



Southwest Carson Neighborhood Village



Downtown West Neighborhood Village



Dolphin Park Neighborhood Village



East Carson Neighborhood Village



South Main Street Neighborhood Village

## URBAN DESIGN APPROACH

Neighborhood Villages are envisioned to incorporate design features to foster social and community connectedness while strengthening neighborhood image, form, and identity. Good urban design practices in streetscape and building design are important to make Neighborhood Villages memorable and distinct. Commercial centers, which contain everyday goods and services, should have better pedestrian and bicycle access to the surrounding neighborhood and contribute to an attractive urban environment. Having a well-designed and connected community will increase the attractiveness of Carson and improve quality of life for residents. Design concepts to help guide new development within the Neighborhood Villages include:

- Locating parking facilities away from the street front either by placing parking lots to the back/side of the lot or through structured (surface or underground) parking facilities.
- Incorporating flexible parking requirements to support infill development, creation of a more livable and human-scaled public space, and encouragement of non-auto travel.
- Locating pedestrian and/or bicycle paths to better connect neighborhood centers to surrounding communities.
- Using high-quality building materials and locating windows and entrances to support active and attractive frontages along primary streets.
- Improving the public realm through streetscape improvements, such as wider sidewalks, outdoor dining, street trees, pedestrian-scaled and attractive lighting, benches and other street furniture, wayfinding, attractive building signage, and branding that is unique to each Neighborhood Village.
- Growing the tree canopy by maintaining existing trees and planting additional street trees throughout existing neighborhoods, and encouraging property owners to plant trees in their front lawn.
- Supporting mixed-use and higher density development in areas that are close to neighborhood centers or other areas that are appropriate for addition housing.

By utilizing these design approaches and those outlined in the Neighborhood Villages Plan, the General Plan upholds and builds on the existing plans to guide urban design within Neighborhood Villages. Together, high-quality architecture, public realm and streetscape improvements, better connectivity, and strong urban design principles can create a more attractive, safe, walkable, and distinctive city.



## 4.5 Employment Centers

Employment centers are areas with a concentration commercial and office uses, with General Plan designations such as the Flex District and Business Residential Mixed Use, and sites of other large employers that have the opportunity for change, including the SouthBay Pavilion, Shell site, and the CSUDH campus. These centers, as well as the relationship to Greenway Corridors and Neighborhood Villages, are shown in Figure 4-5. Growing these centers will help bring additional high-quality job opportunities and businesses to Carson while promoting small, medium, and large employers.

### URBAN DESIGN APPROACH

The General Plan seeks to promote employment centers that are walkable and are connected to surrounding development. Where large sites, such as the Shell site, are redeveloped, they should be broken down into smaller blocks with frequent streets, that are connected to the surroundings. The street network and streetscape should be designed and scaled appropriately depending on the uses of the employment centers; industrial areas are more likely to have wider streets to accommodate trucks and office or commercial centers should be pedestrian-oriented to encourage walkable centers.

The scale of buildings would vary depending on land use—industrial and office employment centers are likely to have large building massing and scale whereas centers focused on commercial goods would have smaller buildings. Building massing and articulation would reflect considerations of land use, but also the relationship with the public/pedestrian realms. Storage should be indoors or screened, and parking thoughtfully located. Overall design approaches for these employment centers are described below.

#### Flex Districts

Flex Districts are unique areas within Carson that allow for a mix of uses, including non-nuisance light industrial, office, residential, and commercial. The Flex District land use designation is described in Chapter 2: Land Use and Revital-

ization and illustrated in Figure 4-5 for reference. The intention is to allow light industrial and incubator spaces while permitting artist studios, live/work lofts, and housing that co-exist with and complements existing businesses.



To provide the maximum amount of development flexibility, a variety of uses are allowed. Outdoor seating and greenery can help improve the public realm and encourage people to visit and stay, and would be provided organically as developments occur. Warehouses, parking lots, blank walls, or uses that make significant noises or odors should be located away from the public realm to reduce any potential impacts.

### Business Residential Mixed Use

Business Residential Mixed Use (BRMU) areas support higher-intensity office and residential uses, such as corporate offices, technology and research and development headquarters, biotech and pharmaceutical companies, light-industrial and manufacturing uses, and high-density housing. The BRMU land use designation is described in Chapter 2: Land Use and Revitalization and illustrated in Figure 4-5 for reference. The two main areas that are designated as BRMU include the Shell Site, which is discussed in the next section, and a collection of parcels between Francisco, Victoria, and Main streets and I-110.

The design character envisioned for BRMU areas are typical of office/industrial parks or technology campuses within an urban, walkable environment. While architectural styles may vary, buildings should reflect a modern vocabulary to symbolize Carson as a rising employment hub.

Stand-alone or a vertical mixture of uses is encouraged to give additional vibrancy, convenience, and a variety of businesses to patron and housing opportunities for Carson residents and workers. Residential housing should be built for easy, walkable access to everyday goods and services while connecting to the rest of Carson. For large-scale developments, alternative methods of transportation—such as walking, biking, or privately-run but publicly available shuttles—should be integrated as part of efforts to reduce automobile dependency and vehicle miles travelled. When new residential units are developed, the impacts of office or industrial uses should be taken into consideration as to not inversely affect residents.

### Shell Site

The Shell site is a portion of the Shell Oil Products refinery located north of Dolphin Park and east of SouthBay Pavilion at the corner of East Del Amo Boulevard and South Wilmington Avenue. The entire Shell property covers 448 acres with 193 acres of vacant, underutilized land located on the eastern portion of the property.<sup>3</sup> The western portion of the refinery consists of storage tanks and likely to remain as heavy industrial use. The eastern portion is

<sup>3</sup> Carson Revitalization Project Specific Plan, February 2014. Accessed via web June 2021. [https://ci.carson.ca.us/content/files\\_pdfs/planning/Shell\\_CRP/Shell\\_CRP\\_Specific\\_Plan\\_DRAFT\\_214.pdf](https://ci.carson.ca.us/content/files_pdfs/planning/Shell_CRP/Shell_CRP_Specific_Plan_DRAFT_214.pdf)





designated as BRMU and is intended to allow a mixture of industrial, housing, and office-related uses that should also follow the approach within the BRMU section.

The Shell site is proposed as a new, state-of-the-art research and development campus, bringing more jobs to Carson. In addition, the site's proximity to CSUDH can help provide work opportunities for students. A new street grid and linear park in this area fosters connectivity to industrial facilities across the street along East Del Amo Boulevard and adjacent existing single-family neighborhoods. This higher-density, modern industrial area can help to revitalize the low-density, old industrial buildings currently located in this area and provide a more prominent gateway to the city.

Redevelopment plans should include a minimum of 25 total acres of parks and open space, with at least seven acres along western border to act as a greenway and to buffer the remaining oil refinery. The remainder 18 acres could be part of a large park or multiple smaller parks. New development should take advantage of this requirement to provide usable parks and open space to future residents and workers; miscellaneous leftover space, such as building setbacks or unusable detention ponds, does not count towards this requirement.

There should be at least 100,000 square feet of new commercial development to act as a neighborhood commercial center, the location of which will be established during the site planning process. This commercial may also be mixed-use, provided that the ground floor is commercial, and should have adequate visitor parking to ensure community

access. In addition, the Shell Site should also incorporate a Community Space as a community hub. This Community Space could connect to the new parks and open space or be incorporated into the commercial development. *Community Spaces are described further in Chapter 5: Recreation and Active Lifestyle.*

### California State University, Dominguez Hills

CSUDH is located in the northern portion of Carson bounded by Victoria Street, Avalon Boulevard, University Drive, and Central Avenue. In addition to university buildings, the campus is also home to the Dignity Health Sports Park which is home to a variety of professional and semi-professional sports teams. See Chapter 7: Community Services, Education, and Safety for information on projected student enrollment and Chapter 10: Economic Development which looks at the economic impacts of the university. The university is a significant center for employment and activity, with approximately 1,600 jobs and a total of 15,179 part-time and full-time students as of Spring 2018.<sup>4</sup> Currently, the University has 11,325<sup>5</sup> full-time equivalent students (FTES) with an enrollment capacity of 20,000 FTES over the next 15 to 20 years. Development on the campus is guided by the campus Master Plan which was updated in 2018 and establishes a need for over 1.2 million square feet of academic and administrative space, including a new student recreation center, 1,800 student hous-

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<sup>4</sup> California State University Dominguez Hills. (n.d.). About the University. Accessed via web June 2021. <https://www.csudh.edu/ir/campusprofile/student/>

<sup>5</sup> ibid.

ing beds, and 6,940 parking spaces. Many of these facilities will be constructed on the 76.5 acres of land identified as underutilized on the east side of campus. The 2018 Master Plan shows an increase both enrollment and the number of students living on campus, plus identifying the need for additional campus-serving retail, office, and open space and student life facilities, including an updated Student Union and intramural sports facilities.

The university helps support the Carson community character by attracting new students and talent while providing economic and social benefits for the city. The campus can continue by supporting community events, promoting adult learning opportunities, and connecting to the larger Carson community. Once students graduate, retaining talent in Carson can help enhance the city and provide skilled labor for future industries. Improving public transportation, amenities, and housing in the area surrounding the campus can help integrate it better into the rest of Carson. In addition, a Community Space is envisioned for the campus to be a gathering place for the community and encourage better connections between the university and the surrounding neighborhoods. This Community Space can happen through a collaboration between the City and the university.

## SouthBay Pavilion

SouthBay Pavilion is an enclosed regional shopping mall located near the center of Carson at the south-east corner of Del Amo Boulevard and Avalon Boulevard. The central location is near other significant business and industrial centers in Carson, including the Shell Site to the east, the Downtown Core to the south, the CSUDH campus to the north, and across the street from the proposed The Creek at Dominguez Hills parks and recreation project. Designed as a typical suburban, mid-century mall, SouthBay Pavilion opened in 1973 and features a variety of chain stores and large anchor tenants with buildings surrounded by surface parking lots.

