



# GENERAL PLAN

Adopted April 4, 2023





# CITY OF CARSON

# 2040 GENERAL PLAN

**Adopted April 4, 2023**

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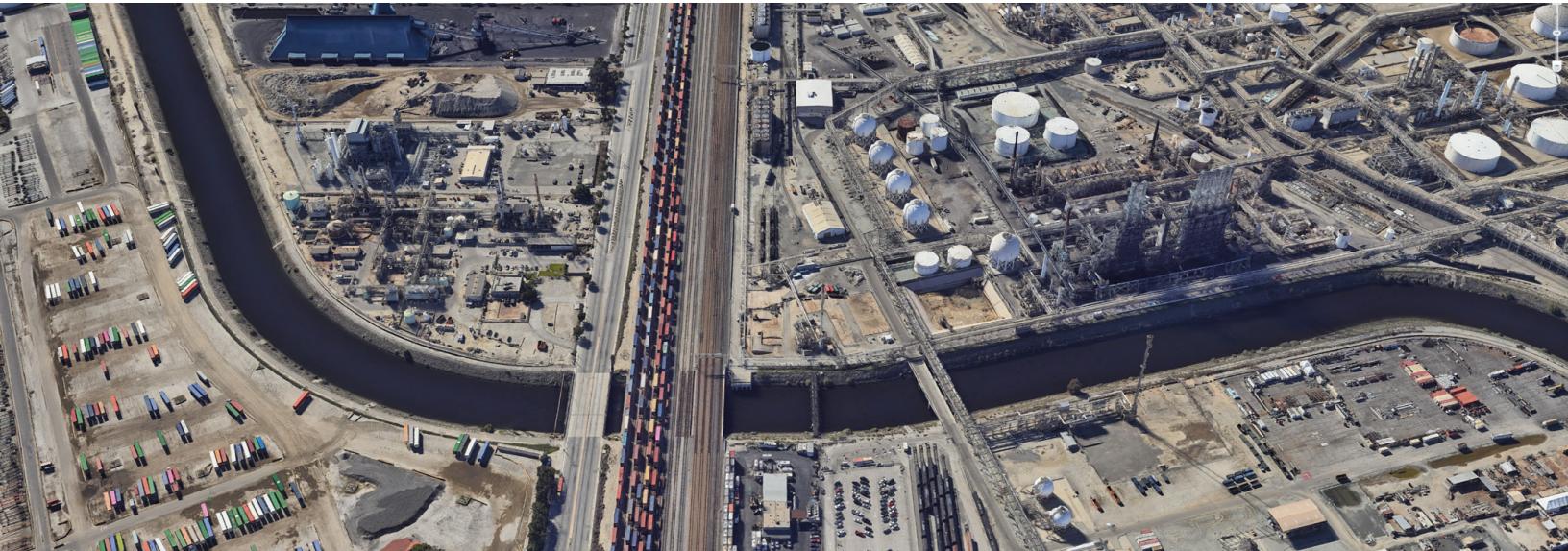
# Introduction

The City of Carson (City or Carson) is situated in the South Bay/Harbor area of Los Angeles County, approximately 13 miles south of downtown Los Angeles. Located near the country's two busiest maritime ports—ports of Los Angeles and Long Beach—Carson has historically been an industrial community, that today is also a growing residential, education, and commercial hub. The city's roots in oil extraction and refineries, and its location along the country's busiest freeway and freight corridor, led to extensive manufacturing, warehousing and distribution uses. Since incorporation as a city in 1968, government and community efforts have been focused on improving the quality of life of Carson residents in addition to strengthening the community as a jobs and economic powerhouse.

As Carson continues to flourish, it needs to respond to a number of new and ongoing challenges – providing for opportunities for additional housing; lessening pollution and promoting environmental justice; facilitating multi-modal mobility; ensuring provision of public facilities and services, parks and urban greenery; and promoting economic vitality and community vibrancy. Continued new development in the Core can help invigorate the community and foster community identity, while revitalization of the corridors can help provide neighborhood amenities and housing along pedestrian- and bicycle oriented greenways, knitting together the community. Continued efforts are also needed to remediate and productively use the several remaining closed landfills in the City.

The General Plan is the City's overarching policy document to guide growth and development. The General Plan is required by law in the State of California, and it identifies future needs related to land use, transportation, housing, open space, conservation, safety, and noise, and other topics germane to the city's development and conservation. The General Plan outlines the community's long-term vision and goals, but is also designed to serve as a useful a day-to-day implementation tool. It reflects the City's aspirations to foster a city that is family-friendly, affordable with a high-quality of life, and economically and socially vibrant, and engender civic pride.





## 1.1 The General Plan Purpose, Scope, and Process

### PURPOSE AND SCOPE OF THE GENERAL PLAN

The general plan is a statement of the community's vision of its long-term or ultimate physical form and development policies. The State of California mandates that "...each county and city shall adopt a comprehensive, long-term general plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgment bears relation to its planning." (Govt. Code 65300). A city's general plan has been described as its development constitution – the set of policies within which development regulations and decisions must fit—and serves to:

- Establish a long-range vision that reflects the aspirations of the community and outlines steps to achieve this vision through its policies;
- Guide decision-making related to development, housing, transportation, environmental quality, public services, parks, open space, and environmental justice;
- Help Carson achieve compliance with applicable State and regional policies, including housing production and environmental regulations;

- Allow City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve environmental resources, and minimize hazards; and
- Provide the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance and future specific plan .

### GENERAL PLAN UPDATE PROCESS

The General Plan update (Carson2040 or Plan) is a comprehensive re-examination of Carson's planning context and the community's vision. It involved close collaboration with Carson residents and elected officials in a variety of forums to ensure that the Plan closely reflects the community's goals and priorities through the Plan's 2040 planning horizon. The General Plan update process went through multiple steps to culminate into a finished plan, which included:

- **Vision and Issue Identification.** Included community engagement and issue identification, and was undertaken via stakeholder meetings, meetings with City bodies, engagement with the General Plan Advisory Committee (GPAC), community workshops, and a citywide survey.

- **Existing Conditions, Trends, and Opportunities Assessment.** Included preparing background reports about existing conditions, opportunities, and challenges.
- **Alternatives, Preferred Plan, and Key Goals.** Included formulating three alternative land use and circulation strategies for the city, assessing public opinion about the alternatives, and identifying opportunities that warrant further analysis followed by identifying the community's preferred land use plan and developing policies that support this vision.
- **Draft and Final General Plan Environmental Impact Report (EIR).** Included preparing a Draft EIR for the General Plan and responding on comments received on this draft to produce the Final EIR.
- **The Housing Element for the 6th Cycle (2021-2029)** was adopted separately by the City Council in February 2022.

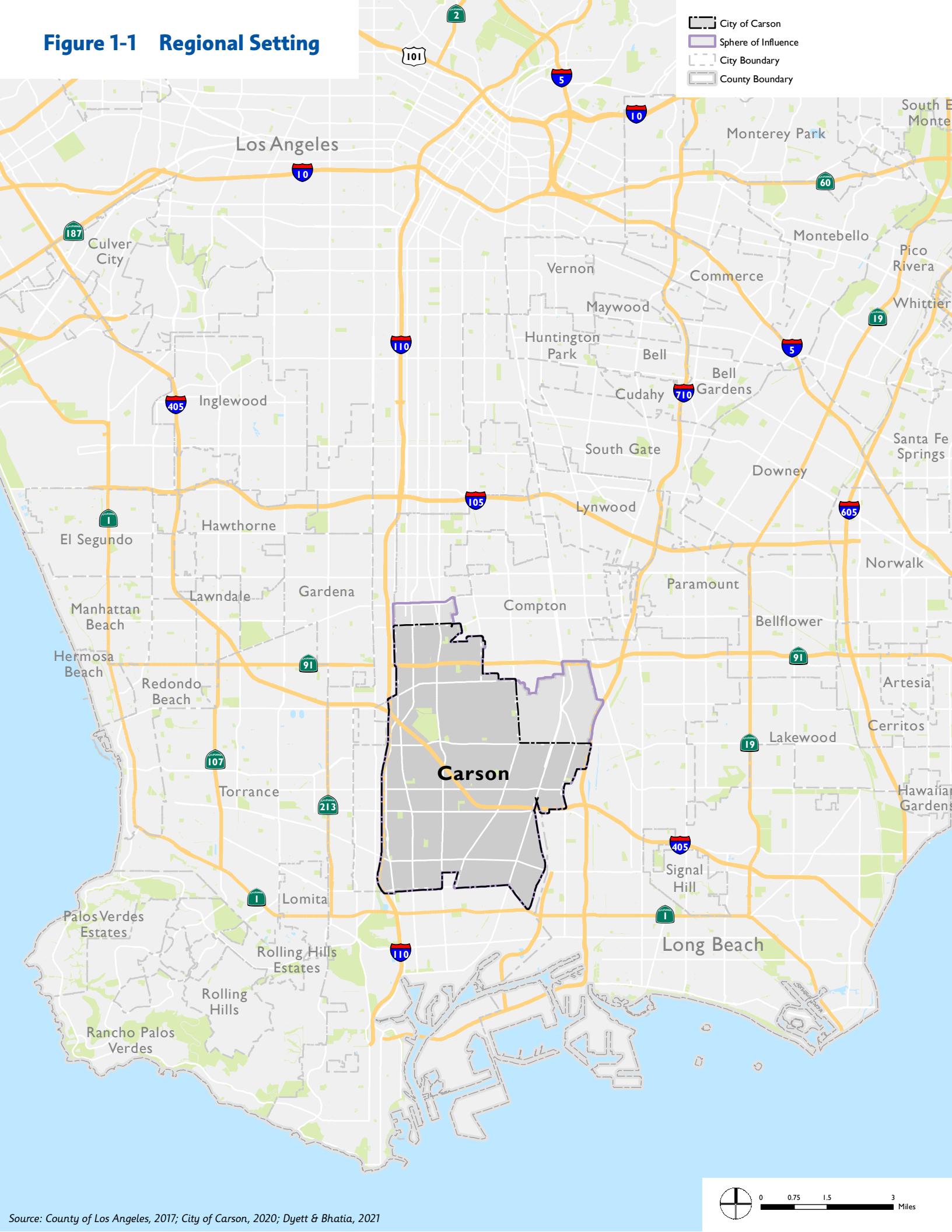
## 1.2 Planning Context

### REGIONAL LOCATION

Carson is approximately 19.2 square miles and is surrounded by other jurisdictions, including the City of Torrance to the west, City of Compton to the north, the City of Long Beach to the east, and the City of Los Angeles (which contains the Port of Los Angeles) to the South. The City is relatively flat with most elevations ranging from between 20 to 40 feet, with the exception of the Dominguez Hills in the northeast area of the City where elevations climb to 195 feet. The City's lowest points are at Del Amo Park with an elevation of 5 feet below sea level, and under water in the Dominguez Channel with an elevation of almost 15 feet below sea level. I-450 runs through Carson, and I-110 and I-710 are located just outside city boundaries, connecting Carson to other communities throughout the region. In addition, Carson is accessible via public transportation, including via bus and Los Angeles Metro light rail lines. The regional setting is depicted in Figure 1-1.



**Figure 1-1 Regional Setting**





## PLANNING BOUNDARIES

The General Plan Planning Area (Planning Area), shown in Figure 1-2, is defined as the land area addressed by the General Plan. State law requiring each city to include in its General Plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The Planning Area includes land within Carson's City Limits and its Sphere of Influence (SOI). The SOI is defined as the ultimate physical boundary and service area of the city, and it encompasses both incorporated and unincorporated territory that is envisioned to be the City's ultimate service area, and is established by the Los Angeles County Local Agency Formation Commission (LAFCO).

The Planning Area encompasses about 14,300 acres (approximately 22.3 square miles), of which 85 percent is in City Limits and the remaining 15 percent is in the SOI. As shown on Figure 1-2, the Planning Area is bounded by West Redondo Beach Boulevard and the City of Compton on the north, the City of Long Beach on the east, the Los Angeles neighborhood of Wilmington on the south, and I-110 and South Figueroa Street on the west. The SOI includes a portion of unincorporated Los Angeles County, located in the northeast section of the Planning Area north of Del Amo Boulevard and east of Wilmington Avenue.

