP.

7. The Applicant shall make any necessary site plan and design revisions to the site plan and elevations approved by the Planning Commission or City Council in order to comply with all the Conditions of Approval and applicable Specific Plan No. SPA __-2026 provisions.

8. City Approvals. All approvals by City, the Carson Reclamation Authority (CRA), and the DTSC with respect to the Project and/or the Conditions of Approval set forth herein, unless otherwise specified, shall be by the department head of the department or agency requiring the applicable condition. All agreements, covenants, easements, deposits and other documents required herein where City is a party shall be in a form approved by the City Attorney. The Applicant shall pay the cost for review and approval of such agreements and deposit necessary funds pursuant to the May 1, 2022, Second Amended and Restated Reimbursement Agreement.

9. Reimbursement Agreement. A trust deposit account shall be established and maintained pursuant to the Second Amended and Restated Reimbursement Agreement, dated May 1, 2022.

10. Indemnification. The Applicant, and its tenant(s), for themselves and their successors in interest ("Indemnitors"), agree to defend, indemnify and hold harmless the City of Carson, its agents, officers and employees, and each of them ("Indemnitees") as set forth in the A&R Development Agreement from and against any and all claims, liabilities, damages, losses, costs, fees, expenses, penalties, errors, omissions, forfeitures, actions, and proceedings (collectively, "Claims") against Indemnitees with respect to the Project entitlements or approvals that are the subject of these Conditions of Approval, and any Claims against Indemnitees which are in any way related to Indemnitees' review of or decision upon the Project that is the subject of these Conditions of Approval (including, without limitation, any Claims related to any finding, determination, or claim of exemption made by Indemnitees pursuant to the requirements of the California Environmental Quality Act, DTSC, or other local or State Agencies, and any Claims against Indemnitees which are in any way related to any damage or harm to people or property, real or personal, arising from Indemnitors' construction or operations of the Project, including remedial systems, site improvements, Building Protection Systems (BPS) and other associated improvements. or any of the Project entitlements or other approvals that are the subject of Conditions of the Approvals for the Specific Plan, Site Plan and Design Review and Tentative Tract Map. The City will promptly notify Indemnitors of any such claim, action or proceeding against Indemnitees, and, at the option of the City, Indemnitors shall either undertake the defense of the matter or pay Indemnitees associated legal costs or shall advance funds assessed by the City to pay for the defense of the matter by the City Attorney. In the event the City opts for Indemnitors to undertake defense of the matter, the City will cooperate reasonably in the defense, but retains the right to settle or abandon the matter without Indemnitors' consent. Indemnitors shall provide a deposit to the City in the amount of 100% of the City's estimate, in its sole and absolute discretion, of the cost of litigation / Claims asserted, including the cost of any award of attorneys' fees, and shall make additional two (2) deposits as requested by the City to keep the deposit at such level. If Indemnitors fail to provide or maintain the deposit, Indemnitees may abandon the action and

Indemnitors shall pay all costs resulting therefrom and Indemnitees shall have no liability to Indemnitors.

DEVELOPMENT IMPACT FEE - CITY OF CARSON

11. Interim Development Impact Fee: In accordance with Article XI (Interim Development Impact Fee Program) of the Carson Municipal Code ("CMC"), the applicant, property owner, and/or successor to whom this project approval is assigned ("Developer") shall be responsible for payment of one-time interim development impact fees ("IDIF") at the applicable rate detailed below for each square foot of industrial development constructed for the project. If the project's total square footage increases or decreases, the total IDIF amount shall be adjusted accordingly based on the applicable rate.

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

13. IDIF amounts/rates for industrial development have been set at $3.73 per square foot for Fiscal Year 2026-27, effective July 1, 2026, through June 30, 2027. Based on these rates, the Developer would be responsible for a total payment of IDIF in the amount of **$5,845.245.70** for the proposed project, calculated as follows:

- 180,215 square feet (Building A) X $3.73 per square foot = $672,201.95
- 107,000 square feet (Building B) X $3.73 per square foot = $399,110.00
- 590,536 square feet (Building C) X $3.73 per square foot = $2,202,699.28
- 456,670 square feet (Building D) X $3.73 per square foot = $1,703,379.10
- 232,669 square feet (Building E) X $3.73 per square foot = $867,855.37

14. If the IDIF for the project is not paid in 2026-27 fiscal year (i.e., by June 30, 2027), a new IDIF rate/amount will apply for the period of July 1, 2027, through June 30, 2028, based on the IDIF rate for Fiscal Year 2027-28, and so on for subsequent fiscal year(s). The fee for Fiscal Year 2027-2028 IDIF has not yet been determined.

15. The requirements of this condition shall apply to the extent they are consistent with the applicable provisions of the Amended and Restated Development Agreement.

CITYWIDE COMMUNITY FACILITIES DISTRICT

16. Community Facilities District Financing and Services Opportunity. The City encourages the Developer to partner with the City in implementing its Community Facilities District ("CFD") financing framework, which is intended to facilitate project financing while supporting the long-term fiscal sustainability of municipal services. The City's framework includes: (i) the establishment or use of one or more facilities CFDs pursuant to the Mello-Roos Community Facilities Act to finance eligible development impact fees and qualifying public

infrastructure improvements through programs such as the California Statewide Communities Development Authority's Bond Opportunities for Land Development (BOLD) Program or the Statewide Community Infrastructure Program (SCIP); and (ii) annexation into the City's Community Facilities District No. 2018-01 (Services) to provide a long-term funding source for eligible municipal services associated with new development.

BOLD and SCIP are established financing programs that utilize facilities CFDs to provide eligible development projects with access to tax-exempt bond financing for qualifying public infrastructure improvements and eligible development impact fees. Depending on the size and characteristics of the financing, projects may qualify for pooled or stand-alone bond issuances, subject to the requirements of the applicable financing program. Participation in these programs may reduce the amount of developer equity required to fund eligible project costs by providing access to long-term, tax-exempt financing secured through the facilities CFD.

If the Developer elects to annex the Project into a City facilities CFD and the Project is approved for financing under the applicable program, eligible development impact fees and qualifying public improvements advanced by the Developer prior to bond issuance may be eligible for reimbursement from bond proceeds, subject to the requirements of the applicable financing program, bond documents, and applicable law. Without a facilities CFD or similar financing mechanism, the Developer would remain responsible for paying all applicable development impact fees and funding eligible public improvements when due and would generally not have the opportunity to recover those eligible costs through tax-exempt bond proceeds. Accordingly, participation in a facilities CFD may provide the Developer with an opportunity to convert eligible upfront expenditures into reimbursable project costs, thereby reducing the amount of developer capital committed to the Project over time.

Participation in a facilities CFD, SCIP, BOLD, or any similar financing program, and annexation into CFD No. 2018-01 (Services), is voluntary. Participation shall not reduce, waive, credit, offset, defer, or otherwise modify any development impact fees, public improvement obligations, exactions, or other fees required by the City. The Developer shall remain solely responsible for the timely payment of all applicable fees and compliance with all applicable conditions of approval, the Carson Municipal Code, and other applicable laws. The City makes no representation or guarantee regarding the Developer's eligibility for, approval of, or receipt of financing or reimbursement through any financing program.

Prior to issuance of the first building permit, the Developer shall meet with the City to evaluate the feasibility of (i) annexation into a City facilities CFD for participation in SCIP, BOLD, or another City-approved financing program, and (ii) annexation into the City's Community Facilities District No. 2018-01 (Services). Nothing herein shall obligate the Developer to participate in either CFD unless otherwise agreed to by the Developer and the City.