Given the mall's central location and access, combined with large vacant parking lots and big box stores, make it a prime candidate for future redevelopment. The General Plan designates the mall and its environs as Downtown Mixed Use which allows for high-intensity residential and commercial development, with the intention of spurring revitalization of the site. The character of the site is envisioned to be an urban village center with a variety of uses making it a vibrant regional destination for Carson residents as a place to live



with ample retail, commercial, and employment opportunities and public spaces. The central location also provides an opportunity to connect to the other business and industrial centers in Carson with public transit routes and Greenway Corridors. Redevelopment plans should incorporate a Community Space to act as a focal gathering place for the community and be integrated into new development proposed at the site.

### East Carson Street

East Carson Street, which is Carson Street east of I-405, is more auto-oriented than the multi-modal portion of Carson Street west of I-405. As the streetscape enhancements west of I-405 have not extended to this area, pedestrian crossings are fewer, sidewalks are narrower, bus stops only consist of a bench and no shelter, and there are no bike facilities. Whereas Carson Street west of I-405 has mostly multi-family housing and neighborhood-commercial businesses, East Carson Street mostly has detached housing, industrial facilities, and religious facilities. There are several

opportunity sites in this area, including the vacant parcels on the northwest corner of Carson Street and Perry Street and the underutilized auto-oriented commercial facilities across Carson Street from these parcels.

East Carson Street is within the Dolphin Park and East Carson Neighborhood Village, with the employment center envisioned for East Carson Street between I-405 and S. Wilmington Avenue. Building upon the successes of Carson Street west of I-405, East Carson Street is envisioned to become an employment center between I-405 and S. Wilmington Avenue by being designated as Corridor Mixed Use with a range of housing, commercial, and office uses. As part of the redevelopment, streetscape improvements and pedestrian-friendly treatments should be extended from west Carson Street and serve as a better connection between East Carson Street and the Core. Additional public realm improvements, such as street trees, wider sidewalks, benches, and active building frontage, can help further define East Carson Street as an employment center and strengthen retail opportunities for the community.



## 4.6 Greenway Corridors

Greenway Corridors, with the initial network illustrated with green arrows in Figure 4-5, seek to better connect the Downtown Core, Neighborhood Villages/Centers, and Employment Centers. Greenway Corridors are designated to be redeveloped as tree-lined multi-modal boulevards, with bikeways and/or trails running parallel to the street. The majority of improvements for Greenway Corridors are anticipated to be within public rights-of-way with further connections and enhancements coming from new projects located along the corridor. Some of the key Greenway Corridors include Main Street, Avalon Boulevard, Carson Street, Figueroa Street, along the Dominguez Channel, and a connection through the Shell site from 213th Street to Del Amo Boulevard. As Greenway Corridors are implemented in the central parts of the city, consideration should be given to future phases and extending these out citywide.

### URBAN DESIGN APPROACH

Greenway Corridors with streets are envisioned to have "complete streets" that incorporate a variety of modes, including bikeways, pedestrian safety improvements, and other measures that foster a strong image and identity for Carson. The inclusion of linear parks and greenery along these major roadways can promote a healthier living envi-

ronment by providing shade, respite from sun/urban heat, cleaner air, and visual delight. Together with new development, rejuvenated corridors will foster greater identity for Carson and a sense of belonging for neighborhoods.

In addition to streets, some Greenway Corridors, such as along the Dominguez Channel, are envisioned to provide safe, attractive, and functional active outdoor recreation spaces that also serve as linkages. The design for these Greenway Corridors should incorporate benches, lights, trash cans, and wayfinding signage to support outdoor activities like biking, jogging, or bird watching. Incorporating additional greenery along these corridors can expand plant and animal habitat while providing shade and interest to users.

### Streetscape Design

The City has undertaken proactive efforts to improve streetscapes, such as along Carson Street. Currently, specific design of individual streets occurs through implementation documents like the Carson Street Mixed-Use District Master Plan, project specific plans, and the City's Public Works Standards. Development of a citywide streetscape plan would consolidate overarching goals, treatments based on street typologies (see Chapter 3: Circulation),



and design features appropriate for Carson. Specific considerations that could be incorporated into the design of Greenway Corridors include:

- Using a consistent species of trees and planting to define corridors. Multiple rows of trees or landscaping can be planted along sidewalks or in medians as space allows;
- Managing stormwater and improving ecology through bioswales or street tree rain gardens;
- Widening sidewalks and reducing street pavement area;
- Introducing public art sequences and signage;
- Using resource-efficient materials and lighting
- Creating a psychological/physical distance between pedestrians and traffic with trees, planters, lights, and sidewalk furniture;
- Adding seating, bus shelters, and other pedestrian-oriented furnishings;
- Improving intersections with pedestrian-friendly corner sidewalk bulb-outs, highly visible pedestrian crossings, and pedestrian safety islands;
- Establishing a consistent street signage or public signage aesthetic;

- Providing places with shade;
- Designing the road for multi-modal transportation modes, including vehicles, bicycles, multi-use paths, and public transit; and
- Placing utilities underground.

As Greenway Corridor streetscape improvements are implemented, Carson's street network will become an attractive realm for public activity and enhance the community character. Coupled with better building-to-street interface within residential and commercial areas, the improved street network will foster pedestrian activity and social gathering.

### Building-to-Street Interface

In addition to streetscape design, street life and comfort are crucial for providing an attractive, safe, active, and walkable environment along Greenway Corridors. This cultivation of the public realm can be accomplished not only through streetscape improvements, but also through the interplay between the built environment and the street. Strategies to improve the public realm are most applicable to areas where concentration of activity is likely, such as within the Core, Neighborhood Villages, and certain employment centers. The building-to-street interface is



especially important when considering new projects that front along Greenway Corridors. Specific improvements that could be incorporated into the design of buildings that front along Greenway Corridors include:

- Building articulation to reduce physical size/massing. This includes varied building heights within districts or building clusters, recesses and projections, window articulation and treatments, and roof forms that contribute to overall texture and character. Horizontal building articulation is especially emphasized to provide richness and variety at eye level, particularly for large fl orplate structures that are characteristic of the light industrial, research and development, and mixed-use commercial development throughout Carson;
- Incorporating stepbacks of upper fl oors to diminish overshadowing of the public realm;
- Improving building transparency by locating entrances and windows to face the street;
- Creating habitable and actives space at the ground level, including privately-owned public spaces, outdoor dining, visible indoor dining, parklets, store fronts, and building entrances for both commercial and residential uses;
- Beautification of industrial sites through landscaping, screening of outdoor facilities, and limiting storage to indoor facilities;
- Locating parking facilities away from the street front either by placing parking lots to the back/side of the lot or through structured (surface or underground) parking facilities;
- Utilizing high-quality building materials, finishes , and signage to strengthen the city's architectural identity; and
- Prevention of blank walls, or facades that don't contribute to an active frontage, from facing the Greenway Corridor.

By utilizing streetscape improvements and better building frontages, Greenway Corridors will help enhance the aesthetic image, build a distinctive sense of place and pride, and bring additional greenery and activity for Carson.

## 4.7 Guiding and Implementing Policies

### GUIDING POLICIES

**CCD-G-1** Foster Carson's sense of place and arrival through careful attention to building and public realm design, and cohesive streetscapes that promote community and neighborhood identity.

**CCD-G-2** Nurture development of a tapestry of places with concentrations of activity—the Core, Neighborhood Villages, and Employment Centers—each with its own identity, with buildings, streetscapes, and open spaces designed to reflect conditions and use of each place.

*These identities can be developed through individual development projects or through other planning initiatives, like corridor plans or through the Carson Neighborhood Villages Plan. The identities should reflect the culture and ethnicities of the surrounding residents, incorporate high-quality materials, and incorporate other placemaking strategies.*

**CCD-G-3** Promote the Core as Carson's energetic commercial, cultural, and residential center, promoting a diversity of building types and variety of options for living and working in the heart of the community.

**CCD-G-4** Support a safe, engaging, pleasant, and walkable environment within the Core; promote commercial activity and pedestrian-scaled streetscape along Carson Street and Avalon Boulevard by incorporating ground level design that engages pedestrians and promoting active uses on the ground fl oor of new buildings.

**CCD-G-5** Support an active pedestrian realm along East Carson Street (between I-405 and Santa Fe Avenue) and improve the streetscape connection to the Core.

- CCD-G-6** Strengthen community identity within Neighborhood Villages through high-quality building and streetscape design and promote attractive pedestrian connections to access neighborhood centers for local services and amenities.
- CCD-G-7** Support development of new or transition of existing employment centers that are walkable and connected to the surroundings by promoting smaller blocks, connected streets, and improving the aesthetics of buildings, landscaping, and streetscape.
- CCD-G-8** Support the vision of the Shell site as a high-tech office and research and development campus with integrated residential uses, while improving the aesthetic character to the surrounding neighborhoods, including Dolphin Park and the residential area north of E. Del Amo Boulevard.
- CCD-G-9** Encourage redevelopment of the SouthBay Pavilion and its environs as a pedestrian-friendly mixed-use activity center.
- CCD-G-10** Prioritize development of Greenway Corridors—tree-lined multi-modal boulevards or trails—to better connect Carson's key activity hubs with greenspace, improve the streetscape aesthetics, and promote an environmentally healthier and active streetscape environment.



## IMPLEMENTING POLICIES

Policies that apply to all areas are followed by policies that apply to specific one .

### Building and Site Design

- CCD-P-1** Encourage mixed-use projects by allowing flexibility in the site and building design standards outlined in the Carson Municipal Code Zoning Ordinance.  
*Such standards that could be flexed include setbacks, open space, parking, dwelling units, minimum lot area, and height requirements.*
- CCD-P-2** In areas with high levels of pedestrian activity—including the Core, Employment Centers, and Neighborhood Villages—locate parking facilities away from the street front either by placing parking lots to the back/side of the lot or through structured (surface or underground) parking facilities. Promote flexible parking requirements to support infill development, creation of a more livable and human-scaled public space, and encouragement of non-auto travel.
- CCD-P-3** Incorporate pedestrian and bicycling wayfinding by locating and marking pedestrian and/or bicycle paths to better connect neighborhood centers to the surrounding community.
- CCD-P-4** Require high-quality building materials and locate windows and entrances to support active and attractive frontages along primary streets.
- CCD-P-5** For industrial areas that are adjacent to housing, ensure that noise, traffic, glare, odors, and other nuisances produced by the industrial uses are contained to the extent feasible within the industrial sites through site and building design.