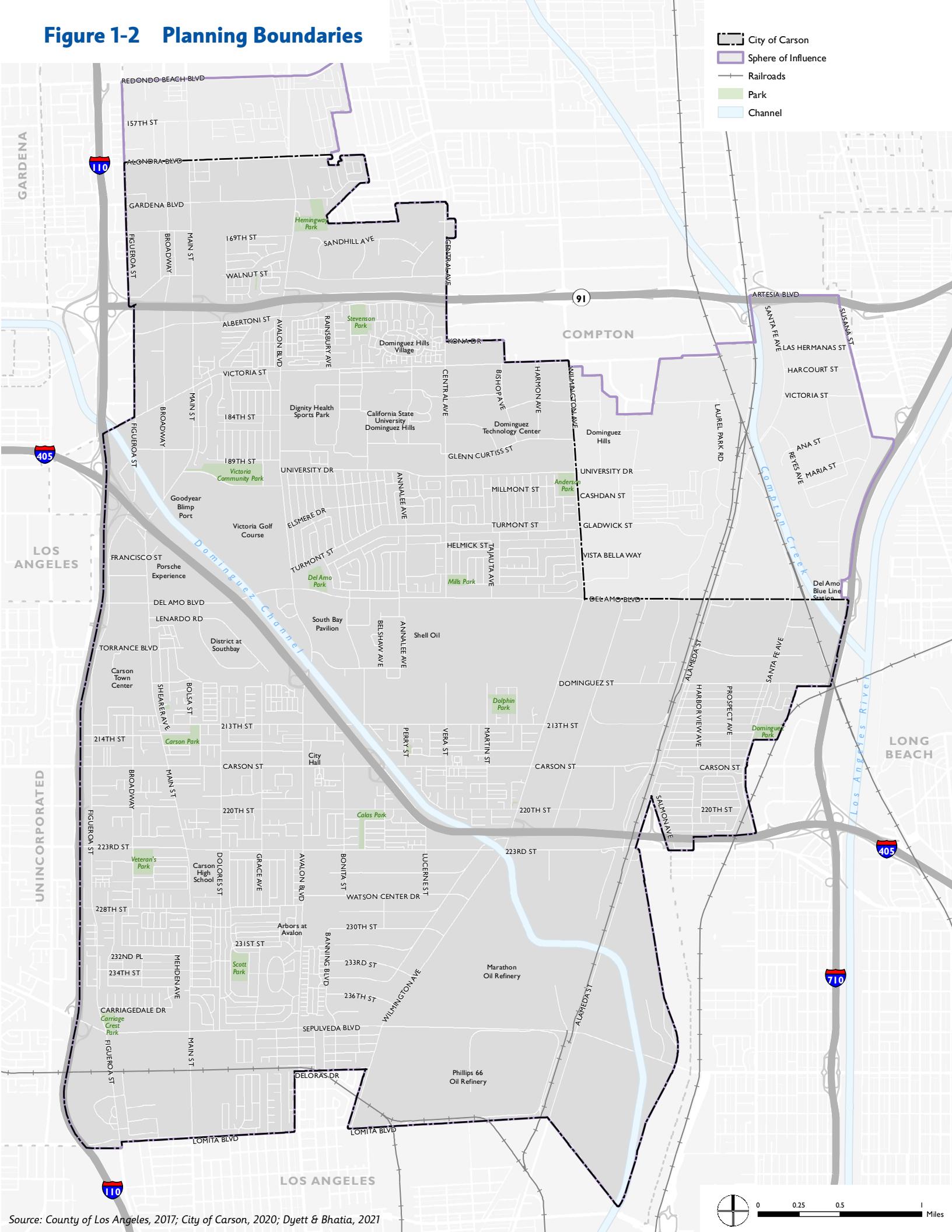
## 1.3 Community Outreach

The General Plan update would not be possible without the input of Carson community members, stakeholders, elected officials, advisory groups, and all others that have an interest in the future of Carson. At the kickoff, a community visioning workshop held at Juanita Millender-McDonald Community Center, supplemented with neighborhood-scaled outreach, helped to establish early direction for this General Plan. An online community survey elicited community members' visions for the future of Carson and major issues related to various aspects of life. Additional virtual and in-person public workshops and surveys were conducted to gather input on different plan alternatives as well as on the development of the final General Plan.

The City Council established a General Plan Advisory Committee (GPAC) to serve in an advisory role to the Planning Commission and the City Council on the General Plan update; the GPAC met regularly throughout the course of the project to help define community input into a shared vision, brainstorm issues and ideas, and review the policy content of the General Plan to ensure that it met the needs and desires of the community. Other community members also attended the GPAC meetings and provided input, along with City Council and Planning Commission workshops and hearings that were held throughout the General Plan Update process.

The ideas and feedback gathered through the community outreach process helped shape the policies and approaches that are embedded within the Plan.

## **Figure 1-2 Planning Boundaries**



Source: County of Los Angeles, 2017; City of Carson, 2020; Dyett & Bhatia, 2021



## 1.4 Vision for the Future

A vision is an aspirational description of what the community would like to be in the future. It is a summary of the shared goals to be achieved by the Carson General Plan and, along with the guiding principles, sets policy direction. The Vision Statement and Guiding Principles are based on input from the community, developed through stakeholder interviews, a community workshop and pop-up outreach, GPAC meetings, City Council and Planning Commission workshops, and an online community survey. Through the process of creating a vision as part of preparing the General Plan, community members provided their perceptions of future challenges, opportunities, and possibilities.

### VISION STATEMENT

*Carson in 2040 is a vibrant, diverse, and energetic place that embraces technology, creativity, and innovation. Residents have access to quality jobs, housing, education, services and a fiscally-sound government. Businesses have access to infrastructure, investment, workforce training, and a collaborative environment. The community is filled with thriving neighborhoods and strategically located new development with inviting spaces for working, living, learning, dining, gathering, and recreation.*





## GUIDING PRINCIPLES

The General Plan is organized into elements structured around the core values of the Vision and Guiding Principles, while meeting State law requirements for comprehensiveness. This section includes the Guiding Principles which guide the goals and policies listed in each element. Table 1-1 shows the relationship of each Guiding Principle to the General Plan elements.

### **Embrace development and technology that fosters an adaptable, modern city.**

As Carson's demographics and economy evolve, the city welcomes new technologies that complement an adaptive environment, such as public infrastructure for electric vehicles, wireless communication, and renewable energy. The General Plan encourages the development of flexible spaces that can adapt to changing patterns in population, retail trends, and job production. The "Future Unlimited" city will be promoted as a 21st century city that leverages new industries and ideas to shape the city of the future.

### **Promote vibrant, safe, and walkable mixed-use districts and neighborhoods, and revitalized corridors.**

The General Plan promotes "complete neighborhoods" with a range of everyday amenities within easy distances, and a richer array of activities and uses in all parts of the city. Districts and buildings should accommodate a diversity of complementary uses, including mixed flexible office space, retail, dining, residential, hotels, and other compatible uses, to foster vibrant, safe, and walkable environments. Public amenities are incorporated into mixed-used districts that are attractive to residents, workers, and students. The Plan aims to extend the energy of the successes of Carson Street's redevelopment to other major corridors, such as Avalon Boulevard, Main Street, Del Amo Boulevard, and Broadway. The General Plan promotes development that fosters revitalization, while ensuring scale and building heights are compatible with surrounding uses.



**Provide a diverse array of housing types to meet the needs of all segments of the community.**

The General Plan encourages and enables the development of a mix of housing types that provide Carson residents with choice and flexibility. Carson will meet its need for new housing to support future population growth and ensure that affordable and market-rate housing needs are met. Housing will be available across generations so that new residents, aging residents, workers, students, and families have access to quality housing. New housing can be provided on underutilized opportunity sites, as well as through the rehabilitation of older, lower-quality housing. The General Plan also seeks to promote live-work places in transitioning industrial districts.



**Support a diversified economy with a range of employment opportunities for all residents, a fiscally-sound local government, and investment**

**in infrastructure.**

The General Plan promotes a diversified economic base and seeks to capitalize 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—by supporting and assisting business development and mitigating constraints to economic investment. The Plan identifies opportunity sites in a variety of infill locations that can attract hotel, office, industrial, and research and development uses, which in turn will provide jobs, cement Carson's importance in the regional and national economies, and help the City achieve fiscal sustainability. More jobs will be created within Carson, enhancing social and economic mobility for residents and reducing need for commuting into and out of the city. Carson will seek public-private partnerships and outside investment in order to improve infrastructure and attract major businesses and facilities.



5

**Encourage development of regional-scale destinations, as well as neighborhood-serving retail and amenities.**

Carson has a unique opportunity to develop a retail, entertainment, and hospitality destination center to serve the entire South Bay region at the confluence of the region's two major freeways—I-405 and I-110—an area historically dominated by landfill, waste transfer, recycling and other similar uses, where environmental remediation is nearly complete. Complementing this, the General Plan locates new neighborhood mixed-use centers to enhance resident access to neighborhood-serving stores, restaurants and other commercial uses that are presently (2018) principally clustered along Carson Street, at great distances from many neighborhoods.



6

**Foster harmony between industrial and residential land uses.**

Residential and industrial land uses, including heavy industrial and logistics, often border each other. Though many industrial facilities were designed to be compatible with nearby residential uses, there are abrupt transitions in some places between residential and industrial uses. The General Plan promotes developing greenways and transitional land uses along these edges to create buffers. Creating buffers will minimize noise and air pollution impacts on residents. The General Plan also explores the possibility of adjusting truck routes to limit areas of impacts on residential neighborhoods. Streetscapes along corridors will be enhanced in transition areas through planting of trees, attractive and visually consistent walls and fences, and high-quality design.

**7****Improve public health and sustainability.**

The General Plan addresses both the social and physical determinants of health. Public health is promoted through enhanced access to housing, education, and jobs; environmental remediation of sites; and minimizing exposure to hazardous materials. Carson will become a leader in clean industrial development with state-of-the-art facilities, pollution control measures, air quality monitoring, renewable and reliable energy sources, and brownfield redevelopment.

Greenhouse gas emissions from energy use and transportation—the two largest sources of emissions in Carson—are reduced by promoting green building techniques, renewable energy, and energy efficiency in new construction, and retrofit of existing buildings. The city will decrease its reliance on automobiles through increasing access to public and active transportation, and infrastructure improvements to promote walking, biking, ride-sharing, and zero emissions vehicles.

**8****Promote development of a cohesive open space system.**

The General Plan seeks to promote development of a cohesive urban open space system, anchored by an open space recreational corridor along Dominguez Channel, with pedestrian and bicycle linkages to surrounding neighborhoods and community parks. The General Plan supports a balance of active and passive recreational opportunities to serve all segments of the population, while ensuring that these facilities can be maintained over time.

As the city grows, Carson will provide adequate park and recreational facilities for both an increased population and changing demographics. New open spaces may be created through extending the concept of the public realm with new open space developed as plazas, privately-owned public open spaces, publicly owned park facilities, multi-use paths, and greenways.





9

**Enhance the public realm and promote quality design.**

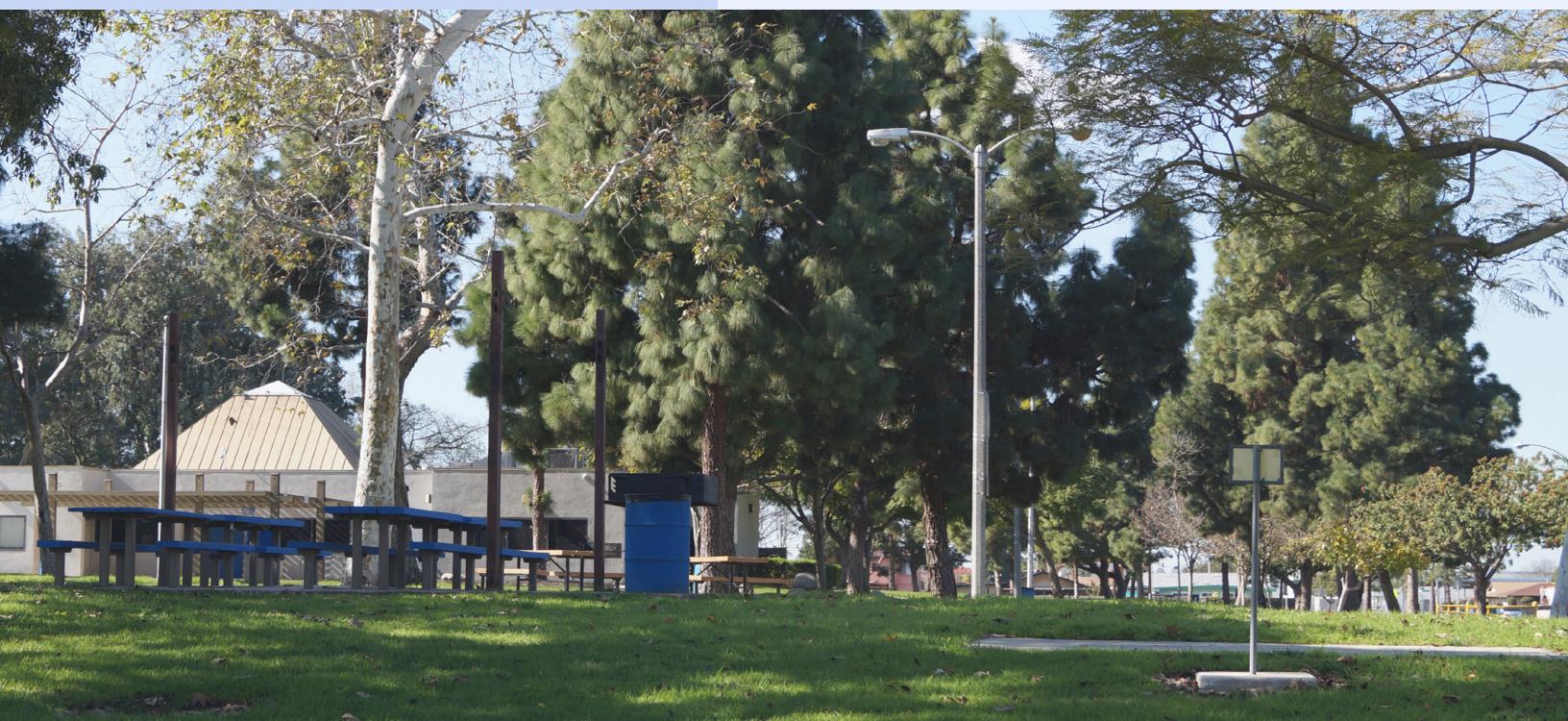
A cohesive image for Carson can be cultivated through consistent streetscapes, improved sidewalks, well-maintained landscaping, and building design integrated with the public realm. Design diversity and visual richness are encouraged by promoting a variety of architectural building styles and promoting high-quality design.