## Streetscape Design/Greenway Corridors

**CCD-P-6** Prepare a Greenway Corridors and Streetscape Plan to prioritize the development of streetscapes in Greenway Corridors (illustrated in Figure 4-5; additional street segments not shown in this figure may be included), in coordination with other City streetscape design and pedestrian realm improvement initiatives. The Plan should:

- a. Foster development of Greenway Corridors as tree-lined boulevards, emphasizing:
  - Consistent species and regularly-spaced trees that promote street identity;
  - Closely spaced canopy trees in and around neighborhood centers to provide adequate shade;
  - Stormwater management through bioswales or rain gardens.
  - Wider sidewalks, with considerations for those that are mobility impaired;
  - Corner sidewalk bulb-outs, highly visible pedestrian crossings, and pedestrian safety islands where appropriate.

- Bikeways, as shown in Figure 3-3 and updated citywide Bicycle Master Plan when developed; and
  - Pedestrian-scaled and attractive lighting, benches and other street furniture, and signage.
- b. Grow the tree canopy by maintaining existing trees and planting additional street trees where feasible. Develop regulations for tree canopy coverage of surface parking areas that are appropriate to use and location.
  - c. Prioritize Greenway Corridors in high-activity areas, such as within the Core and along residential neighborhoods, active commercial areas, Neighborhood Villages, or major transportation corridors.

**CCD-P-7** Develop Greenway Corridors throughout the community after completion of the initial segments outlined in Figure 4-5.

**CCD-P-8** Require buildings to provide a “front face” along Greenway Corridors by locating entryways, storefronts, and windows facing the street while locating elements like blank walls, parking lots, and storage areas away from the corridors.



## Carson's Core

- CCD-P-9** Ensure that buildings are designed to emphasize the Core as Carson's downtown, and Carson Street /Avalon Boulevard as the main street. Building should define the street edge; have awnings along the street where pedestrians are expected, and are designed to engage pedestrians.
- CCD-P-10** Reduce the number of curb cuts along Carson Street/Avalon Boulevard by consolidating multiple entrances into one shared entrance and locating entrances at intersections to emphasize continuous, unbroken curb lengths in order to improve pedestrian safety and reduce automobile confusion.
- CCD-P-11** Support efforts for outdoor seating and dining along Carson Street/Avalon Boulevard, including temporary street closures for special events, café-style seating along the street, and temporary replacement of parking spaces with seating areas (parklets).

*A parklet is a small seating area or green space created as a public amenity on or alongside a sidewalk, especially in a former roadside parking space, that acts as an extension of the sidewalk to provide more space and amenities for people using the street.*

### ACTIVE GROUND LEVEL DESIGN

- CCD-P-12** Support an active street frontage by requiring buildings to locate entrances, windows, storefronts, porches, or outdoor seating along Carson Street.
- CCD-P-13** Require that the ground fl or frontage—with the exception of ingress and egress and other necessary building and site design considerations—of a site within the Active Ground Level Zone (shown in Figure 4-5) should be devoted to active commercial uses; active commercial uses are those that are accessible to the general public, generate

walk-in pedestrian clientele and contribute to a high level of pedestrian activity.

*Such active uses include retail shops, restaurants, bars, theaters and the performing arts, commercial recreation and entertainment, personal and convenience services, leasing offices, private recreational areas, fitness studios, party rooms, building and hotel lobbies, banks, travel agencies, childcare services, libraries, museums, and galleries. Other parts of the site—at the ground level and at upper stories—may be devoted to commercial or residential uses.*

- CCD-P-14** Prepare and implement an active ground fl or overlay district—shown as Active Ground Level Zones in Figure 4-5—as part of the Carson Municipal Code that establishes required development standards. This overlay district should focus on areas that require active ground fl or uses to further develop mixed-use use centers, accommodating the need for both auto-oriented uses as well as designated pedestrian-oriented centers.



*Regulations should address:*

- (a) Types of uses permitted on the ground floor.
- (b) Minimum height requirements on the ground floor.
- (c) Façade design specifications for residential, commercial, and light industrial/maker uses.
- (d) Maximum front setback requirements.
- (e) Requirements for awnings, shade, building transparency for designated pedestrian areas.
- (f) Landscape requirements.

## Neighborhood Villages

**CCD-P-15** Promote the development of "complete neighborhoods" – neighborhoods with a wide complement of everyday uses and amenities within a walking distance. Ensure that Neighborhood Centers (Figure 4-5) contain a spectrum of neighborhood-oriented commercial uses.

*A "complete neighborhood" refers to a neighborhood where residents have safe and convenient access to the goods and amenities needed in daily life. This includes a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options, and civic amenities. An important element of a complete neighbor-*

*hood is that it is built at a walkable and bikeable human scale, and meets the needs of people of all ages and abilities. Ideally, complete neighborhoods would have goods and services be accessible within a 15 or 20-minute walking radius of the majority of residences as to reduce automobile dependency and encourage active transportation.*

**CCD-P-16** Strive to accentuate activity and presence at the street level, particularly along pedestrian-oriented corridors and neighborhood centers within Neighborhoods. Streetscape design in these areas should foster safer pedestrian crossings by incorporating enhancements like sidewalk bulb-outs, mid-block crossings, reduced vehicle speeds, and other pedestrian-friendly design.

## Employment Centers

**CCD-P-17** Incorporate smaller block sizes and a connected street grid when laying out new streets to increase walkability and connectedness.

**CCD-P-18** Provide gathering spaces, including plazas and small parks, to enable workers to spend time outdoors.

**CCD-P-19** Allow a diverse range of architectural styles, while encouraging high-quality design and placemaking initiatives to enhance the sense of place.



## Shell Site

**CCD-P-20** Require development of a master or specific plan for development of the Shell site. As part of the plan, establish design and development standards that promotes cohesive streetscape design, distinctive architecture, placemaking, and branding of the site.

**CCD-P-21** Support an urban, walkable environment by incorporating the following strategies:

- (a) Combine residential, commercial , and, when feasible, industrial uses as connected and integrated components of the district, rather than standalone uses.
- (b) Consolidate parking into shared underground garages or structures to discourage large parking lots surrounding buildings.
- (c) Present a cohesive face along public streets, rather than development being introverted.
- (d) Ensure that building entrances and lobbies are easily visible and accessible from streets.
- (e) Locate any industrial areas, parking lots, loading areas, and similar uses away from residential areas, streets, and pedestrianized areas.

**CCD-P-22** As part of site design, incorporate a Community Space that tie into the proposed parks, open space, or commercial area. Ensure that the Community Space is easily identified and accessible by the public. *Community Spaces are described further in Chapter 5: Recreation and Active Lifestyle.*

## California State University- Dominguez Hills

**CCD-P-23** Support efforts for greater integration of the City and CSUDH, and celebrate CSUDH as part of Carson's culture and identity.

**CCD-P-24** Through a collaboration between the City and the university, identify opportunities to develop a Community Space to further engage connections between the surrounding community and the university. *Community Spaces are described further in Chapter 5: Recreation and Active Lifestyle.*

## SouthBay Pavilion

**CCD-P-25** While allowing new housing development as outlined in the Land Use and Revitalization Element, develop new streets or pedestrian walkthroughs to create more walkable and connected environments.

**CCD-P-26** Implement walkable and engaging streetscapes that support a variety of users, with an emphasis on walking, biking, or taking transit.

**CCD-P-27** Establish a cohesive identity to the site by incorporating placemaking principles.

*Such principles include:*

- *Public gather areas, plazas, or year-round public markets.*
- *Beautification of the streetscape and public realm, including street trees, landscaping, and planters.*
- *A pedestrian-friendly, safe, and well-lit environment.*

## East Carson Street

**CCD-P-28** Support an improved public realm for new residential and commercial development along East Carson Street by having a strong building to street interface, without requiring active frontages. Limit fences, blank walls, loading docks, and parking lots fronting Carson Street.

**CCD-P-29** Improve the character along East Carson Street through consistent branding in coordination with the Dolphin Park Neighborhood Village.

# Recreation and Active Lifestyle

The Recreation and Active Lifestyle Element provides the framework to meet Carson's recreational needs and promote accessibility to recreation areas for all residents and visitors as the city continues to grow and diversify. Given that most of Carson is built out, there is limited vacant land for new parks and recreation facilities. Thus, this element prioritizes trail connections and enhancement of the pedestrian and cyclist network to make existing facilities more accessible. As large industrial sites such as the Shell refinery site are revitalized with new uses, opportunities for new parks will be explored. Redevelopment of the City's arterial streets with bikeways and street trees is envisioned to provide vibrant greenways that connect Downtown Carson and other city nodes to improve mobility and provide a consistent, welcoming image for the City of Carson.

Cohesive planning for access to recreation and active, healthy lifestyles means taking a balanced approach to the provision of parks and recreation spaces, as well as creating safe and attractive pedestrian and bicycle connections that bring community members out to play and enjoy the city's various natural assets. The element provides and guiding and implementing to enhance the quality of life for Carson residents such that they:

- Sustain and improve the social, economic, aesthetic, and environmental health of the city,
- Are accessible for all residents,
- Offer a balance of active and passive recreation opportunities,
- Enhance the community's environmental quality, and
- Encourage an active lifestyle and improved quality of life based on the diverse population of Carson.



## 5.1 Existing Parks and Recreation Facilities

### EXISTING PARKS

Parks in the City of Carson are listed in Table 5-1 and shown in Figure 5-1. As of 2021, there are 23 parks in the city—four Mini Parks, 12 Neighborhood Parks, two Regional Parks owned by Los Angeles County, and five schools that have joint use agreements with the City to allow community members access to playgrounds, sports fields, and sports courts during non-school hours. Mini Parks are small parks that serve a limited area, often where land is not available for a neighborhood facility, whereas Neighborhood Parks are intended to serve one neighborhood or groups of neighborhoods, providing a wide range of active and passive recreational opportunities. There are also several private parks in the Planning Area that are included in Table 5-1.

### EXISTING COMMUNITY AND RECREATION FACILITIES

Community facilities in Carson include the City administrative offices, a post office, a community center, and libraries, as shown in Figure 5-1. Carson City Hall is located at 701 East Carson Street, and an annex housing the Landscape and Building Maintenance, Community services/Parks and Recreation, and Public Works divisions is located at 18601 S. Main Street. The Congresswoman Juanita Millender-McDonald Carson Community Center (also known as the Carson Event Center) is a 40,000-square-foot facility located next to City Hall on East Carson Street. The Carson Event Center provides 23 meeting spaces, two kitchens, and a 12,000 square-foot ballroom, in addition to social services including career services, senior social services, and a stroke exercise and therapy center. Meeting spaces and the ballroom are available for public rental. The Post Office located at 21350 South Avalon Boulevard is in close proximity to the City Center and Carson Event Center. There are two libraries in the Planning Area, including the Carson Library near the intersection of East Carson Street and South Main Street, and the Dr. Martin Luther King Jr. Library, located near the intersection of East Victoria Street and South Avalon Boulevard.

**TABLE 5-1: EXISTING PARKS**

Park	Acreage
<b>City of Carson Parks</b>	<b>117.3</b>
Mini Parks	2.6
Friendship Mini Park	0.3
Perry Street Mini Park	1.2
Reflections Mini Park	0.4
Walnut Mini Park	0.7
<b>Neighborhood Parks</b>	<b>114.7</b>
Anderson Park	8.4
Calas Park	9.2
Carriage Crest Park	4.8
Carson Park	10.8
Del Amo Park	8.6
Dolphin Park	12.4
Dominguez Park	7.6
Foisia Park (formerly Scott Park)	11.3
Hemingway Park <sup>1</sup>	12.5
Mills Park	5.0
Stevenson Park	11.8
Veterans Park	12.3
<b>Los Angeles County Parks and Recreational Facilities</b>	<b>191.6</b>
Victoria Community Regional Park	30.0
Victoria Golf Course <sup>2</sup>	161.6
<b>Recreational Space at Schools with Joint Use Agreements</b>	<b>27.5</b>
Carson High School	11.0
Caroldale Learning Community	2.0
Rancho Dominguez Preparatory School	3.0
Carson Elementary School	2.5
Stephen M. White Elementary School	9.0
<b>Private Parks<sup>3</sup></b>	<b>6.7</b>
<b>Total</b>	<b>343.1</b>
<b>Public Parkland Total</b>	<b>174.8</b>

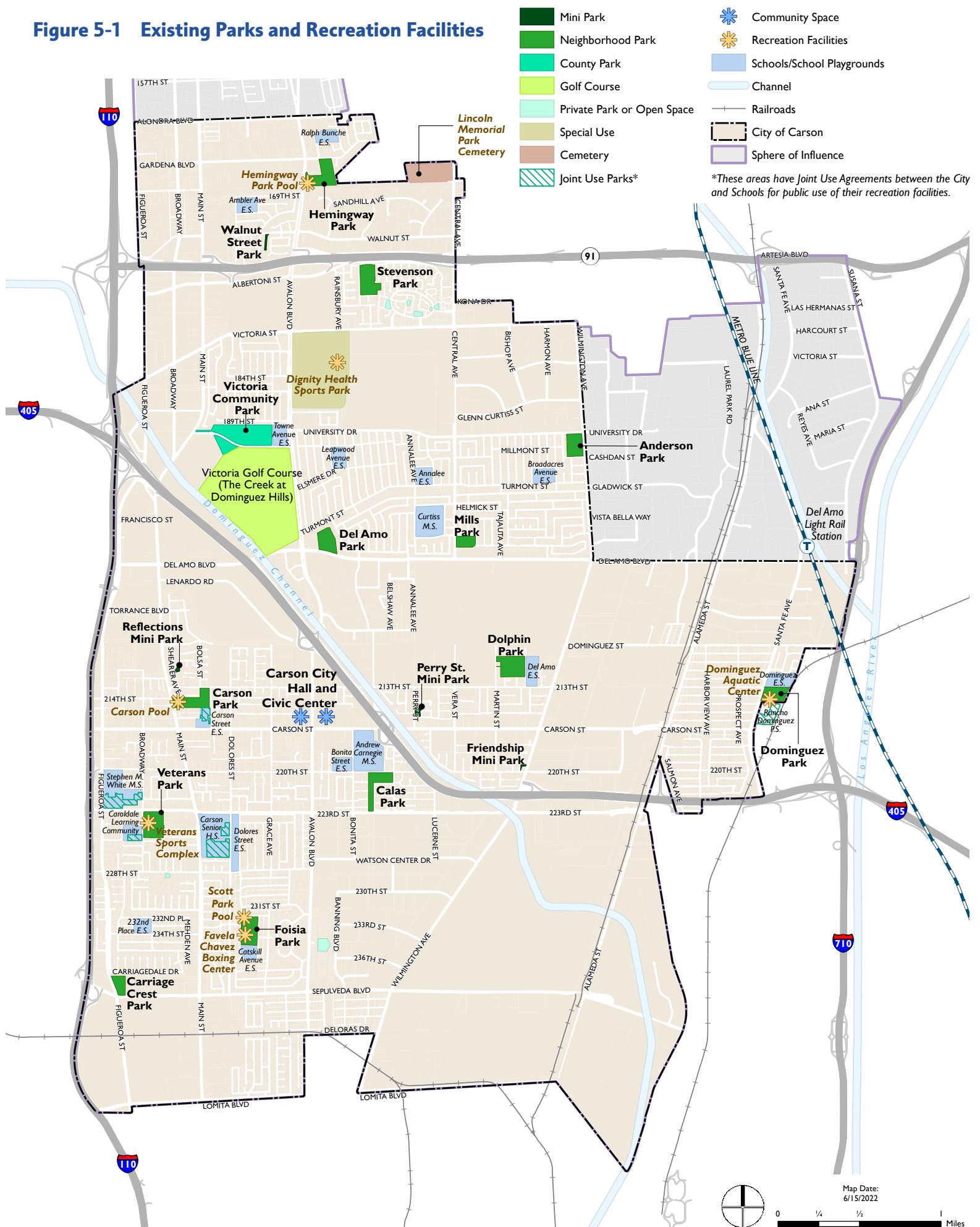
1. Hemingway Park acreage includes Hemingway Pool.

2. The existing Victoria Golf Course is a public, pay-to-play golf course totaling 161.6 acres. Redevelopment is proposed for about 94 acres of the site as The Creek at Dominguez Hills, which is anticipated to be a semi-private, pay-to-play regional recreation facility. Because current and future use of this site is not free, the acreage is not included in the public parkland total in this table.

3. Private parks are Homeowner Association-owned open space or private gated parks in single-family residential developments.

Sources: City of Carson, 2017; Los Angeles Countywide Comprehensive Park and Recreation Needs Assessment, 2016; Dyett & Bhatia, 2021

**Figure 5-1 Existing Parks and Recreation Facilities**



The City of Carson's Recreation Division offers classes, activities, and camps for residents of all ages. Programs include youth and adult sport leagues, computer classes, after-school programs, senior recreation programs, and day camps. The City manages several recreational facilities, including pools, a sports complex, and a boxing center. In addition, the City has a joint use agreement with the Los Angeles Unified School District (LAUSD) which allows for joint usage of City recreational facilities in exchange for usage of the LAUSD's auditoriums, gyms, athletic field, and community garden. The City also partners with California State University (CSU) Dominguez Hills, which allows the City to use its theater facility and conference rooms at a discounted rate. Recreational facilities owned by the City of Carson are described in detail below and shown in Figure 5-1:

- **Carson Park and Pool** has multiple indoor and outdoor recreational facilities including sports field, basketball courts, a children's play area, meeting/craft rooms, and volleyball courts. Carson Pool is adjacent to Carson Park. Its facilities include a six-lane pool with a half meter diving board, as well as a building with locker rooms and showers.
- **Dominguez Aquatic Center** is next to Dominguez Park. It features two pools, including a shallow "kiddie" pool and a larger "activity" pool. The "activity" pool contains a "catch" area for three waterslides. Dominguez Aquatic Center also has a building that provides locker rooms and showers.
- **Hemingway Aquatic Center** has three pools. The main "activity" pool is a six-lane pool with a diving board. The "catch" pool is the exit for two waterslides. The third "kiddie" pool is shallow and has spray features. The facility also has a small activity room and locker rooms and showers. Hemingway Aquatic Center is next to Hemingway Park along S. Avalon Boulevard.
- **Foisia Pool** is a single seven-lane pool with a diving board. The facility contains a structure with locker rooms and showers. The pool is situated next to Foisia Park.
- **Fabela Chavez Boxing and Fitness Center** is located on the grounds of Foisia Park. The facility contains a 20 foot by 20 foot boxing ring, punching bags, cardio equipment, and weight machines.



- **Stevenson Park Recreation Center** is located on the ground of Stevenson Park and includes a wading pool and a multi-purpose building. A separate facility includes a gymnasium with indoor basketball courts, community room with kitchen, fitness room, and meeting room.
- **Veterans SportsComplex** is located on the grounds of Veterans Park. Amenities at the SportsComplex include fitness centers, indoor basketball courts, racquetball courts, locker rooms and showers, an indoor cycling studio, meeting rooms, and a group exercise room. Access to these facilities is only available to SportsComplex members. Carson residents may become members for an annual or monthly fee, and non-residents may become members for a slightly higher annual or monthly fee. Members may participate in group exercise classes, youth classes, and nutritional counseling.

In addition to the City-owned parks and recreation facilities, Los Angeles County has two large regional park and recreation facilities within Carson:

- **Victoria Golf Course** is a public, pay-to-play golf course with 18 holes on a former 161.6-acre landfill

located between Avalon Boulevard, the Dominguez Channel, Main Street, and East 192nd Street. Redevelopment of part of this site has been proposed (see future parks section below), which is anticipated to bring new recreational facilities and opportunities to Carson.

- **Victoria Community Regional Park**. Located just north of the Victoria Golf Course across Martin Luther King Junior Street, this regional park is around 30 acres and has a variety of amenities, including ball field , basketball courts, a swimming pool, a gymnasium, tennis courts, play area, a recreation building, and picnic areas among others.