10

**Emphasize a diversity of transportation modes and choices.**

The General Plan incorporates the development of "complete streets," which aims to improve connectivity, accessibility, and safety for all modes of transportation, and promotes redesign of arterials that traverse the city to promote bicycle movement and easier pedestrian crossings. New roadway and pedestrian connections will result in less circuitous traffic, and help connect neighborhoods to schools, daily services, recreation, and other amenities, and key destinations such as the Del Amo Blue Line Station and the Carson Street corridor. Pedestrian safety can be improved through crosswalks, bulbouts, and signal timing.



**TABLE 1.1: GUIDING PRINCIPLES AND GENERAL PLAN RELATIONSHIP**

CARSON2040 GUIDING PRINCIPLES	GENERAL PLAN ELEMENT									
	Land Use and Revitalization	Circulation	Community Character and Design	Recreation and Active Lifestyle	Community Health and Environmental Justice	Community Services, Education, and Safety	Open Space and Environment Conservation	Noise	Economic Development	Housing (separate update from GP)
1. Embrace development and technology that fosters an adaptable, modern city.	○	●							●	
2. Promote vibrant, safe, and walkable mixed-use districts and neighborhoods, and revitalized corridors.	●	●	●				○			
3. Provide a diverse array of housing types to meet the needs of all segments of the community.	●		●			○			●	
4. Support a diversified economy with a range of employment opportunities for all residents, a fiscally-sound local government, and investment in infrastructure.	○		○		●			●	○	
5. Encourage development of regional-scale destinations, as well as neighborhood-serving retail and amenities.	●		●					●		
6. Foster harmony between industrial and residential land uses.	●		○	●	●	●	●			
7. Improve public health and sustainability.	○	●	○	○	●	●	●	○	○	
8. Promote development of a cohesive open space system.				●			●			
9. Enhance the public realm and promote quality design.	○		●					○		
10. Emphasize a diversity of transportation modes and choices.	●	○	○	○				○		

● Most Closely Related to Core Value

○ Closely Related to Core Value

## 1.5 Related Plans, Programs, and Reports

The City maintains specific area, and master plans to implement policies addressing specific geographic areas (such as along Carson Street); a specific topic of importance to the community (such as bicycle infrastructure or economic development); or the provision of public facilities. State law requires that such plans and implementing programs such as the Capital Improvements Program, be consistent with the General Plan. In 2018, the City of Carson became a California chartered city; recently-adopted State laws also extend requirements for zoning consistency with general plan to charter cities.<sup>1</sup> Plans and studies that play a significant role in the development or implementation of the General Plan are described in this section.

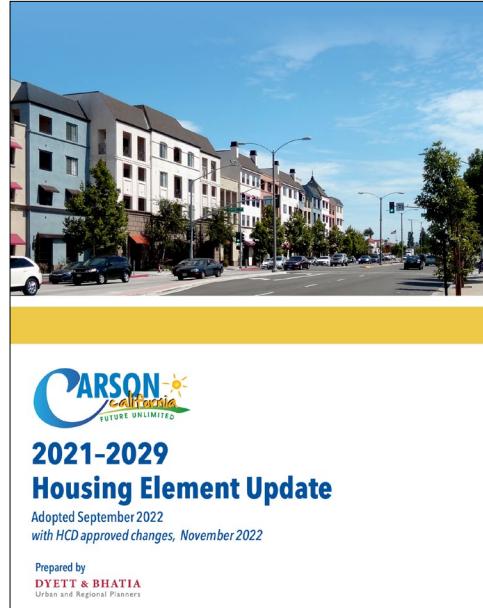
### CARSON HOUSING ELEMENT

As part of a jurisdiction's General Plan, California state law requires the adoption of a Housing Element to identify and address the community's housing needs. Unlike the General Plan, however, the Housing Element must be updated every eight years to reflect changing conditions, community objectives, and goals. The 2021-2029 Housing Element for the City of Carson coincides with the City's 2040 General Plan Update and sets forth the City's housing priorities and goals, as well as its vision for both short- and long-term development.

The Housing Element reflects the Regional Housing Needs Assessment (RHNA) as determined by the Southern California Association of Governments (SCAG) for the Sixth Cycle Housing Element Update, covering the years 2021-2029. The Element sets forth a strategy to address the City's identified housing needs, including specific implementing programs and activities.

### CARSON MUNICIPAL CODE AND ZONING ORDINANCE

The Zoning Ordinance is an important tool for implementing the General Plan proposals on privately-owned sites and should be updated to be consistent with the General Plan once the plan is adopted by the City. The Zoning Ordinance provides permitted land uses and development standards for



each category of land use. In addition to zoning designations, specific plan and overlay areas are governed by unique detailed land use regulations. As with the General Plan, zoning designations do not always coincide with existing land uses and development intensities as built. Carson's Zoning Ordinance only applies within City Limits, whereas the SOI is under Los Angeles County zoning regulations.

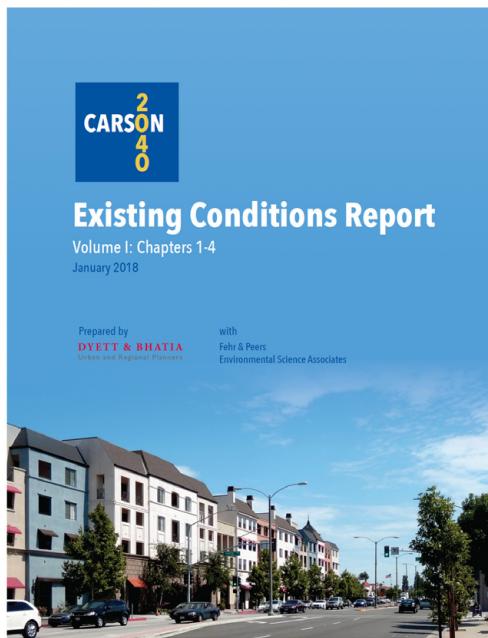
### RELATED GENERAL PLAN REPORTS

The General Plan update process involved preparation of several reports that contain background information and technical analysis. These reports do not represent adopted City policy but provide information that may be useful to consult as need arises.

#### Existing Conditions Report

As part of the General Plan update process, an Existing Conditions Report was produced to provide background information and technical analysis to inform the planning process. The report describes Carson's planning context and delves into the topics of land use and development, community design, the economy and demographics, transportation, public services and facilities, environmental resources, environmental justice, hazards, noise, and planning issues and options.

<sup>1</sup> Govt. Code 65860.



## Environmental Impact Report

The General Plan is accompanied by a program Environmental Impact Report (EIR) prepared according to the California Environmental Quality Act (CEQA). The EIR is a detailed analysis of the potential environmental effects of the General Plan by evaluating alternatives to the proposed project. The EIR ensures environmental opportunities and constraints are identified and incorporated into the planning process and informs policies that can mitigate any adverse environmental effects of the Plan. This General Plan is “self-mitigating” in that it includes policies and programs designed to mitigate adverse impacts of growth. The EIR was prepared in parallel with the General Plan to inform policies that can mitigate or reduce adverse environmental effects of the Plan.

## RELATED CITY PLANS

The following plans adopted by the City helped inform the direction of policies within the General Plan.

### City of Carson Climate Action Plan (2017)

Carson’s Climate Action Plan (CAP) serves as a guide for action by setting Greenhouse Gas (GHG) emission reduction goals and establishing strategies and policy to achieve desired outcomes over the next 20 years. The CAP summarizes

existing sustainability efforts and sets reduction measures across five broad categories—land use and transportation, energy efficiency, energy generation and storage, solid waste, and urban greening.

### Carson Neighborhood Villages Plan Study (2019)

The Neighborhood Villages Plan was completed in the early stages of the General Plan update through a parallel process. The plan is a study that was meant to inform the General Plan rather than be adopted by the City. Thus, this plan does not necessarily represent adopted City policy. This plan identifies four residential areas in Carson—called “Neighborhood Villages”—and includes overall design strategies and policy frameworks for streetscape and transportation improvements within these areas. In addition to urban design considerations, the plan proposes a “slow-speed” street network for bicycle improvements and a Neighborhood Electric Vehicle (NEV) Network for increasing different transportation options and reducing GHG emissions. Improving connectivity to goods and services through neighborhood nodes is also a key theme for Neighborhood Villages. Chapter 4: Community Character and Design and Chapter 5: Circulation supports the strategies identified in the Neighborhood Villages Plan.



## Carson Street Mixed-Use District Master Plan (2006)

The Carson Street Master Plan is intended to achieve the vision of "the creation of a distinct district along the Carson Street corridor with a 'main street' character, featuring a unique pedestrian-friendly mixed-use environment." The plan contains a series of recommendations, design guidelines, and implementation strategies intended to encourage economically feasible development along Carson Street. The plan focuses on a nearly two-mile section of Carson Street between I-405 and I-110. Since the plan was adopted, the City has implemented or is in the progress of implementing several of the plan's recommendations, including bicycle lanes, signage, gateways, and mixed-use development.

## Carson Vision Plan (2016)

The Carson Vision Plan pertains to a 640-acre area around the 168-acre Boulevards at South Bay Specific Plan site. The Vision Plan provides a framework for how the area can be utilized over time in a way to better serve the needs of Carson and the South Bay community. The Vision Plan includes the Victoria Golf Course, Porsche Experience, Goodyear Blimp, K-Mart, the former landfill, and commercial development on the southwest corner of Del Amo and Avalon boulevards. The Plan details a land use plan for the area, evaluates market potential for new development, and establishes implementation strategies.



# 1.6 General Plan Organization

## GENERAL PLAN STRUCTURE

California grants local authorities' power over land use decisions. As a result, cities have considerable flexibility in preparing their general plans as long as State requirements are met. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, State law and judicial decisions establish three overall guidelines for general plans; they should be:

- **Comprehensive.** The general plan must be geographically comprehensive, applying throughout the entire incorporated area and the SOI. The general plan must also address the full range of issues that affect the city's physical development.
- **Internally Consistent.** The general plan must fully integrate its separate parts and relate them to each other without conflict. "Horizontal" consistency applies as much to figures and diagrams as to the general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by State law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- **Long-Range.** Because anticipated development will affect the city and the people who live or work there for years to come, State law requires every general plan to take a long-term perspective. This General Plan uses the year 2040 as its planning horizon.

Additionally, State law requires all general plans to include eight mandatory elements: land use, circulation, conservation, open space, safety, noise, housing, and environmental justice. Carson2040 includes the mandatory elements plus additional elements that the City has determined to be of importance. Table 1-2 summarizes the relationship between State required elements and their associated chapters.

**TABLE 1.2: STATE REQUIREMENTS AND GENERAL PLAN RELATIONSHIP**

Required Element	Location(s) in General Plan
Land Use	Chapter 2: Land Use and Revitalization
Circulation	Chapter 3: Circulation
Conservation	Chapter 8: Open Space and Environmental Conservation
Open Space	Chapter 8: Open Space and Environmental Conservation
Safety	Chapter 7: Community Services, Education, and Safety
Noise	Chapter 9: Noise
Environmental Justice	Chapter 6: Community Health and Environmental Justice
Housing	Contained in a separate document

The Carson General Plan is organized into ten chapters:

- 1. Introduction.** This chapter presents the Vision and Guiding Principles that guide Carson2040, context and background for the Planning Area, summarization of community outreach, related plans, and overall General Plan organization and amendments.
- 2. Land Use and Revitalization.** This chapter provides the physical framework for development in the Planning Area through inclusion of Land Use Diagram and land use classification description . It establishes policies related to location and intensity of development, and citywide land use policies.
- 3. Connectivity.** This chapter includes policies, programs, and standards to enhance capacity and circulation. It identifies future improvements and addresses alternative transportation systems bicycling and pedestrian facilities, and parking.

- 4. Community Character and Design.** This chapter provides policies and direction on design approaches for key areas throughout Carson, including within the Core, Neighborhood Villages, employment centers, and Greenway Corridors.
- 5. Recreation and Active Lifestyle.** This chapter outlines policies and standards relating to parks and recreation, including park classification , opportunities for future parks, and design and programming.
- 6. Community Health and Environmental Justice.** This chapter addresses topics related to public health and environmental justice, including policies to improve community health and reduce pollution exposure for areas identified as disadvantaged communities.
- 7. Community Services, Education, and Safety.** This chapter seeks to enhance the quality of life for Carson residents and promote a healthy and livable community. It includes policies related to education and community facilities, public safety services, seismic and geologic hazards, flood hazards, and hazardous materials.
- 8. Open Space and Environment Conservation.** This chapter outlines policies relating to habitat, open space, cultural, and biological resource conservation, water quality, air quality, solid waste and recycling, greenhouse gas emissions, and climate change.
- 9. Noise.** This chapter includes policies to reduce unwanted noise and expose throughout Carson.
- 10. Economic Development.** This chapter outlines the City's economic development objectives and serves to ensure that economic decision-making is integrated with other aspects of the city's development.