In addition to City- and County-owned park facilities, Carson is home to Dignity Health Sports Park, a multiple-use sports complex located on the campus of California State University Dominguez Hills, which includes Dignity Health Sports Park Soccer Stadium, the Dignity Health Sports Park Tennis Stadium, a track and field facility, and a velodrome. The main stadium, with a seating capacity of 27,000, is the largest soccer-specific stadium in the U.S. It has hosted the Women's World Cup and is home to the LA Galaxy.





## 5.2 Park Planning Framework

### PARK CLASSIFICATION

There are six types of parks in the City of Carson, as follows, and shown in Table 5-2:

1. **Regional Parks.** A regional park is designed to serve the active and passive recreational needs of the community and the surrounding region. These parks are located on or near arterial roadways so as to be easily accessible via automobile, foot, or bicycle. Additional transit routes will improve connectivity for residents who do not own a personal automobile. There are two regional parks in the City that are both owned and operated by Los Angeles County – Victoria Community Regional Park and the Victoria Golf Course (future site of The Creek at Dominguez Hills, if developed).
2. **Neighborhood Parks.** Neighborhood or community parks are intended to serve a neighborhood or group of neighborhoods and are located within walking or biking distance of the area served. These parks provide a wide range of both passive and active recreational opportunities. There are 12 neighborhood parks in the City, ranging in size from 3.4 to 12.0 acres. Facilities vary at each park and typically include ball field, basketball courts, children's play areas, and picnic areas.
3. **Mini Parks.** Mini parks are small parks serving a limited area, often where land is not available for a neighborhood facility. These parks generally include children's play areas and picnic areas. The four existing mini parks in Carson include Friendship Mini Park, Perry Street Mini Park, Reflections Mini Park, and Walnut Mini Park.
4. **Joint Use School Parks.** This includes school playground and recreation facilities that may be available for public use. The City maintains a Joint Use Agreement with LAUSD, which provides for joint use of playfield, tennis courts, and other recreational facilities by students and residents during off-school hours. There are five joint use school parks – Carson High School, Caroldale Learning Community, Rancho Dominguez Preparatory School, Carson Elementary School, and Steven White Elementary School.
5. **Community Spaces.** Community spaces are key, publicly-accessible areas in Carson that have a range of entertainment, activities, park amenities, and diverse public spaces in various sizes. The goal of community spaces is to have a diversity of scales, designs, and textures and to create inviting public spaces that enrich the economic, social, and cultural life of the community. Community spaces include multi-purpose plazas, rooftop green spaces, parklets, privately-owned public open spaces, and recreation and community facilities. For neighborhoods throughout Carson,

**TABLE 5-2: PARK CLASSIFICATION SYSTEM AND PROGRAMMING GUIDELINES**

Park/Facility Type	Typical Size	Scale of Service	Ownership <sup>1</sup>	Key Design Elements
Regional Parks	18+ acres	Regional, Countywide, Citywide	LA County, Public or quasi-public agency	<ul style="list-style-type: none"> <li>Major regional sports and recreation facilities</li> <li>Indoor/outdoor attractions that promote physical activity</li> <li>At least 50% of the land should be reserved as greenery, parks, open space, or habitat conservation</li> </ul>
Neighborhood Parks	4 to 15 acres	Neighborhood, Community	Public, Private,	<ul style="list-style-type: none"> <li>Minor sports and recreation facilities to support a local population</li> <li>Neighborhood parks can include swimming pools, ballparks, playgrounds, community centers, basketball courts, bocce ball, tennis courts, soccer field , picnic areas, and other similar amenities, or community gardens</li> <li>At least 50% of the land should be reserved as greenery, active or passive park usage, or open space</li> </ul>
Mini Parks	0.3 to 2 acres	Block, Neighborhood	Public, Private, Public/private	<ul style="list-style-type: none"> <li>Smaller parks which typically include playgrounds, BBQ and picnic areas</li> <li>Sports (like basketball courts) and recreation facilities may be included depending on space availability</li> </ul>
Joint Use School Parks	Varies depending on school size	Neighborhood, Community	School District	<ul style="list-style-type: none"> <li>Sports and recreational facilities depend on what is available through the school</li> </ul>
Community Spaces	0.2 to 15 acres depending on space	Neighborhood, Community	Public/private, Public	<ul style="list-style-type: none"> <li>The Carson Civic Center is an example of a large community space, smaller community space plazas can start at 0.2 acres or approx. 8,700 sq. ft.</li> <li>A publicly accessible plaza that has active uses (storefronts, restaurants) surrounding the space</li> <li>Inclusion of pedestrian-friendly amenities like sitting areas, including benches, chairs, and tables, shade, art, water features, trees/fl wers, lighting, etc.</li> <li>Inclusion of play elements, like children's play areas or interactive fountains</li> </ul>
Greenways	Depends on sufficient acquisition or buffer zone from industrial uses	Regional, Community	Public or quasi-public agency	<ul style="list-style-type: none"> <li>Active and passive recreation</li> <li>Bike/multipurpose paths</li> <li>Community gardens</li> <li>Natural areas</li> <li>Trees to provide noise/visual buffer and to help clean air</li> <li>Can be along utility corridors, major arterials, or to provide buffer space between residential and industrial uses</li> </ul>

Notes:

1. "Public or quasi-public agency" refer to other agencies that may have interest in maintaining park land that are either privately owned with a public directive or are a government body outside of the local jurisdiction. The Trust for Public Land is one such entity and the City of Carson is included in this category as well.
2. "Public" refers to the City of Carson.
3. "Private" refers to parks within subdivisions, apartments buildings, or on private land that is generally not accessible to the general public but still functions as a park type to residents.
4. "Public/private" refers to parks that are privately owned and are accessible to the general public.

community spaces are intended to be a focal point where community members can gather, socialize, and make connections with one another. The Carson Civic Center complex and Community Center is an example of a large community space; other spaces may be smaller depending on location and land availability.

- 6. Greenways.** Greenways provide unique opportunities for parks and open space along linear geographic features such as watercourses and shorelines or public utility and transportation rights-of-way and can provide a buffer between industrial and non-industrial uses. Greenways often provide formal access to the features they mirror and provide the basis for a network of formal trails that link to other parks and open space areas. While these lands are most often used for passive recreational pursuits, play equipment, open turf areas, and picnic tables may be provided, depending upon the width of the corridor. For large areas of polluted land, greenways can become nature reserves to provide environmental remediation. Greenways along street corridors will be enhanced in transition areas through planting of trees, attractive and visually consistent walls and fences, and high-quality design. Greenways are proposed along the Dominguez Channel, along the western portion of the Shell site, and along key roadways.

## PARK AND RECREATION DESIGN AND PROGRAMMING FRAMEWORK

Carson has a great existing network of parks and recreation facilities. Table 5-2 reflects the high-quality design elements that are found in many of these parks and should be incorporated when new parks are being proposed. This General Plan outlines two new park designations introducing additional elements to the Carson parks network: community spaces provide places for the community to gather (like a public plaza or community center) and Greenways help provide active open space, such as along Dominguez Channel, and greenery buffer between industrial and residential land uses. When designing and programming facilities, additional design elements would need to be tailored to specific neighborhood and resident needs in order to reflect the uniqueness of the community.

## PARKLAND PROVISION STANDARDS

As of 2021, there are 174.8 acres of parks in the city, not including privately-owned parks. This public park acreage includes City parks, joint-use school facilities, and Victoria Community Regional Park. Victoria Golf Course (future site of The Creek at Dominguez Hills, if developed) is not included because current and anticipated future use are not freely accessible to the public. This means that with a population of approximately 93,100 in 2020<sup>1</sup>, the City currently has a ratio of about 1.9 park acres per 1,000 residents.

The General Plan recognizes that the majority of land within Carson is built out and that developing new parks and recreation facilities at the same scale as existing sites is difficult due to the lack of vacant parcels and the associated costs. At the same time, parks and open space are essential to community health and well-being, by supporting sports and active lifestyle, spaces for passive recreation and contemplation, and places for community gathering

<sup>1</sup> California Department of Finance, Table E-5 Population and Housing Estimates for Cities, Counties, and the State, 2010-2020.



and celebration. To ensure that the parkland standard represents an attainable target in the future, the existing ratio of 1.9 park acres per 1,000 residents is maintained as the General Plan standard. While the City currently meets this measurement, additional parks and open space will be needed by 2040 to maintain this metric.

The General Plan supports continued efforts to maintain and improve existing park facilities; greenways and open space buffers will supply new parks, as refineries and other industrial land uses are either redeveloped or closed. The Shell site on E. Del Amo Boulevard and S. Wilmington Avenue is a preeminent example that includes plans to redevelop with a greenway and a neighborhood park. Greenways can be kept as low-maintenance open space or natural habitat which can decrease the associated upkeep costs when compared to other park types that have recreation facilities.

The General Plan projects that the City of Carson will have a total of 136,600 residents by 2040. Table 5-3 summarizes the existing and future park needs. To maintain the parks standard of 2.8 park acres per 1,000 residents, the city will need a total of 259.5 acres of parks. The existing park acreage is 174.8 acres, so the net new parks needed will be 84.7 acres. A Parks and Recreation Master Plan will help facilitate citywide provision of parks and recreational facilities and identify opportunities to develop new facilities to meet the City's goals and be responsive to community needs.

**TABLE 5-3: EXISTING AND FUTURE PARK NEEDS**

	Existing	2040	Difference
Population	93,100	136,600	+43,500
Total park acreage	174.8	259.5	+84.7
Park acres per 1,000 residents	1.9	1.9	0

Source: Dyett & Bhatia, 2021

## PARKS AND RECREATION FUNDING: DEVELOPMENT IMPACT FEE

To keep up with growth, many cities generate parks funding by adopting ordinances through the Quimby Act, which sets a subdivision fee and acreage standard for new park and recreational space based on providing 3.0 acres of parkland per 1,000 people in the new subdivision. In 2019, the City repealed the Quimby Act provisions in the Carson Municipal Code (Section 9207.19) in response to increasing trends in infill rental developments rather than new subdivisions. It was determined that since the Quimby Ordinance fees are only imposed on residential subdivisions or for-sale condos, the revenues generated would be inadequate to fund the additional park and recreational facilities necessary to meet the needs of the future population of high-density rental apartment developments.<sup>2</sup> To help fund future and current parks and recreation facility needs, the City has adopted a Development Impact Fee (DIF) with a fee category for parks and related facilities which will be applied to all residential development, including for-rent projects that do not result in subdivision.<sup>3</sup>

The Interim Development Impact Fee (IDIF), which was adopted prior to the completion of the General Plan update, establishes fee rates for a variety of projects, including multifamily residential, commercial, industrial/business park, dormitory, hotel, recreational, and truck yards. The collection of development fees over the 20-year period (2020-2040) can be used to support existing parks and recreation facilities and, when the opportunity arises, creation of new parks and open spaces that are less resource-intensive.

2 City of Carson Staff Report to the Planning Commission. March 12, 2019. Accessed March 2021. [https://ci.carson.ca.us/content/files\\_pdfs/planning/sr/2019-03-12/Quimby.pdf](https://ci.carson.ca.us/content/files_pdfs/planning/sr/2019-03-12/Quimby.pdf)

3 City of Carson Staff Report to the Planning Commission. April 2, 2019. Accessed March 2021. [https://ci.carson.ca.us/content/files\\_pdfs/planning/docs/projects/DIFProgram/DIF%20Staff%20Report%2004-02-19.pdf](https://ci.carson.ca.us/content/files_pdfs/planning/docs/projects/DIFProgram/DIF%20Staff%20Report%2004-02-19.pdf)



Image Source: The Cultural Landscape Foundation. Gas Works Park, Seattle, Washington. <https://tclf.org/landscapes/gas-works-park>

**Examples of other communities that have had success with turning hazardous sites into parks or nature reserves/open spaces include:**

#### Crane Cove Park, San Francisco, California

Crane Cove Park is a seven-acre bayfront park in the Port's Southern Waterfront. The site was used for industrial purposes including building and repairing ships throughout World War II up until 1982.<sup>4</sup> The site was cleaned up to include beach access, grassy areas, and preservation of historical ship slipways and repair cranes.

#### Spellman Engineering Site, Orlando, Florida

The 40-acre Spellman Engineering site was a former parts cleaning facility that operated from 1963 to 1969 and had significant groundwater contamination due to chemicals used in the cleaning process.<sup>5</sup> As part of the United States Environmental Protection Agency (EPA) Superfund redevelopment and cleanup program, the site now consists of athletic field , trails, and a mixture of uses.

4 Port of San Francisco. Crane Cove Park. Web. Accessed 3/2021. <https://sfport.com/cranecovepark>

5 EPA, Site Redevelopment Profile: former Spellman Engineering Site. June 2019. Web. Accessed 3/2021 <https://semspub.epa.gov/work/HQ/100002123.pdf>

#### Gas Works Park, Seattle, Washington

This 19-acre park was acquired by the City of Seattle for parkland and built on the location of a former coal gasification plant. It has a variety active and passive parks space at a variety of scales and reuses of some of the industrial machinery on site. Gas Works Park is a great example for its reclamation of polluted soils using the natural processes of bioremediation while becoming a community asset.<sup>1</sup>

#### Rocky Flats National Wildlife Refuge, Golden, Colorado<sup>2</sup>, and Rocky Mountain Arsenal National Wildlife Refuge, Commerce City, Colorado

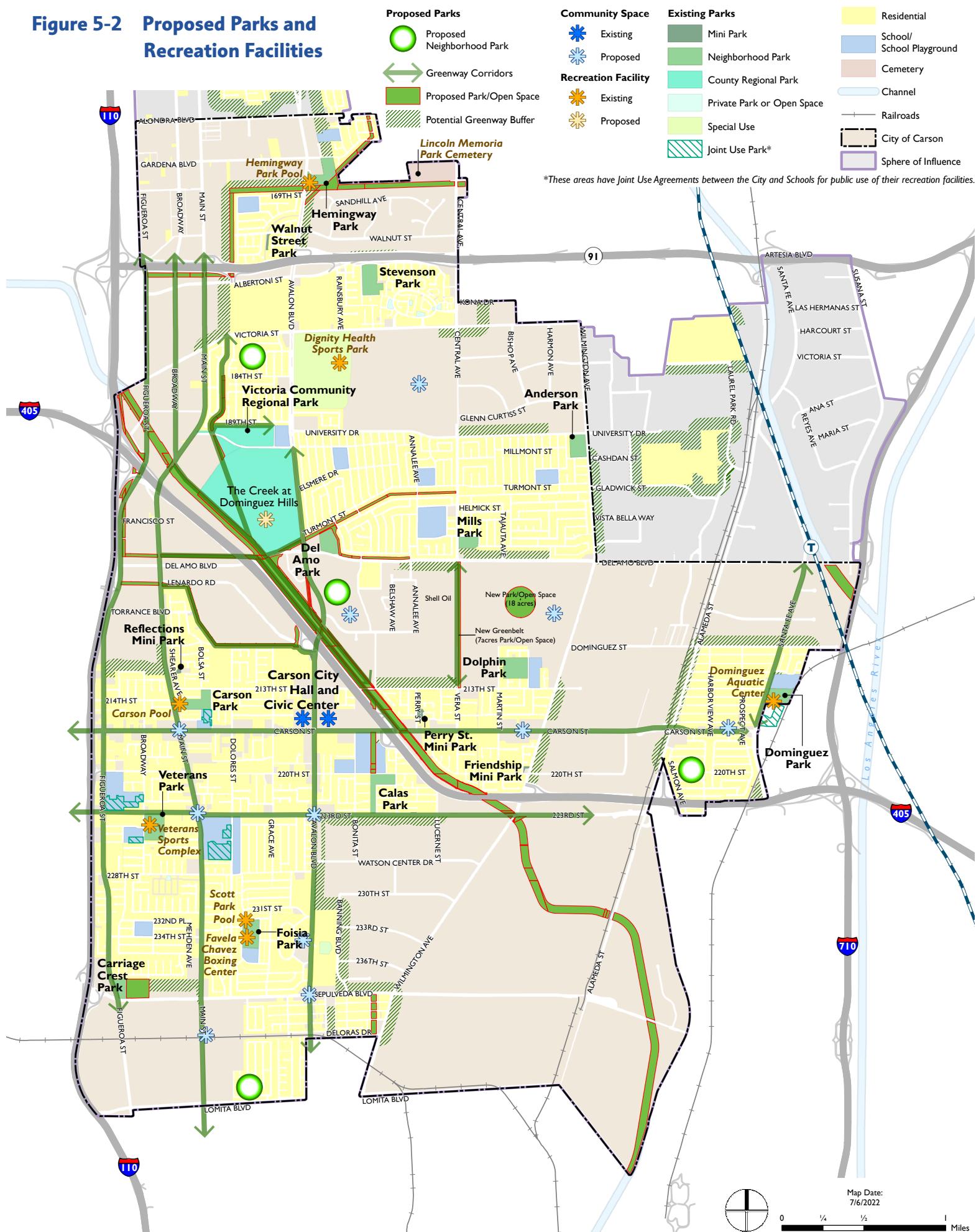
These two polluted sites were used for a variety of nuclear weapons and chemical manufacturing post World War II until decommissioned in the late 1980s. Both sites are home to wildlife refuges which are largely plant and animal habitat that is inaccessible from the public due to safety concerns. As the sites are remediated and deemed safe, additional uses such as public trails and even housing is permitted. The Rocky Mountain Arsenal facility was achieved through a public-private partnership with a variety of federal, state, and local agencies and private entities.<sup>3</sup> Additional facilities, such as a civic center, high school, soccer complex, and public open space are included as part of investment into redevelopment of the site.

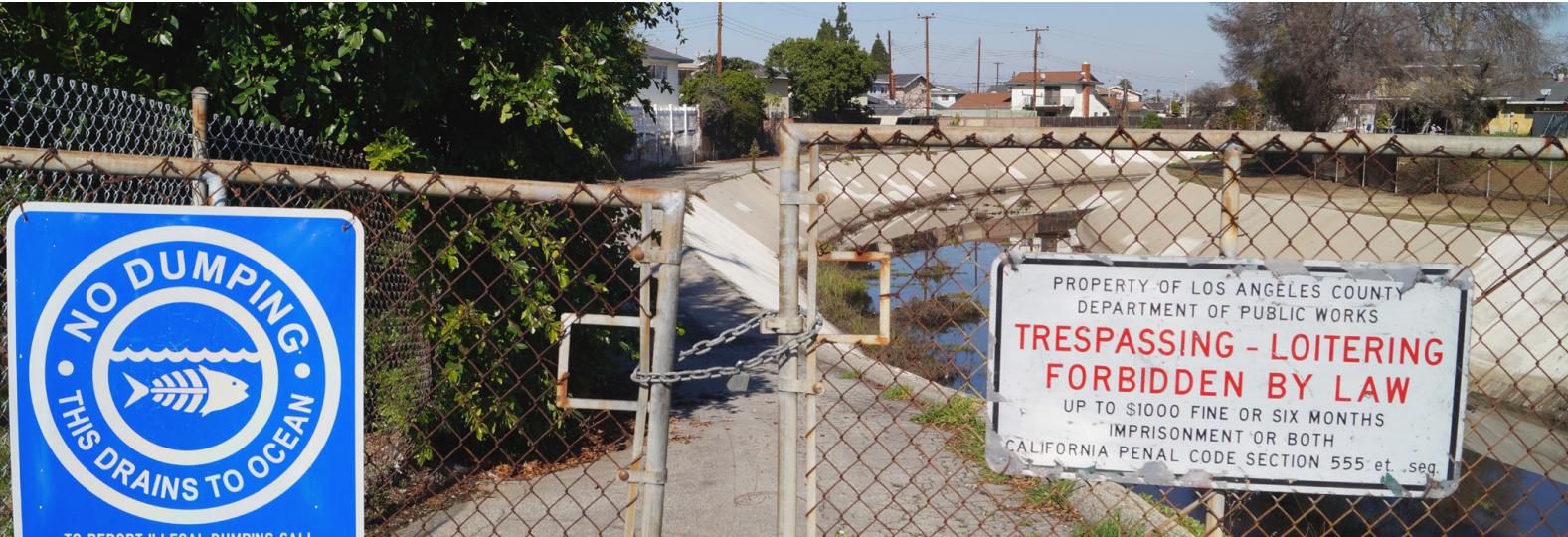
1 The Cultural Landscape Foundation. Gas Works Park, Seattle, Washington. Web. Accessed 3/2021. <https://tclf.org/landscapes/gas-works-park>

2 United States Environmental Protection Agency (EPA). Superfund site: Rocky Flats Plant (USDOE) Golden, CO Cleanup Activities. Web. Accessed 3/2021. [https://cumulis.epa.gov/supercpad/SiteProfiles\\_index.cfm?fuseaction=second.Cleanup&id=0800360#bkground](https://cumulis.epa.gov/supercpad/SiteProfiles_index.cfm?fuseaction=second.Cleanup&id=0800360#bkground)

3 United States Environmental Protection Agency (EPA). Rocky Mountain Arsenal Spotlight. Web. Accessed 3/2021. <https://www.epa.gov/fedfac/rocky-mountain-arsenal-spotlight>

**Figure 5-2 Proposed Parks and Recreation Facilities**





## 5.3 Recreation and Active Lifestyle Framework

### OPEN SPACE AS ENVIRONMENTAL REMEDIATION

Much of the remaining undeveloped land in the city consists of decommissioned landfill sites, which are difficult to develop with residential uses because the level of cleanup needed often makes residential use infeasible. However, many of these sites are adjacent to residential neighborhoods, and open space developed here can provide meaningful addition to the city's parkland inventory, or passive recreation and wildlife space.