In addition, housing elements are a part of a jurisdiction's General Plan to address the community's housing needs, prioritize housing goals, and to establish housing-related programs. Housing elements are required by State law to be updated more frequently than the General Plan and are typically published as separate documents. Carson's 2021-2029 Housing Element was adopted by the City Council in February 2022 and is published separately.

## POLICY STRUCTURE

Each element of the General Plan includes background information to establish the context for the goals and policies in the chapter. This background material is not a comprehensive statement of existing conditions, nor does it constitute adopted City policy, except where noted (such as Land Use Designations and Density/Intensities). Within each element, the combination of goals and policies provide direction on how to implement the City's Vision. Goals and policies are adopted law and are consolidated at the end of each element for easy reference. The policy structure includes:

- **Guiding Policies**, which are the City's statements of broad direction, philosophy, or standards to be achieved.
- **Implementing Policies**, which are specific statements that guide decision-making and are commitments to specific actions. They may refer to existing programs or development standards or call for the establishment of new ones.

Together, these goals and policies articulate a direction for Carson, in alignment with the community Vision and State law, that the General Plan seeks to achieve. They also provide protection for the City's resources by establishing planning requirements, programs, standards, and criteria for project review. Policies are sometimes followed by explanatory text in italics; these provide a greater context for the policies, but in themselves do not represent adopted policies of the General Plan.

## IMPLEMENTATION

The General Plan is implemented by the decisions of the Planning Commission, City Council, and guides City staff administration. The Zoning Ordinance within the Carson Municipal Code and specific plans provide a specific direction for regulations, detailed use classification , and standards. The Zoning Map must be consistent with the General Plan Land Use Diagram, but it will not be identical to it. Future specific plans also must be consistent with the General Plan.

## AMENDMENTS TO THE GENERAL PLAN

The General Plan is a living document. As such, it should be updated periodically as site-specific circumstances change from the time of writing, to respond to new State or federal law, or to modify policies that may become obsolete or unrealistic over time. State laws that come into effect after the General Plan has been adopted supersede

Changes in policy as well as the development of unforeseen opportunities or needs will require amendment of the General Plan. Per California Government Code Section 65358, no mandatory element of this General Plan may be amended more frequently than four times during any calendar year. Within this limitation, amendments may be made at any time as determined by City Council, and each amendment may include more than one change to the Plan. Any changes or updates to background materials that do not affect goals, policies, or other adopted portions of the General Plan are not considered General Plan amendments.

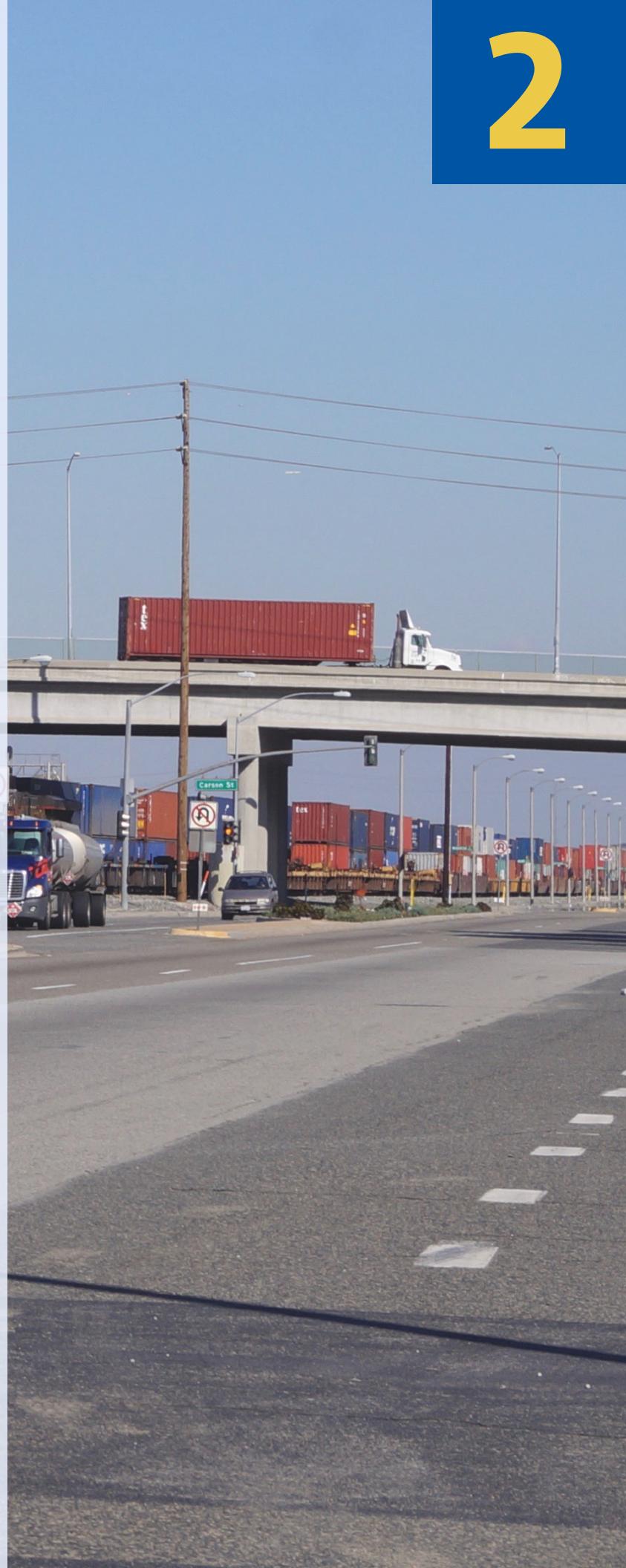


# Land Use and Revitalization

The Land Use and Revitalization Element supports Carson's continued evolution as a vibrant community, with a balance of land uses, walkable mixed-use districts and neighborhoods, and revitalized corridors. It also supports the extensive array of industrial and commercial uses reflecting the city's 100-year history as a center of oil extraction and manufacturing, and its location along Alameda Corridor, the busiest freight corridor in the country, while ensuring that these uses operate in harmony with the community, with particular attention to legacy establishments that are an economic backbone to the region but have had detrimental environmental health impacts on the community.

Carson has made considerable strides in transitioning the community from its heavy industrial and landfill past into a city of livable neighborhoods. The City has been proactive in promoting greater land use balance, building new neighborhoods and parks, remediating contaminated sites, and promoting a "main street" ambiance around West Carson Street.

Carson has significant freeway access, presence of a major university, and has seen considerable new development, especially along Carson Street. As the city looks ahead to the next era of growth and change—with development occurring on formerly industrial or vacant and remediated sites, and along corridors through the reuse of commercial sites—the General Plan seeks to promote vibrant commercial districts, a richer array of activities in all parts of the city, and a diversity of complementary uses, including mixed flexible office space, retail, dining, residential, hotels, and other compatible uses. It also seeks to promote "complete neighborhoods", envisioned to include a range of everyday amenities within easy walking distances of residents and foster vibrant, safe, and walkable environments. The element promotes the "Future Unlimited" city as a 21st century community that leverages new industries and ideas to shape the city of the future.





## RELATIONSHIP TO STATE LAW

State law (Government Code Section 65302(a)) requires general plans to include a Land Use Element. In accordance with State law, this chapter designates the general distribution, location, and extent of land for housing, business, industry, open space, education, public facilities, and other categories of public and private uses of land. It also includes standards of residential and non-residential density for the various areas covered by the General Plan.

Among the important implementation mechanisms for the Land Use Element are specific and area plans, and the zoning ordinance. The California Government Code requires that a city's zoning ordinance be consistent with its general plan, and that all provisions of specific plans and site-specific projects undertaken by a city must be consistent with the general plan. These requirements of State law were extended to charter cities in 2018, the same year, coincidentally, that Carson became a California chartered city.

## RELATIONSHIP TO GUIDING PRINCIPLES

While the Land Use and Revitalization Element (LUR) includes aspects of nearly all of the core values of the Carson General Plan guiding principles, most closely it furthers:

- **Guiding Principle 2:** Promote vibrant, safe, and walkable mixed-use districts and neighborhoods, and revitalized corridors.
- **Guiding Principle 3:** Provide a diverse array of housing types to meet the needs of all segments of the community.
- **Guiding Principle 5:** Encourage development of regional-scale destinations, as well as neighborhood-serving retail and amenities.
- **Guiding Principle 6:** Foster harmony between industrial and residential land uses.

## 2.1 Land Use: Context and Looking Ahead

### CARSON LAND USE EVOLUTION

Carson is part of the very first land grant in the history of California - a vast expanse of 75,000 acres of land named Rancho San Pedro. The grant stretched from the Los Angeles River to the Pacific Ocean, encompassing what today are the cities of Carson, Torrance, Redondo Beach, Lomita, Wilmington, and parts of San Pedro. The center of this vast landhold was the Dominguez Rancho homestead, located in what today is the eastern portion of Carson, known as Dominguez Hills, where the historic Dominguez Ranch Adobe still stands.

The city was the site of the very first air show in the country in 1910, where California State University, Dominguez Hills (CSUDH) is presently located, with the skies filled with a variety of "flying machines" attracting half the population of Los Angeles and launching Southern California as a central hub of aerospace manufacturing. Dominguez Hills was also the site of the first oil drilling in Carson 100 years ago (1921), which was followed by the expansion of drilling to multiple locations and ancillary industrial development. Several major refineries continue in operation to this day. Industrial uses continue to dominate the city's land use pattern to the present day, occupying nearly half of the Planning Area acreage.

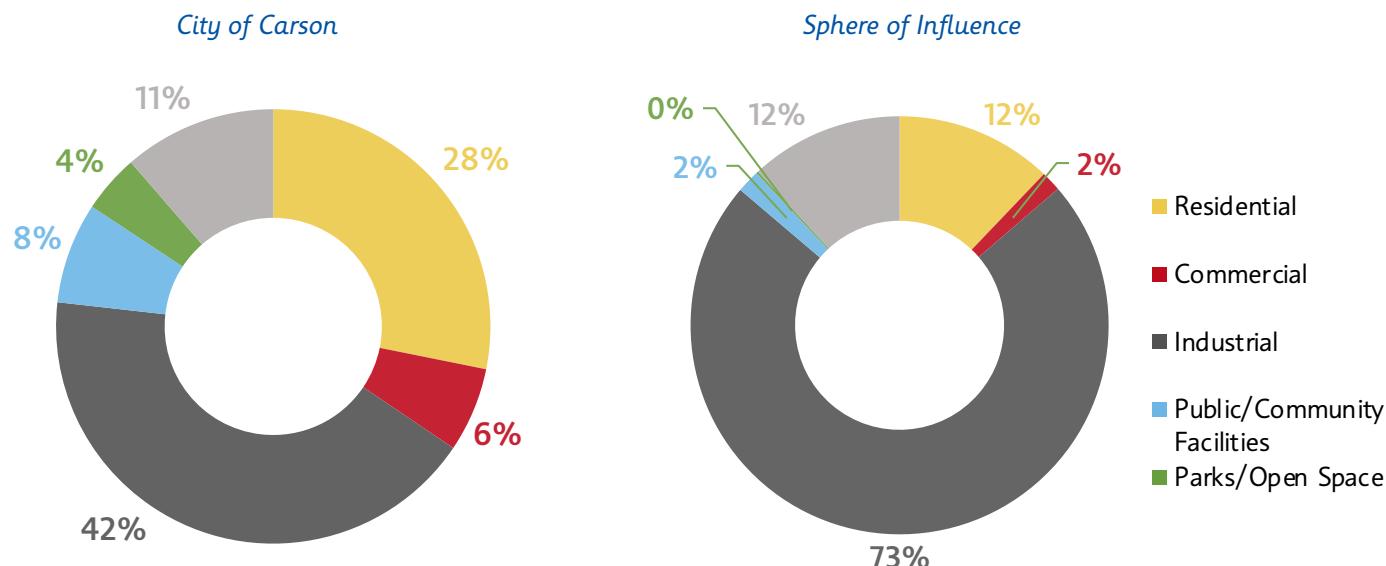
As part of unincorporated Los Angeles County, Carson became the dumping ground of its neighbors; when the City finally incorporated in 1968, its landscape was pockmarked with the dozens of refuse dumps, landfill, and auto dismantling plants. While much has been done in terms of remediation, there are still several major sites in the city—many in significantly visible locations along I-405—that need remediation before they can be developed with urban uses.

In recent decades, warehousing, storage, and distribution uses have grown exponentially, reflecting the city's location along the Alameda Corridor. The Alameda Corridor is the busiest freight corridor in the country providing goods movement from the Long Beach and Los Angeles ports—individually the two busiest United States ports—to the inland parts of the country. The extensive flow of goods through the corridor reflects the significant expansion in Asian trade in recent years, combined with the growth in the logistics sector with rise of online shopping.

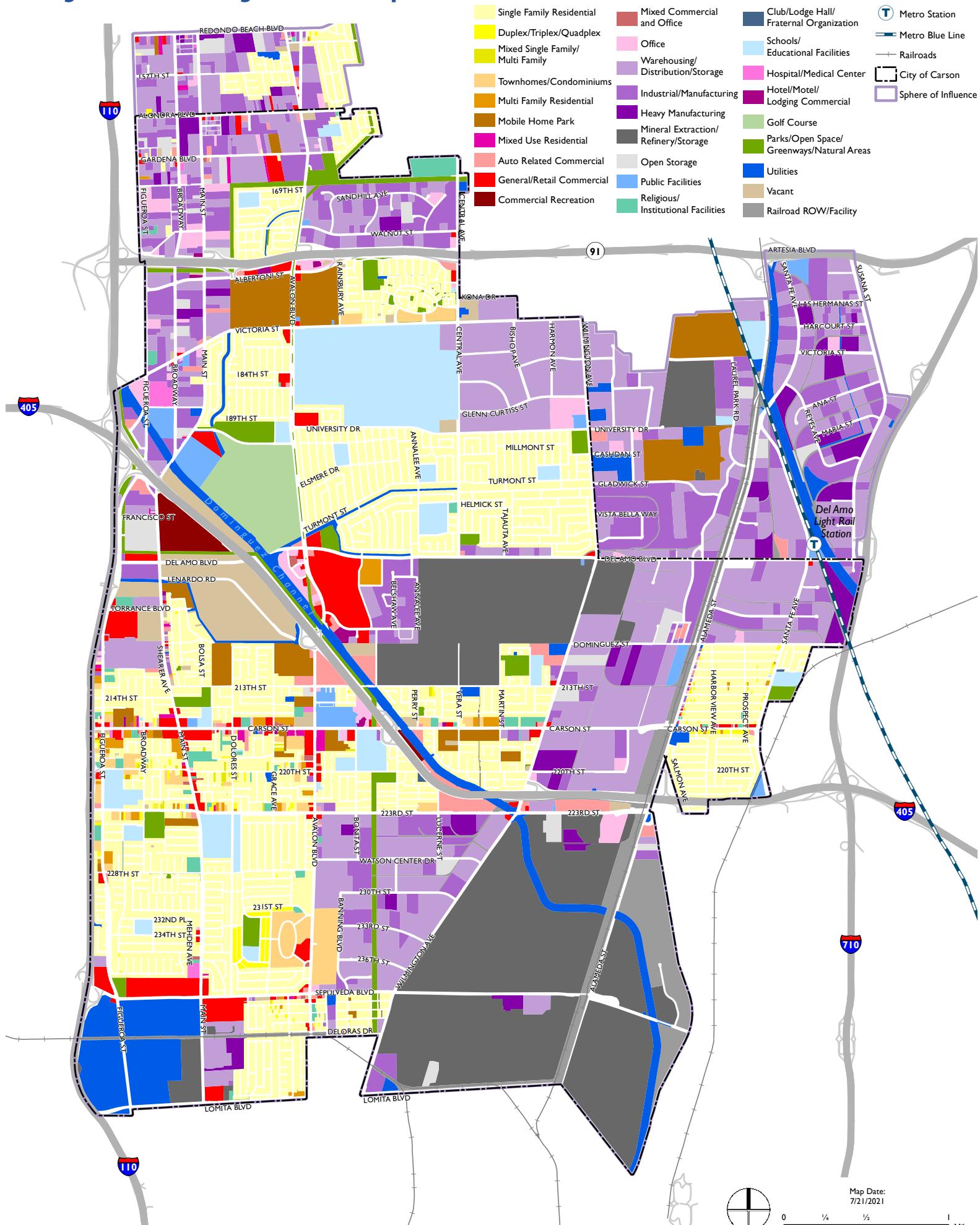
### EXISTING LAND USE

Industrial uses, including warehousing, manufacturing, refineries, and storage, are the dominant existing land uses (47.2 percent of land area) within the Planning Area, as shown in Figure 2-1, Table 2-1, and Chart 2-1. Residential is the second largest land use (25.6 percent), with the majority being single-family residential.

### CHART 2-1: EXISTING LAND USE AREA DISTRIBUTION



## Figure 2-1 Existing Land Use Map



Most commercial uses, including retail and office, are located along major corridors, such as Carson Street, Avalon Boulevard, and Sepulveda Boulevard. Several large retail centers are located in Carson, including the SouthBay Pavilion near Del Amo and Avalon boulevards that contains IKEA, Target, and several chain restaurants. The Porsche Experience Center, which opened in 2016, occupies approximately 49 acres of land bordered by I-405, Del Amo Boulevard, and South Main Street. The large vacant parcel south of the Porsche Experience Center on the side facing Del Amo Boulevard is proposed to be developed with a mixture of uses including industrial, commercial, and may include some residential uses as well in the coming years. This vacant parcel is around 157 acres, which accounts for a significant portion of the 276 acres (2.3 percent of the Planning Area) of total remaining vacant land within Carson.

Park and recreation land account for 3.7 percent of current land uses. The Planning Area includes many public facilities, including recreation facilities, schools, and sports arenas, that make up 11.8 percent of the Planning Area. The Sanitation Districts of Los Angeles County Joint Water Pollution Control Plant is in the southwest corner of the Planning Area. The Links at Victoria Golf Course (which is proposed to be redeveloped with new recreational uses) and the Goodyear Blimp Base Airport are located on the west side of the Planning Area. CSUDH is located in the northern portion of the city, along with Dignity Health Sports Park.

## RECENT AND PROPOSED DEVELOPMENT

Since 2017 (to 2021), Carson has developed approximately 2,620 new housing units, 220,400 square feet of commercial uses, and 518,000 square feet of industrial uses through projects such as the Carson Arts affordable housing project, Carson Town Center, and California Pak.<sup>1</sup> Additionally, recent residential mixed-use projects along West Carson Street and Avalon Boulevard, such as Union South Bay, feature ground-level retail that contributes to a denser, more urban feel in Carson. These buildings, as well as other new similar structures along Carson Street, are four to five stories in height and have pedestrian-oriented ground-floor restaurants and cafes that attract activity.

<sup>1</sup> City of Carson, What's Happening in Development. Accessed August 2021. <https://ci.carson.ca.us/CommunityDevelopment/planningprojects.aspx>



New Development in the Core (above).



Industrial uses are dominant in the Planning Area, occupying 47% of the area. Residential areas occupy about 25% of the area, and commercial uses about 5%.

**TABLE 2-1: EXISTING LAND USES IN THE PLANNING AREA**

Existing Land Use Category	City of Carson		Sphere of Influence		Total Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
<b>Residential</b>	<b>2,858.8</b>	<b>28 .0%</b>	<b>238.8</b>	<b>12 .2%</b>	<b>3,097.6</b>	<b>25 .5%</b>
Duplex/Triplex/Quadplex	43.9	0.4%	1.3	0.1%	45.2	0.4%
Mixed Single Family/Multi Family	9.8	0.1%	0.2	0.0%	10.0	0.1%
Mixed Use Residential	25.1	0.2%	3.5	0.2%	28.6	0.2%
Mobile Home Park	244.5	2.4%	145.8	7.4%	390.3	3.2%
Multi-Family Residential	54.0	0.5%	0.2	0.0%	54.2	0.4%
Single Family Residential	2,326.1	22.9%	87.8	4.5%	2,413.9	19.9%
Townhomes	155.4	1.5%	-	-	155.4	1.3%
<b>Commercial</b>	<b>638.8</b>	<b>6 .2%</b>	<b>30.6</b>	<b>1.6%</b>	<b>669.4</b>	<b>5.5%</b>
Auto Related Commercial	127.1	1.3%	11	0.6%	138.1	1.1%
Commercial Recreation	54.4	0.5%	-	-	54.4	0.4%
General/Retail Commercial	299.3	2.9%	4.1	0.2%	303.4	2.5%
Hotel/Model/Lodging Commercial	13.0	0.1%	-	-	13.0	0.1%
Mixed Commercial and Office	8.4	0.1%	-	-	8.4	0.1%
Office	136.6	1.3%	15.5	0.8%	152.1	1.3%
<b>Industrial</b>	<b>4,295.7</b>	<b>42 .2%</b>	<b>1,428.1</b>	<b>72.5%</b>	<b>5,723.8</b>	<b>47.2%</b>
Heavy Manufacturing	156.9	1.5%	108.4	5.5%	265.3	2.2%
Industrial/Manufacturing	713.8	7.0%	459.6	23.3%	1,173.4	9.7%
Mineral Extraction/Refine y/Storage	1,765.9	17.4%	82.3	4.2%	1,848.2	15.2%
Open Storage	116.7	1.1%	34.1	1.7%	150.8	1.2%
Warehousing/Distribution/Storage	1,542.4	15.2%	743.7	37.8%	2,286.1	18.9%
<b>Public/Community Facilities</b>	<b>762.6</b>	<b>7 .5%</b>	<b>34.8</b>	<b>1.7%</b>	<b>797.4</b>	<b>6.6%</b>
Club/Lodge Hall/Frternal Organization	1.7	0.0%	-	-	1.7	0.0%
Hospital/Medical Center	20.9	0.2%	0.3	0.0%	21.2	0.2%
Public Facilities	107.5	1.1%	13.3	0.7%	120.8	1.0%
Religious/Institutional Facilities	84.2	0.8%	0.7	0.0%	84.9	0.7%
School/Educational Facilities	548.3	5.4%	20.5	1.0%	568.8	4.7%
<b>Parks and Open Space</b>	<b>440.0</b>	<b>4 .4%</b>	<b>3.5</b>	<b>0.2%</b>	<b>443.5</b>	<b>3 .6%</b>
Parks/Golf Course	330.0	3.3%	-	-	330.0	2.7%
Open Space/Greenways	110.0	1.1%	3.5	0.2%	113.5	0.9%
<b>Other</b>	<b>1,154.7</b>	<b>11.4%</b>	<b>233.1</b>	<b>11.9%</b>	<b>1,387.8</b>	<b>11.5%</b>
Railroad Facility	143.2	1.4%	3.3	0.2%	146.5	1.2%
Railroad ROW/Streets/Private Roads	229.5	2.3%	111.4	5.7%	340.9	2.8%
Utilities	510.4	5.0%	114.2	5.8%	624.6	5.2%
Vacant	271.6	2.7%	4.2	0.2%	275.8	2.3%
<b>Total</b>	<b>10,150.6</b>	<b>100%</b>	<b>1,968.9</b>	<b>100%</b>	<b>12,119.5</b>	<b>100%</b>

City of Carson, 2017; Los Angeles County Office of the Assessor, 2017; Dyett & Bhatia, 2021.

Note: Numbers may not add up due to rounding.



Some big destinations in the City include, California State University, Dominguez Hills; Dignity Park Health Stadium; and Porsche Experience.

The potential redevelopment of the Victoria Golf Course, owned by Los Angeles County, as The Creek at Dominguez Hills is a major project that will greatly enhance recreational opportunities in Carson. This project will develop 87 acres of the site with 532,500 square feet of recreational commercial uses and other recreational facilities. Another major development project is the District at South Bay, which was originally approved in 2006 as the Carson Marketplace Specific Plan but was renamed and most recently amended in 2018 and is currently being amended as well. The 2018 specific plan site is located south of I-405 and E. Del Amo Boulevard with three phases of proposed development, including 1,250 residential units, 696,500 square feet of regional commercial uses, 15,000 square feet of restaurant uses, 1,567,100 square feet of light industrial uses, and up to 12 acres of community-serving uses that will include parks and plazas.<sup>2</sup> Redevelopment of the Shell site on E. Del Amo Boulevard and S. Wilmington Avenue is being explored for commercial/office uses, together with residential uses integrated in a walkable setting.