The Environmental Protection Agency (EPA) supports reusing remediated former contaminated sites for recreational use of land above hazardous waste containment areas as part of the Superfund program. Established in 1980, the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) or Superfund program created a tax on the chemical and petroleum industries and provided broad Federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment.<sup>4</sup> During the cleanup process, areas can be designated as wildlife refuges and, once areas are remediated and safe for human habitation, can be returned to productive uses. Areas that

<sup>4</sup> EPA, Superfund: CERCLA Overview. Web. Accessed 3/2021 <https://www.epa.gov/superfund/superfund-cercla-overview>

are not prone to development can remain as open space, wildlife refuges, or recreational resources for the benefit of the community.

The EPA lists a variety of recreational and ecological uses for cleaned-up sites,<sup>5,6</sup> including:

- Athletic fields and courts
- Playgrounds and picnic areas
- Trails and open space
- Various recreational uses, such as golf driving ranges, archery ranges, ice skating, and other field games
- Low-impact recreation, like bird or animal watching and hiking
- Passive and active recreation opportunities
- Creation, restoration, or protection of ecosystems and promoting biodiversity

Other uses should be considered on a case-by-case basis to be responsive to site conditions and community needs.

<sup>5</sup> EPA, Reusing Superfund Sites: Recreational Use of Land Above Hazardous Waste Containment Areas. Report published March 2001. Accessed via web on 3/2021. <https://semppub.epa.gov/work/HQ/174085.pdf>

<sup>6</sup> EPA, Beneficial Effects of the Superfund Program. Report published March 2011. Accessed via web on 3/2021. <https://semppub.epa.gov/work/HQ/175526.pdf>

## FUTURE PARKS

Future efforts would be focused on improving existing park facilities and creating new parks when larger industrial, landfill, or commercial sites are redeveloped. The introduction of greenways can help bring greenery into the city using existing right-of-way or for new redevelopment projects, without needing to acquire private property or use up scarce vacant land sites. To meet the General Plan goal of retaining a parks standard of 1.9 acres by 2040, the city will need to have an additional 84.7 acres of parks and open space to meet the projected population increase. A significant share of new parks is expected to be added as part of greenways or when industrial sites are redeveloped. Below is a summary of locations for future parks, which are shown in Figure 5-2.

### 1. Greenway/Greenbelt at the Shell site.

As part of redevelopment of the operations at the Shell Oil refinery (Shell site) located at the southwest corner of Del Amo Boulevard and Wilmington Avenue, a minimum of 25 new acres of parks and open space are required. A greenway that is at least seven acres in size is envisioned on the western edge of the Shell site to provide a buffer space from the remaining refinery operations and any new development. This heavily landscaped greenway should also provide pedestrian and bicycle connections from 213th Street to Del Amo Boulevard and be integrated to other open space and parks located on this site and create a unique amenity space for the community to walk, jog, and bike. Amenities could include but not limited to benches, lighting, exercise courses, artistic features, etc. Connections to Mills Memorial Park to the north and Dolphin Park to the south should be incorporated into the greenway connections.

### 2. New Regional or Neighborhood Park at the Shell site.

In addition to the greenway, a new regional or neighborhood park totaling at least 18 acres is envisioned to be included on the site during reuse planning. This park should focus on creating natural areas and open space, remediating the ecosystem, and expanding Carson residents' access to natural areas. Park/open space should be clustered as much as possible to achieve these objectives and avoid small, unusable park spaces (like within building setbacks, small, scattered lots, or along the edges).

### 3. The Creek at Dominguez Hills.

As of 2021, Los Angeles County has plans underway to redevelop approximately 94 acres of the 161.6-acre Victoria Golf Course site. This project, known as The Creek at Dominguez Hills, would consist of approximately 509,500 square feet of building area, and include a multi-use indoor sports complex, youth learning experience facility, indoor skydiving facility, marketplace, clubhouse, recreation and dining center, restaurant uses, and a sports wellness center. The proposed project would also provide ziplining facilities, a community park, open space areas, a putting green, and a jogging path. The enhanced driving range experience may also include additional amenities such as pitch and putt areas and other golf practice facilities. A proposed Sports Park use would be located in the northwestern portion of the site, while the proposed Main Street Park would be located in the southeastern portion of the site. While many of the facilities are planned to be pay-to-play, portions of the facility are intended to be free and publicly accessible.

### 4. Carriage Crest Park (Neighborhood Park expansion).

The City is leasing 10 acres of land owned by the County Sanitation District adjacent to the existing Carriage Crest Park to develop into a larger Neighborhood Park totaling 15 acres. Half of the current park site is currently under construction, and the 10-acre expansion is anticipated to begin in 2023 or 2024.



## 5. Carson Country Mart (District at South Bay).

A 12-acre portion of the southern planning area of the District at South Bay Specific Plan 2021 amendment will include development of a community amenity area called Carson Country Mart. This area will have commercial uses (including retail and restaurant uses), and privately maintained, publicly accessible open space and community amenity areas. The open space/park amenities are proposed to total about 2.36 acres in size.<sup>7</sup>

## 6. University Village Park on the CSUDH campus.

Development of the CSUDH Campus Master Plan (2018) will include a 2.87-acre park that will feature pathways, open space, and a children's play area, located in the eastern portion of the CSUDH campus.<sup>8</sup> This park will be publicly accessible from South Central Avenue.

7 City of Carson. The District at South Bay Specific Plan Amendment , October 28, 2021. [https://ci.carson.ca.us/content/files\\_pdfs/planning/docs/projects/TheDistrict2021/EnvironDocs/\\_TheDistrictatSouthBay\\_PublicDraftSEIR\\_2021-10-28.pdf](https://ci.carson.ca.us/content/files_pdfs/planning/docs/projects/TheDistrict2021/EnvironDocs/_TheDistrictatSouthBay_PublicDraftSEIR_2021-10-28.pdf)  
Accessed: December 2021.

8 California State University, Dominguez Hills. Final Impact Report, Cal State University, Dominguez Hills Campus Master Plan, September 2019. <https://www.csudh.edu/Assets/csudh-sites/fpcm/docs/campus-master-plan/2019-09-11-FEIR.pdf> Accessed: December 2021.

## 7. Greenways within utility corridors.

Coordinate with Los Angeles Department of Water and Power (LADWP) to determine opportunities for transformation of large utility corridors into trail connections and greenways. Potential utility corridors include those that extend from Hemingway Park in northern Carson and the corridor running parallel of Del Amo Boulevard and then up north along Figueroa Street.

## 8. Greenways along the Dominguez Channel.

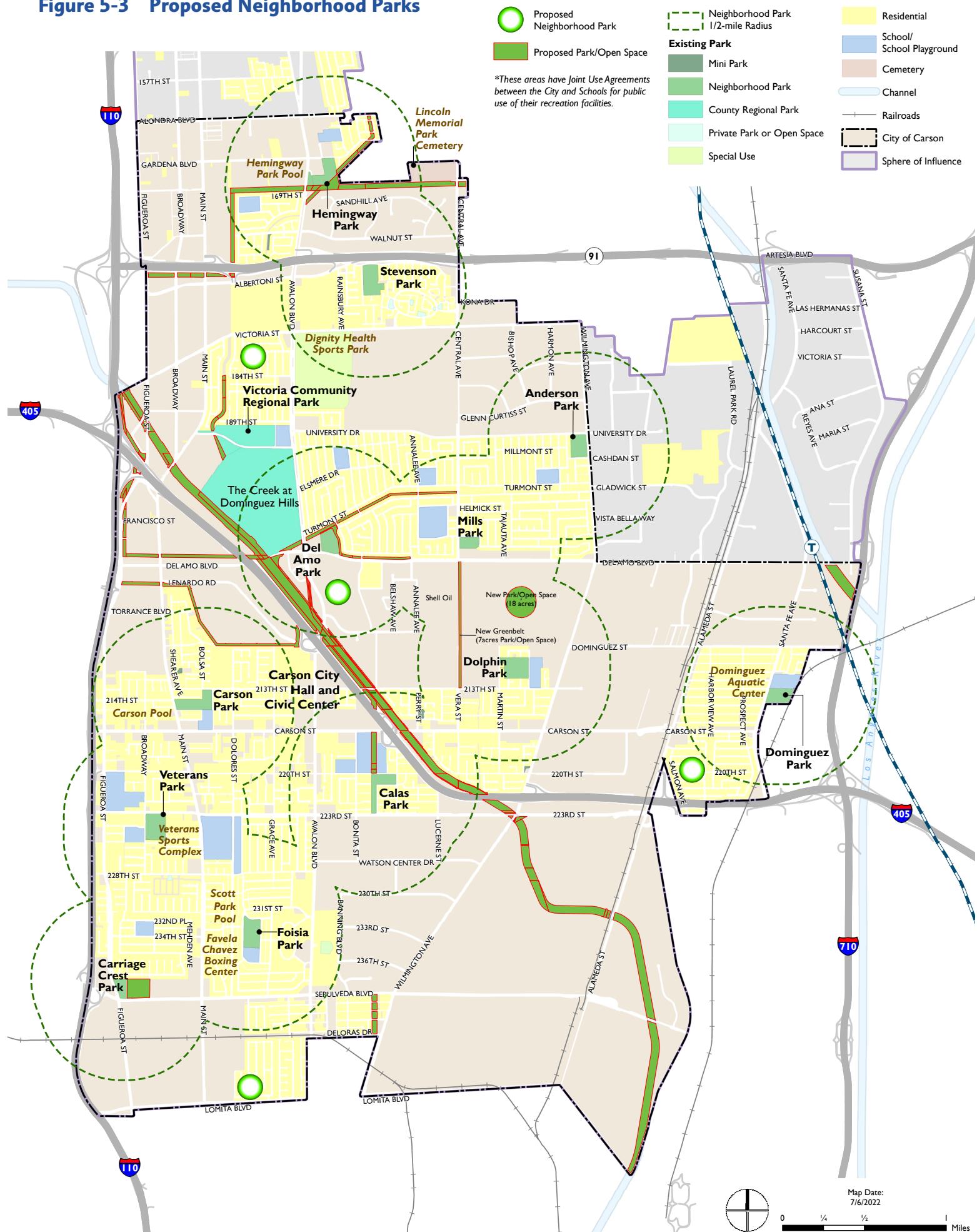
Land adjacent to the channel should be prioritized as greenway open space and habitat conservation to create a continuous park/trail that serves as a "green spine" throughout the city.