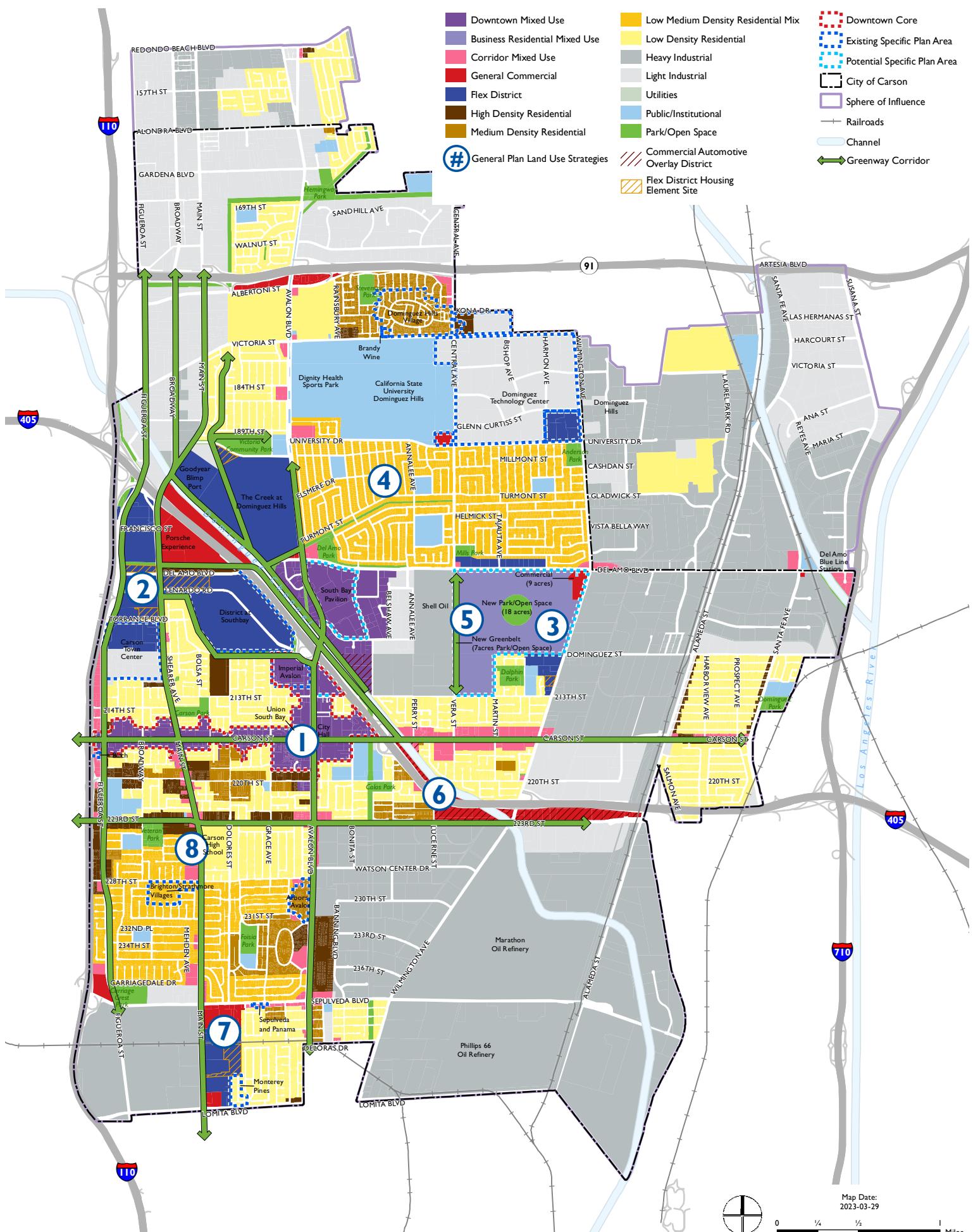
## LOOKING AHEAD

The General Plan seeks to further the city's evolution from an industrial and suburban community to a complete city with an integrated mix of housing, employment, educational, cultural, and recreational options balanced with industrial uses. The General Plan focuses development in the Core (boundary shown in Figure 2-2), and in centers around the Core, expanding on the energy and success of recent development along Carson Street. Development in the centers, Corridors, and large opportunity sites such as the Shell property are envisioned to be connected with Boulevards with improved streetscapes, community gathering spaces, and better pedestrian- and bicycle-oriented streets to foster more vital and livable neighborhoods and districts.

The Plan outlines strategies for greater integration of uses in different parts of the city and a better connection between employment and residential uses, with more areas designated for mixed-use development rather than single use. It recognizes the physical elements that help define the character of Carson, including existing residential neighborhoods, Carson's central Core, industrial/business centers,

2 City of Carson, The District at South Bay 2021. <https://ci.carson.ca.us/CommunityDevelopment/TheDistrict2021.aspx>

## Figure 2-2 Carson Land Use Approach



and corridors. Together, these elements represent the future urban structure of the city and the relationship between them, as shown in Figure 2-2. Strategies include:

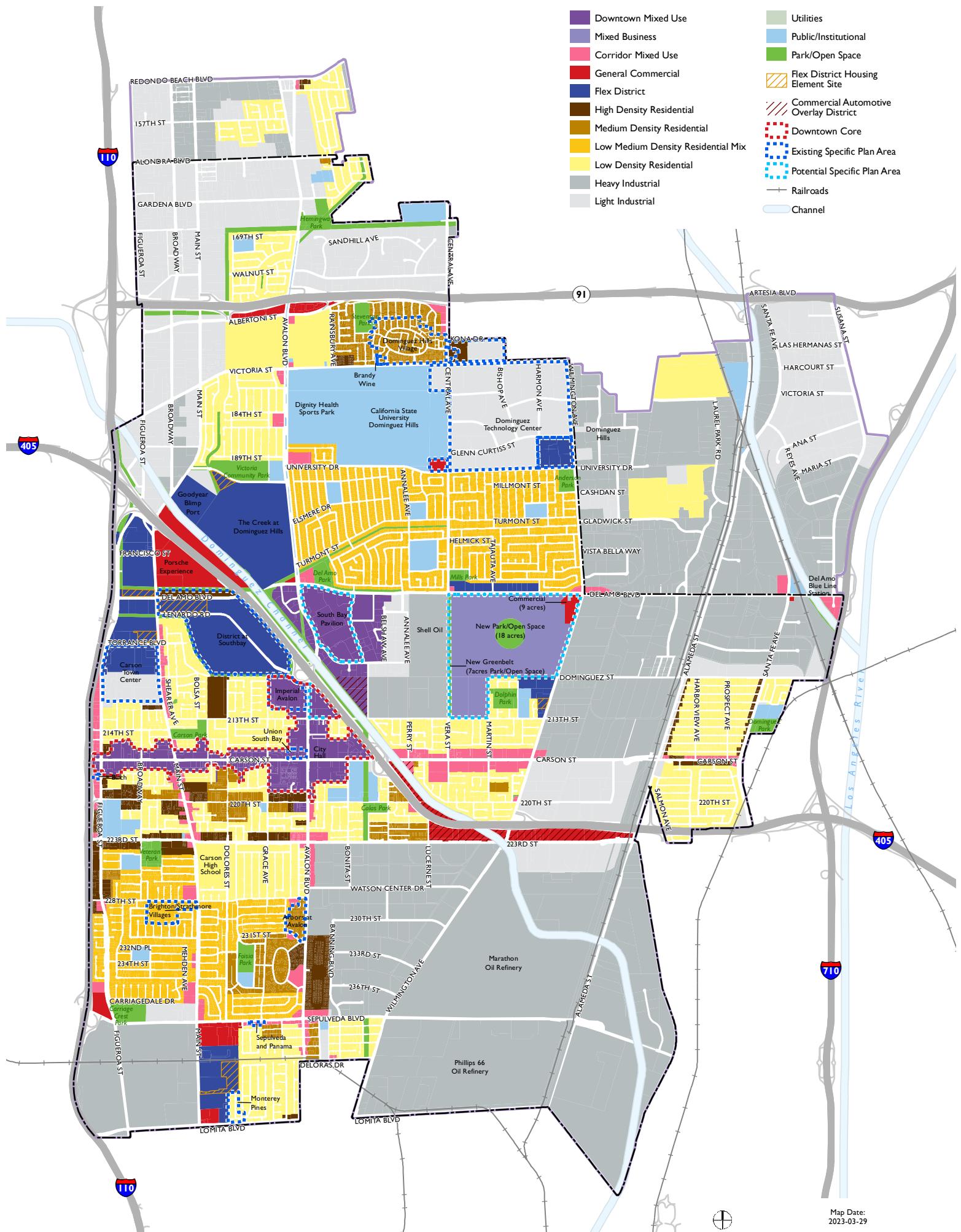
1. Most new development is focused in the Core, which encompasses the Downtown Mixed Use designation along Carson Street and Avalon Boulevard, west of I-405. This builds on the continued momentum of recent development and design improvements in downtown (along W. Carson Street) and new development underway along Avalon Boulevard; this area in the Core would have the highest intensities. Landscaping, streetscape, pedestrian, and bicycle network improvements will complement the proposed land uses.
2. Key industrial areas have been designated as Flex District to limit logistic and heavy truck uses and promote a flexible range of uses for industrial sites being remediated for urban uses. The Flex District land use designation permits office, hotel, retail/commercial, research and development office parks, light industrial/maker uses, and neighborhood commercial uses. The Flex District permits residential uses only on sites which are included in the housing sites inventory in the Housing Element, and there only 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.
3. The Business Mixed Use designation is intended to create a vibrant district with a diversity of uses including office, light industrial and manufacturing uses (such as breweries or coffee roasteries), and other similar uses.
4. Most residential neighborhoods are retained in their existing use and development density patterns, with enhanced streetscapes and connections to open spaces, and landscaped buffers between industrial and residential uses as feasible.
5. The Shell site is envisioned to become a research and development campus with a mixture of uses, including office, industrial, and a large park.
6. The Commercial Automotive District retains auto-oriented uses, such as vehicle sales, while emphasizing an overall cohesive image for the district.
7. The General Plan locates several neighborhood centers with Flex District designations; each center is envisioned to contain a mix of uses, including neighborhood and local-serving commercial and residential uses. Development is envisioned to be pedestrian oriented.
8. Greenway Corridors are envisioned as green streets with consistent street trees coverage that provide shade and a welcoming community image, with a connected sidewalk network, safe pedestrian crossings, separated or striped bikeways where feasible, and bus transit. Higher density housing and commercial uses are generally located along Greenway Corridors. Greenway Corridors are detailed in Chapter 4: Community Character and Design.

## WHAT ARE "MAKER" USES?

"Maker" uses are businesses related to the production of goods, usually focusing on small-scale businesses allowing a wide range of self-made products. Such businesses include artisan shops, studios, media production, printing and publishing, distilleries and microbreweries, tech start-ups, research and development facilities, limited light industrial uses, and home-based businesses.



## Figure 2-3 General Plan Land Use Diagram



## 2.2 Land Use Framework

The land use framework is comprised of Figure 2-3: Land Use Diagram, which shows locations of permitted uses; the land use classification system, which describes permitted uses in more detail; and allowable building density/intensity limits. All of these represent adopted City policy. Building heights and stories listed are presented for illustrative purposes and do not represent adopted City policy; actual development standards are established in the Zoning Code.

### LAND USE DIAGRAM

The Land Use Diagram (Figure 2-3) designates the proposed location, distribution, and extent of activities that may take place throughout the city. Land use classifications—shown as color/graphic patterns on the diagram—allow for a range of activities within each classification.

The diagram is a graphic representation of the land use classifications and furthers the policies contained in the General Plan; it is to be used and interpreted in conjunction with the text and other figures contained in the General Plan.

### LAND USE CLASSIFICATION SYSTEM

Land use classifications are presented below and represent adopted City policy. The classifications are meant to be broad enough to give the City flexibility in implementation, but clear enough to provide sufficient direction to carry out the General Plan. The Zoning Code contains more detailed provisions and standards. More than one zoning district may be consistent with a single General Plan land use classification. In addition to the listed allowable uses, public uses—including parks, government offices, police and fire stations, and public schools—are permitted in all classification.

Development intensity is described in terms of floor area ratio (FAR) and housing density is described in housing units per acre. For greater description of density/intensity standards, see text following the land use classification's description.

For most classification, development may also qualify for density, intensity, or height bonuses through provision of community benefits as outlined in the Carson Municipal Code; granting of additional density/intensity for community benefits is discretionary and would be determined on a project-by-project basis. Additional guidance on these bonuses can be found in the Density/Intensity Standards section.

### RESIDENTIAL

Three residential land use classifications are established to provide for development of a range of housing types. Residential density is expressed as housing units per net acre of developable parcel area (that is, excluding land that is constrained for development by public rights-of-way such as public streets, creeks, or other easements). Development is required to be within the density range (both maximum and minimum) where stipulated in the classification; modification to standards with a use permit is allowed where unique site conditions prevent attainment of minimum densities.

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



New residential or other noise-sensitive uses are generally not encouraged within 500 feet of I-405 or I-110 in designations where other uses are feasible, and generally any proposed residential development within the 500-foot buffer would require additional analysis and potentially mitigation for indoor air quality and noise.

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

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

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

### Low Density Residential (LDR)

Single-family residential development with density up to 10.0 units per acre. This classification is mainly intended for detached single-family dwellings, but attached single-family units may be permitted, provided each unit has ground-fl or living area and private outdoor open space. The maximum FAR is 0.55.

### Medium Density Residential (MDR)

Housing at densities 10.0 to 18.0 units per acre. Housing types would typically encompass single-family detached and attached (that is, townhouses), along with lower-density multifamily. A maximum increase in residential density of 20 percent is permitted with community benefit .



### Low Medium Density Mix (LMX)

Housing at densities as follows – up to 10.0 units per acres for lots up to 15,000 square feet in size, and up to 18.0 units per acre for lots larger than 15,000 square feet. Permitted housing types would correspond to those for Low Density Residential on lots smaller than 15,000 square feet, and those for Medium Density Residential on lots larger than 15,000 square feet. Further, to encourage small units (smaller than 600 s.f., comprising small studios/1-bedroom units/micro units), on lots larger than 10,000 square feet, small units are allowed as multifamily type (one unit above another), be counted at half the density, and small-plexes of up to six small units are permitted (more than one small-plex is permitted on a lot, within the permitted density maximum; note that units larger than 600 s.f. are not permitted in multifamily format). The areas where this designation is applied is as shown in the Housing Element, except that some sites along Avalon Boulevard have (the higher) Medium Density Residential or specific plan designation corresponding to on-the-ground built conditions.

### High Density Residential (HDR)

Residential development, with densities ranging from 18.0 to 30.0 units per acre for sites smaller than two acres in size, and up to 40.0 units per acre for sites larger than two acres. This designation is applied primarily to existing neighborhoods, and limited new development is expected in this designation. The designation would permit the full range of housing types, including multifamily, and is intended for specific areas where higher density housing already exists or may be appropriate. Typically, taller building heights would be found in this designation. A maximum increase in residential density of 40 percent is permitted with community benefit .

## Mobilehome Park Overlay District (MHD)

There is a growing housing crisis across the State, including within the City of Carson. A significant element of this crisis is the lack of affordable housing, including that provided by mobilehome parks. However, not only have the number of housing units provided by mobilehome parks within the City failed to keep up with population growth, but over time mobilehome parks have been closing and converting to other uses. This further exacerbates the housing crisis, especially for residents who need affordable housing options. To help maintain a sufficient supply of land for mobilehome parks and in order to help alleviate this component of the housing crisis, the General Plan outlines a Mobilehome Park Overlay District (MHD), which applies to all existing mobilehome parks in the City except those which have a valid Relocation Impact Report approval resolution in effect pursuant to Carson Municipal Code Section 9128.21, or a valid approval of closure or cessation of use resulting from the entry of an order for relief in bankruptcy as stated in Government Code Section 65863.7(f), as of the General Plan adoption date. While all mobilehome parks in the City are privately owned, thereby affording City limited control over whether a park owner may choose to take the steps necessary to close a park, a primary purpose of the MHD is to help preserve the housing stock of existing mobilehome parks (many residents of which qualify as lower income households under State law), and to help ensure a sufficient supply of land for these types of uses and the housing they provide for lower income residents in the future, thus helping to mitigate both the State and local housing crisis.

Detailed provisions related to the MHD Overlay Zone will be defined in the Zoning Ordinance. Mobile home parks will be the only permitted use in the MHD Overlay Zone. Provisions of the MHD Overlay Zone shall be applied in addition to the regulations of the underlying zoning district. However, existing mobilehomes park uses subject to the MHD shall be considered conforming with the General Plan and the Zoning Ordinance; that is, existing mobilehome parks subject to the MHD can continue, renovate, expand etc. as needed to ensure continued viability and vibrancy. The zoning regulations shall collectively ensure that existing mobilehome parks subject to the MHD shall not be redeveloped with another permitted use unless, as part of the new development, a discretionary overlay zone change approval is granted (in addition to any other applicable land use entitlements), and comparable units at affordable housing rates are provided and made available to residents of the existing mobilehome park as required by state law. Should the

City approve the MHD overlay zone removal for any subject mobilehome park, the uses permitted under the underlying base zone would be allowed; any changes to the base zone designation would require another discretionary City zone change approval.

## COMMERCIAL

### General Commercial District (GCD)

This category includes general and neighborhood commercial uses, including shopping centers and commercial uses adjacent to highways or some major corridors, where residential development may not be desirable. A range of commercial uses, including retail stores, eating and drinking establishments, commercial recreation, gas and service stations, automobile sales and repair services, financial, business and personal services and offices, motels, educational and social services is permitted. The Zoning Code may further distinguish between neighborhood, regional, or general commercial uses. The maximum FAR is 0.5.

### Commercial Automotive District (CAD) Overlay

The Commercial Automotive District (CAD) overlay is used to promote a distinctive area of automobile sales facilities and other complementary retail uses as specified in the Zoning Code, with appealing landscaping, lighting, signage and compatible architectural elements.

## MIXED USE

This designation is intended to accommodate high-intensity, active uses that encourages a mixture of land uses, ranging from commercial, retail, and office to multifamily residential development. Retail and department stores, eating and drinking establishments, hotels, commercial recreation, financial, business, personal services, residential, educational and social services, and office uses are permitted. Three mixed-use designations are established:

### Downtown Mixed Use (DMU)

This designation is intended to promote a vibrant "Main Street" like ambiance throughout the downtown Carson core, with mid-rise, mixed-use development. The ground floor frontage (with the exception of ingress and egress and other necessary building and site design considerations) of a site along Carson Street, Avalon Boulevard, and Del Amo Boulevard shall be devoted to active commercial uses; active commercial uses are those that are accessible to the general public, generate walk-in pedestrian clientele and contribute to a high level of pedestrian activity. Such uses

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

The maximum base FAR is 1.75, and all active ground fl or commercial use area is exempt from FAR calculation. The minimum residential density for projects comprising primarily residential use is 40 units per acre, maximum base residential density is 65 units per acre, and a minimum 0.2 FAR active ground fl or commercial use is required; the City may permit substitution of required minimum commercial space with other desired uses or community benefit . Base FAR and base residential density may be increased by up to 40 percent, and maximum permitted heights increased proportionately up to maximum, with inclusion of additional (beyond minimum) active ground fl or commercial use or community benefits or combination of the two, on a graduated scale as specified in the Zoning Ordinance. These increases are in addition to those permitted under State density bonus laws for affordable housing.

Development projects with an overall size of larger than 20 acres for which applications have been filed requesting a General Plan Amendment change the existing land use designation to Urban Residential land use designation of the 2004 General Plan and a corresponding Specific Plan zoning designation prior to the City's adoption of the 2040 General Plan shall be deemed consistent with the Downtown Mixed Use land use designation, provided that the project, following approval by the City, (i) does not exceed a residential density of 65 du/acre and/or an FAR of 2.4, (ii) the City approves a development agreement that identifies community benefits and affordable housing offered by the development to justify the 65 du/ac density, and (iii) the project provides at least minimum of 10,000 square feet of commercial space.

For additional provisions related to active ground fl or use requirements, replacement commercial uses, and incentives for new active ground fl or commercial uses, policies (which are located in the last section of this element) should be consulted.

### Corridor Mixed Use (CMU)

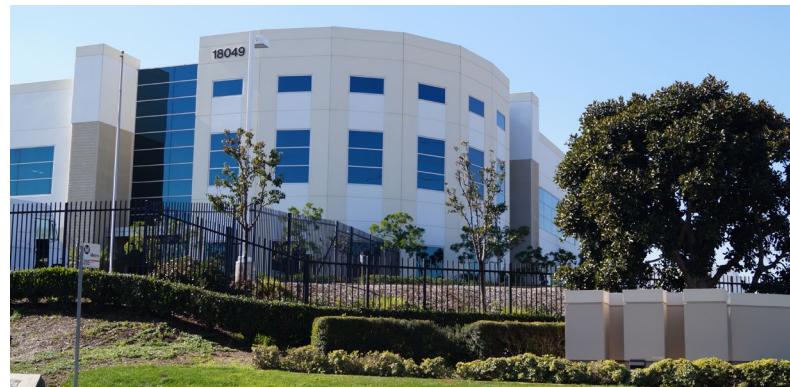
This designation is applied to corridors where a mix of commercial and residential uses are permitted—although purely commercial or purely residential uses are allowed—to support retail and services that cater to the daily needs of local residents. Permitted uses include housing, retail, restaurants, personal services, public uses, and professional business offices. Mixed use may be in either a vertical format (multiple uses in the same building) or horizontal format (multiple single-use buildings on the same parcel). Other uses that are determined to be compatible with surrounding areas, including sensitive uses, would require a conditional use permit.

Typically, mid-rise building heights would be found in this designation. The maximum FAR is 1.0. Residential development up to 40 units per acre is permitted with provision of new or retention of existing 0.2 FAR minimum commercial space. Base FAR and base residential density may be increased by up to 15 percent with inclusion of additional (beyond minimum) active ground fl or commercial use and/or community benefit , independent of increases permitted under State density bonus laws for affordable housing. Ground level active commercial uses are not included in FAR calculations, and the City may, in circumstances where ground fl or commercial use is not desirable or practical, permit substitution of commercial uses with community benefit .

For provisions relating to existing (as of 2021) commercial development replacement, see Policy LUR-P-16.

### Business Mixed Use (BMU)

This designation includes a range of non-nuisance light-industrial uses, eating and drinking establishments, offices, artist studios, work lofts, breweries, roasteries, and other uses compatible with residential areas, promoting develop-



ment of an urban, walkable environment. Stand-alone retail uses and retail ancillary to industrial uses are permitted. If sensitive uses are proposed as part of redevelopment, both short-term and long-term compatibility with adjacent uses and location in a mixed light-industrial and industrial environment should be considered. Similarly, new industrial uses will have to comply with performance standards to contain noise or air impacts within the site so that it does not adversely affect surrounding development.

Uses that rely on heavy trucking, such as warehouse and distribution facilities, including logistic uses, are not permitted, and service and gas stations, and drive-through establishments are limited. In addition, the following uses will not be permitted: salvage yards, vehicle storage lots, major recycling facilities, truck yards, container yards, lay down yards, container parking, storage yards, truck terminals, self-storage and similar uses.

There is no maximum FAR for residential-only projects. The maximum allowed FAR is 0.4, or 0.5 with the provision of community benefits by means of a Development Agreement.

### FLEX DISTRICT (FLX)

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. The largest Flex District is along I-405, capitalizing on the visibility and regional access provided by the freeway. Residential uses are not permitted in the Flex District, except (i) on the sites included in the housing sites inventory in the 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, and (ii) on the property located at the northwest corner of University Drive and Wilmington Avenue subject to the following:

- a. A master plan shall be filed to illustrate how the site will be laid out;
- b. Residential developer (and their successors in interest) shall incorporate appropriate mitigation measures that

will allow existing industrial and commercial operators at surrounding properties to continue existing uses. If any such mitigation or design features must be constructed or implemented onsite or at offsite locations, the residential developer shall be responsible for the cost of the mitigation or design features;

- c. Residential development shall be accompanied by a set of CC&Rs which will protect existing surrounding uses 1,000 feet to the north and 1,000 feet to the west of the site and the City of Carson from any claim that surrounding uses within are incompatible with residential uses;
- d. Access to residential shall only be from University Drive;
- e. Access to industrial shall only be from Glenn Curtiss or Wilmington Avenue;
- f. Residential development shall be limited to areas that are no more than 300 feet north of the southerly property line. Additionally, no residential structures shall be placed within 350 feet of the westerly property line;
- g. A non-residential building shall be placed between the proposed residential areas and the existing industrial area to the west as a buffer;
- h. Dock High doors shall not face the proposed or existing residential areas;
- i. All Dock High doors and outside activity areas adjacent to proposed or existing residential areas shall include screen walls with appropriate heights.

The following uses are not permitted in the Flex District:

Warehousing/distribution/logistics/truck terminal facilities (except as otherwise provided below), salvage yards, vehicle storage lots, major recycling facilities, truck yards, container yards, lay down yards, container parking, storage yards, self-storage and similar uses. If residential or other sensitive uses are proposed as part of redevelopment, both short-term and long-term compatibility with adjacent uses and location in a mixed light-industrial and industrial environment should be considered. Similarly, new industrial uses would need to be "non-nuisance" (that is, compatible from noise, odor, air quality perspectives) in a mixed residential/industrial environment and will have to comply with performance standards to contain noise or air impacts within the site so that it does not adversely affect

surrounding development. Any new construction or expansion of existing light or heavy industrial uses adjacent to sensitive uses must include buffered setback areas and/or appropriate mitigation to ensure compatibility. Truck terminal facilities are conditionally permitted. Warehousing/distribution/logistics facilities are permitted in any of the following circumstances:

1. Small-scale facilities to 30,000 square feet of gross building fl or area (including mezzanine and all fl ors) are permitted;
2. Facilities larger than 30,000 square feet are only permitted with provision of community benefits by means of a Development Agreement or if they meet the criteria of either (3) or (4) below;
3. In the approved Specific Plan area located immediately southeast of Del Amo Boulevard and Main Street (i.e., constituting the 157-acre site); or
4. Where a property is subject to: (a) an adopted Specific Plan that permits logistic uses following findings by the City Council of demonstrated good faith efforts to secure tax-generating uses or other City Council-desired uses, based on demonstrated milestones prior to the approval of the project, and (b) as such demonstrated good faith efforts and milestones are documented in a Development Agreement approved by the City Council.

A maximum base residential density of 40 units per acre is permitted in the areas of the Flex District that are included in the housing sites inventory in the Housing Element, with the exception of the property located at the southeast corner of Main Street and Del Amo Boulevard (i.e., constituting approximately 15 acres within the 157-acre site), in which 60 units per acre shall be permitted. For the above-reference property located at the northwest corner of University Drive and Wilmington Avenue, the maximum base residential density shall be 20 units per acre. There is no FAR maximum for residential-only projects. The maximum allowed FAR for non-residential uses is 0.4, or 0.5 with the provision of community benefits by means of a Development Agreement. Where residential and non-residential uses are combined, FAR shall not exceed 1.0. Base FAR and base residential density may be increased by up to 60 percent with inclusion of community benefit <sup>3</sup>.

<sup>3</sup> No additional density incentive for community benefits is available for residential uses in the District at South Bay.

## INDUSTRIAL

### Light Industrial (INL)

The Light Industrial designation is intended to provide for a wide variety of industrial uses and to limit those involving hazardous or nuisance effects as to be defined in the Zoning Code. Typical uses are manufacturing, research and development, and warehouse and distribution facilities including logistic uses. Commercial and retail uses are permitted subject to criteria outlined in the Zoning Ordinance. For sites that are over one acre, predominantly commercial uses are permitted.

Performance and development standards are intended to allow a wide range of uses as long as those uses will not adversely impact adjacent uses. The following uses will not be permitted: salvage yards, used vehicle storage lots, major recycling facilities, truck yards, container yards, lay down yards, container parking, and similar uses. Self-storage and car storage lots would require a conditional use permit. The maximum allowable FAR is 0.4, or up to 0.5 with inclusion of community benefits by means of a Development Agreement. Any new construction, or expansion of existing light or heavy industrial uses adjacent to sensitive uses must include buffered setback areas and/or appropriate mitigation to ensure compatibility.

### Heavy Industrial (INH)

The Heavy Industrial designation is intended to provide for the full range of industrial uses that are acceptable within the community, but whose operations are more intensive and may have nuisance or hazardous characteristics, which for reasons of health, safety, environmental effects, or general welfare, are best segregated from other uses. Extractive, primary processing, rail operations, and food processing industries are typical of this designation. Uses handling acutely or highly hazardous materials would be permitted only with proper safeguards and a conditional use permit. The following uses are not permitted: lay down yards, used vehicle storage lots, and major recycling facilities. Self-storage and new car storage lots would require a conditional use permit.