## 9. Greenway Corridors/Boulevards.

As part of the effort to "right-size" streets and create an attractive community character, the General Plan envisions several arterial streets to be redeveloped as multi-modal boulevards with tree canopies and linear parks, medians, and/or trails running parallel to the street. The boulevards are envisioned as "complete streets" that incorporate landscaping, bikeways, pedestrian safety improvements, and other measures that foster a strong image and identity for Carson, while also addressing the ease of traveling throughout the city, in turn spurring revitalization. (See the Community Character and Design Element for more information and policies about Greenway Corridors.) In addition, green infrastructure practices



**Figure 5-3 Proposed Neighborhood Parks**



like stormwater runoff filtration, permeable pavement, and mature street trees should be incorporated to create "green streets"<sup>9</sup> to improve water quality, increase plant, bird, and animal habitat, and provide greenery for Carson residents. (See the Open Space and Environmental Conservation Element for more information and policies about green infrastructure.)

Since the redevelopment of these roadways are anticipated to bring new habitat and recreational opportunities, the right-of-way acreage for these boulevards can count towards City's park goals. The General Plan identifies the following roadways as prime candidates for boulevard redesign: Carson Street, Avalon Boulevard, Main Street, 223rd Street, and Del Amo Boulevard.

## 10. Redevelopment of industrial or underutilized commercial sites

As industries fluctuate, repurposing underutilized commercial or industrial sites for other uses may be possible. Environmental remediation through inclusion of natural areas and open space could be an aspect during redevelopment of these sites. Industrial areas that are directly adjacent to residential uses have the potential for new greenery to provide a buffer between residences and industrial uses, which are shown in Figure 5-2 as potential greenway buffers. These buffers should include noise-mitigating techniques such as natural berms and open space.

9 EPA. Learn About Green Streets. Web. Accessed 3/2021.  
<https://www.epa.gov/G3/learn-about-green-streets>

## WHAT IS A PEDESTRIANIZED WALKWAY?

Pedestrianized walkways, also known as "paseos", are a type of publicly-accessible pathway that connects to areas of interest, such as streets, businesses, or neighborhoods. These walkways are typically used for pedestrians but bicycle routes can also be included. Pedestrianized walkways help connect areas that may be disconnected by large city blocks or lack street access and are intended to promote walkability and easy access to goods and services. Pedestrian-friendly streetscape elements, such as street lights, landscaping, signage and art, are usually incorporated into design of these walkways to make the experience pleasant and encourage people to use it.

## 11. New Community Spaces as neighborhood nodes.

Community Spaces, or areas that encourage community gathering and provide publicly accessible spaces, are shown in Figure 5-2 (as blue symbols). The location of these new Community Spaces corresponds to the location of Carson's Neighborhood Villages which are described in Chapter 4: Community Character, Identity, and Design. Community Spaces can be incorporated as part of redevelopment projects to promote a socially active lifestyle for residents. Parklets, little free libraries, community art spaces, plazas, seating areas, and pedestrianized walkways are examples of elements that can be used as part of Community Space design.

## 12. Underserved residential areas.

Figure 5-3 illustrates residential areas that are more than half a mile away from a Neighborhood Park. These areas have the potential for new Neighborhood Parks as opportunities and resources allow. This includes a new Neighborhood Park within the Core to serve additional residents as the Core is built out. There are three proposed locations shown by the symbols in Figure 5-3 that represent the general areas that have a potential for a new Neighborhood Park in an underserved area, with exact locations to be determined based on feasibility.



## 5.4 Guiding and Implementing Policies

This section contains guiding and implementing policies that focus on citywide issues and those of a programmatic high-level nature as it relates to promoting recreation and an active lifestyle in Carson. Text in *italics* is for reference only and is not considered adopted policy.

### GUIDING POLICIES

- RAL-G-1** Maintain a high-quality, diversified park system that reflects Carson's unique attributes and opportunities.
- RAL-G-2** Prioritize maintenance, design, and programming of existing facilities to meet the community's evolving needs. Provide addition to the city's existing parkland inventory through strategic park locations as larger sites are developed, and by developing greenways as recreation corridors and linkages to parks.
- RAL-G-3** Provide parkland for a comprehensive range of active recreational needs, including sports fields and facilities, and playgrounds, and open spaces for passive recreation.
- RAL-G-4** Support habitat creation, greenery, and bioremediation of brownfield and industrial sites if redevelopment opportunities arise.

**RAL-G-5** Continue cooperative efforts with school districts through joint use agreements for park and recreational facilities.

**RAL-G-6** Minimize substitution of private recreation facilities in place of developer fee payment or park dedication to ensure that a public park system will be permanently available to the entire community.

**RAL-G-7** Ensure equitable distribution of parks and open space throughout the city and promote safe and accessible connections to accommodate a diversity of ages and abilities.

### IMPLEMENTING POLICIES

- RAL-P-1** Maintain a community and neighborhood parkland standard of 1.9 acres per 1,000 residents.
- RAL-P-2** Coordinate with the Public Works and Parks and Recreation departments to create a connected recreational trail system throughout the City by building out Greenways along major corridors, the Dominguez Channel, and utility rights-of-way, as feasible. This should be in coordination with a Trails Master Plan and Parks Master Plan to create a comprehensive recreational trail system.

**RAL-P-3** Consider access, park service levels, and facilities to meet the needs of the community's diverse population in long range park planning, especially in areas targeted for infill and new development.

**RAL-P-4** Distribute parks equitably across all areas of the community, with a particular focus on neighborhoods located more than half mile from neighborhood parks.

*Because the city is built out, future parkland opportunities would largely result from redevelopment of key major sites, which would result from private initiative, and thus the City may not be in position to finely distribute parkland sites so that parkland is fully evenly distributed throughout the community. Nonetheless, the need is particularly greater in neighborhoods that are more than a half mile from any neighborhood park; these areas are shown on Figure 5-3.*

**RAL-P-5** Strive to locate one or more larger parks in the city's Core – roughly one-mile square area centered on Carson and Avalon Boulevards, given the extensive new housing occurring and planned to occur in this area.

**RAL-P-6** Develop and maintain a Parks and Recreation Master Plan or assess community needs and recreation preferences (such as needs of an increasingly aging population, desire for more active recreation such as running and bicycling), and identify priorities for park and recreation space development.

*The Parks and Recreation Master Plan should include:*

- *Detailed assessment of park and recreational assets, community needs and preferences (for both active and passive recreation), underserved locations, park usage, and a plan for new park locations, programs, and funding.*

- *Assessment of needs of special user groups, such as the disabled, the elderly, low-income individuals, and underserved and at-risk youth, and address these in park and recreation facility development.*
- *Park and recreation access and connectivity, including public transit, bicycle, and walkability.*

**RAL-P-7** Examine opportunities for inclusion of parks, open space, and greenways or development of passive recreation and habitats as interim uses as part of environmental remediation of industrial sites. This is to be established during site review of redevelopment or site closing plans and will need to be proven safe.



**RAL-P-8** When light or heavy industrial areas are redeveloped adjacent to existing residential neighborhoods, a greenway buffer of trees and berms must be provided to help reduce noise, fumes, and aesthetic impacts to the community. If a new residential project is built next to an existing light or heavy industrial use, the greenway buffer shall be included in development plans. *Also see the Land Use and Revitalization Element.*

**RAL-P-9** At sites larger than 20 acres in size that are redeveloped with residential use as a component, require parkland dedication to meet City park standards. Where larger commercial or industrial uses are developed adjacent to residential uses, reserve right to acquire parkland or through a public/private partnership to fulfill City parkland needs.

**RAL-P-10** When planning Greenways, locate trail rights-of-way with consideration for safety, privacy, convenience, preservation of natural vegetation and topography, and impact on neighboring properties, and work with landowners on development proposals to incorporate and provide for a continuous multiuse trail system.

**RAL-P-11** Create a Greenway along the Dominguez Channel estuary that includes biking, walking, greenspace, lineal parks, and pocket parks. This will provide both a local and regional amenity and serve as a multimodal transportation system and provide community linkages and connectivity. Work with public agencies and private entities for development and maintenance of trails in other rights-of-way and utility corridors.

**RAL-P-12** Continue and seek partnerships with schools, Cal State Dominguez Hills, and private entities to establish joint usage of parks and facilities, enhance parkland provision and availability, and provide additional recreational opportunities for Carson residents.

**RAL-P-13** Seek available State and federal grant assistance in implementing the parks and open space proposals of the General Plan.

**RAL-P-14** Under a public/private partnership, support development of Community Spaces in community nodes to foster new active gathering spaces.



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