The designation may contain a very limited amount of supportive retail and service uses, when those uses are of a scale and design providing support only to the needs of businesses and their employees in the immediate industrial area. The maximum allowable FAR is 0.6, or up to 0.75 with inclusion of community benefits by means of a Development Agreement. Any new construction, or expansion of existing light or heavy industrial uses adjacent to sensitive

uses must include buffered setback areas and/or appropriate mitigation to ensure compatibility.

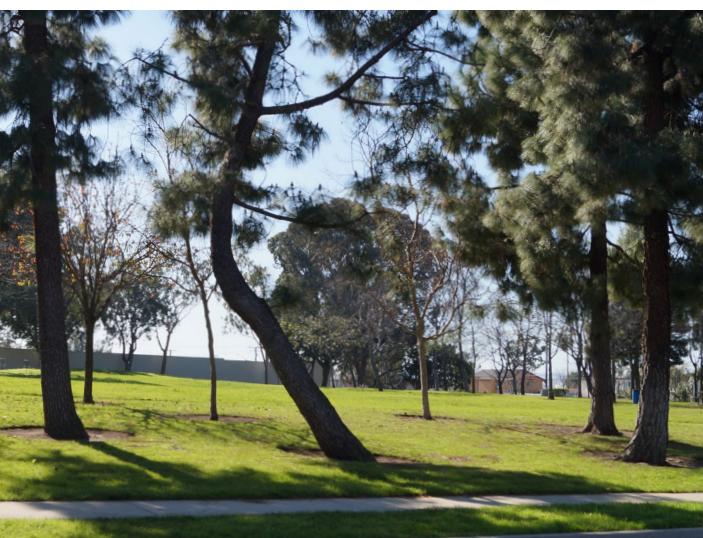
## PUBLIC AND OPEN SPACE

### Public and Institutional

The Public/Institutional land use category designates areas intended for public services, buildings, and related facilities, including schools and educational facilities, government facilities, and public utilities. This category also includes CSUDH.

### Parks/Open Space

This category includes public facilities developed for outdoor active or passive recreation, including parks, and linear trails/greenways such as along Dominguez Channel.

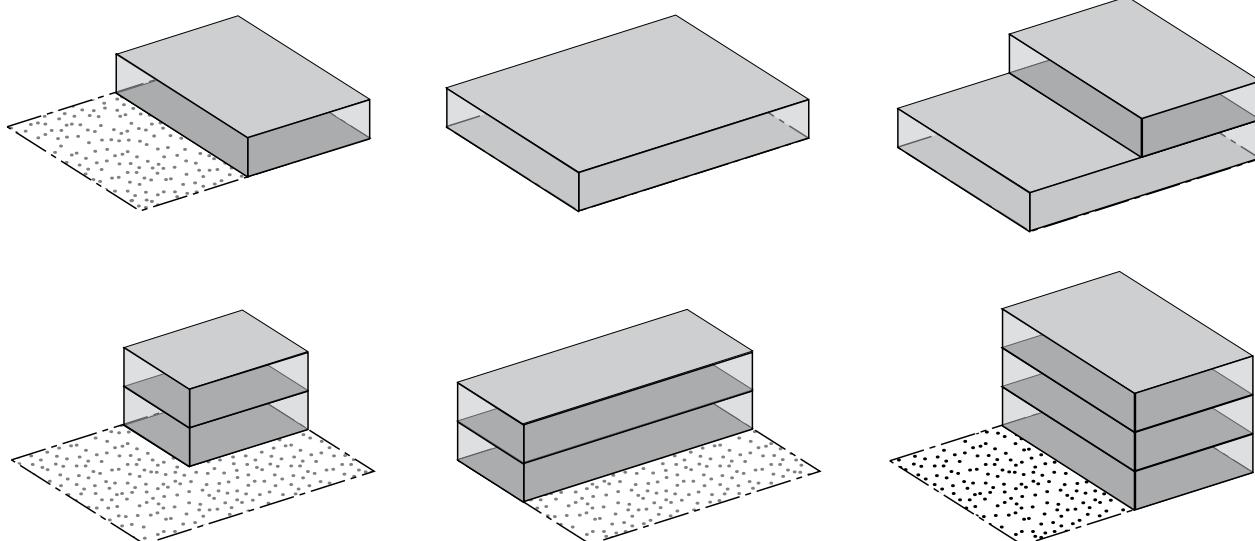


## DENSITY/INTENSITY STANDARDS

The General Plan establishes density/intensity standards for each land use classification. Residential density is expressed as housing units per net acre. For all non-residential uses, several residential classification , and mixed-use developments, building intensity standards are established. Intensity is measured as fl or area ratio (FAR), obtained by dividing the gross fl or area of a building by the lot area. FAR is a broad measure of building bulk that controls visual prominence and traffi generation, and is independent of uses occupying the building. In general, all fl or area above grade is included, including residential uses, and excludes structured parking. The implementing zoning regulations define in detail h w gross fl or area is measured.

Table 2-2 lists density/intensity standards for each land use designation established in the General Plan, as well as its associated base and potential maximum increase in density or intensity with inclusion of community benefit . When a residential or mixed-use classification has both density and FAR specifi d, development would need to comply with both. However, if a designation has only one of the two standards, then only that applies. For example, Low Density Residential has both an FAR and density standard, so new development will need to comply with both of these standards. Where a parcel has multiple uses, development allowed would be calculated based on site area allocated to that specific use; for example, if a 10-acre parcel has residential uses on four acres and commercial uses on six acres, allowable residential development would be calculated based on four acres of residential land, and where development is vertically mixed, mixed-use standards would apply.

## DETERMINING FLOOR AREA RATIOS



**TABLE 2-2: STANDARDS FOR DENSITY AND DEVELOPMENT INTENSITY**

Land Use Classification	Base Density/Intensity			Maximum Increase in Residential Density/FAR with Additional Active Commercial Use/Community Benefits <sup>3</sup>	
	Base Residential Density <sup>1</sup>	Floor Area Ratio (FAR)			
		Minimum active ground floor commercial	All uses combined (residential and non-residential)		
<b>Residential</b>					
Low Density	Up to 10	-	Up to 0.55	-	
Medium Density	10 to 18	-	None specified	20%	
Low Medium Density Mix	up to 10 (up to 18 on lots 15,000 s.f. or larger) <sup>4</sup>		Up to 0.55 for densities up to 10 units per acre; No FAR specified for densities higher than 10 units per acre		
High Density	18 to 30 (18 to 40 for sites larger than two acres)	-	None specified	40%	
<b>Mixed Use</b>					
Downtown Mixed Use	40 to 65	0.2	Up to 1.75 <sup>5</sup>	40%	
Corridor Mixed Use	Up to 40	0.2	Up to 1.0 <sup>5</sup>	15%	
Business Mixed Use	No housing permitted	-	Up to 0.4	25% (up to 0.5)	
<b>Flex District</b>	Up to 40 <sup>6</sup>	-	Up to 0.4	60%, except limited to up to 0.5 for non-residential	
<b>General Commercial District</b>	No housing permitted	-	Up to 0.5	-	
<b>Industrial</b>					
Light Industrial	No housing permitted		Up to 0.4	25%, up to 0.5	
Heavy Industrial	No housing permitted		Up to 0.6	25%, up to 0.75	
<b>Notes:</b>					
1. Density is measured in housing units per acre of site area, excluding portions of site not developable due to environmental or other constraints. Density is not typically tied to lot size; the High Density classification is the exception.					
2. State-mandated density bonuses for affordable housing are in addition to densities otherwise permitted. The bonuses would be applied to the base density/intensity for the land use classification.					
3. Method for determining additional commercial space/community benefits bonus to be established in the Carson Municipal Code. Bonus would be calculated on base density/FAR.					
4. In LMX designated areas, micro-units (units smaller than 600 s.f.) are counted at half density.					
5. Building area devoted to active commercial uses at the ground level is exempt from FAR calculations.					
6. Residential density standards apply only to the areas of the Flex District that are included in the housing sites inventory in the Housing Element. Up to 60 units per acre allowed in the District at SouthBay Specific Plan A ea, with no additional density incentive for community benefit . State affordable housing bonuses still apply.					

**TABLE 2-3: PRELIMINARY RANGE OF BUILDING HEIGHTS (FOR ILLUSTRATIVE PURPOSES)**

<i>Land Use Classification</i>	<i>Base Building Heights</i>	<i>Heights with inclusion of Additional Active Commercial Space/Community Benefits</i>
<b>Residential</b>		
Low Density	20 feet, 2 stories	N/A
Medium Density	30 feet, 2-3 stories	N/A
Low Medium Density Mix	up to 20 feet, 2 stories for lots up to 15,000 s.f. or density less than 10 units per acre; up to 30 feet, 2-3 stories on lots larger than 15,000 s.f. and density higher than 10 units per acre	N/A
High Density	40 feet, 4 stories	60 feet, 6 stories
<b>General Commercial District</b>		
<b>Mixed Use</b>		
Downtown Mixed Use	65 feet, 6 stories	85 feet, 7-8 stories
Corridor Mixed Use	45 feet, 4 stories	65 feet, 6 stories
Business Mixed Use	55 feet, 45 stories	65 feet, 6 stories (with up to 85 feet (7 or 8 stories) in portions of Shell site at least 500 feet away from adjacent residential uses)
<b>Flex District</b>		
Industrial buildings: 55 feet, 2-5 stories		Industrial buildings: None
Office and hotel buildings: 80 feet, 7 stories		Office and hotel buildings: Between 100-140 feet, 10-14 stories depending on use
<b>Industrial</b>		
Light Industrial	45 feet, 1-2 stories	N/A
Heavy Industrial	Varies and specified in Zoning Code	N/A

**Notes:**

1. Building height and story information shown here is for illustrative purposes; actual allowable maximum heights are established in the Carson Zoning Code and may be higher or lower than shown in this table.
2. The building heights are an absolute number, the number of stories will depend on individual projects. Industry standard assumption for ground floor with commercial is 15 feet tall, residential 10 feet tall, and office/hotel uses at 11 feet tall per story. Floor heights will vary depending on the project.

Density (housing units per net acre) and intensity (FAR) standards are for net developable land which is the portion of a site that can actually built upon and excludes areas subject to physical or environmental constraints that restrict development, such as creek corridors, floodways, and areas to be dedicated for greenways or habitat protection, as well as public or private road rights-of-way. The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges, such as height limitations, setbacks, and other building bulk controls. See definitions of gross and net densities, and FAR and how this is measured in the glossary.

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

State mandated density bonus for affordable and senior housing is in addition to density permitted. Development may also qualify for density or intensity bonus through provision of community benefits as outlined in the Carson Municipal Code; granting of additional density/intensity for community benefits is discretionary. Density/intensity bonuses will be calculated on base density/intensity standards, even if more than one type of bonus is applicable. Combined bonuses for affordable housing and community benefits shall not exceed 100 percent of the base density.

## BUILDING HEIGHTS (SIDEBAR)

Building heights, along with other site development standards like setbacks, permitted uses, and lot size requirements, are provided in Carson Municipal Code. Table 2-3 provides a preliminary range of typical building heights for the various land use designations to assist the reader with visualizing what heights may result. Heights and stories information shown in the table are for illustrative purposes; actual allowable maximum heights are established in the Zoning Code and may be higher or lower than what is illustrated here in the General Plan. Table 2-3 also outlines a height bonus which can be awarded to projects that provide certain Community Benefit .

## 2.3 Population, Employment, and Buildout Projections

### POPULATION AND EMPLOYMENT

Carson's population and employment change through 2040 will be influenced by many factors, including regional growth trends, economic forces, local policies, and Carson's attractiveness to future residents and employers. The City's 2020 population is 93,100, and the total population of the Planning Area is approximately 98,000. Population in the City of Carson has increased by 145 percent since 1960 (before its incorporation in 1968), but its growth has slowed in recent years, with only a 1.5 percent increase between 2010 and 2020 as seen in Table 2-4, partly due to the 2008 recession. In the same time period, Los Angeles County

**TABLE 2-4: CITY OF CARSON HISTORIC POPULATION AND EMPLOYMENT**

	2000	2005	2010	2015	2020
Population	89,700	94,200	91,700	93,200	93,100
Employed Residents	37,300	42,600	39,300	41,700	44,600
Jobs	52,300 <sup>1</sup>	51,800	49,800	56,100	58,500 <sup>1</sup>

1. Available data for jobs is limited to 2002-2018. Values shown for 2000 and 2020 are from 2002 and 2018, respectively.

2. Numbers shown in this table only include the City of Carson and do not include the Sphere of Influence.

3. Numbers are rounded to the nearest hundredth.

Source: California Department of Finance, 2012 & 2020; California Economic Development Department, 2021; US Census Bureau, OnTheMap Application and LEHD Origin Destination Employment Statistics, 2020.

population has grown 3.6 percent, or more than twice as rapidly as Carson (Chart 2-2).

Likewise, employment in Carson has also fluctuated but has been increasing, with a 17.6 percent growth in jobs between 2010 and 2018. In comparison, Los Angeles County experienced a smaller growth of 13.4 percent increase in jobs over this time frame.

## GENERAL PLAN BUILDOUT PROJECTIONS

### Potential Buildout

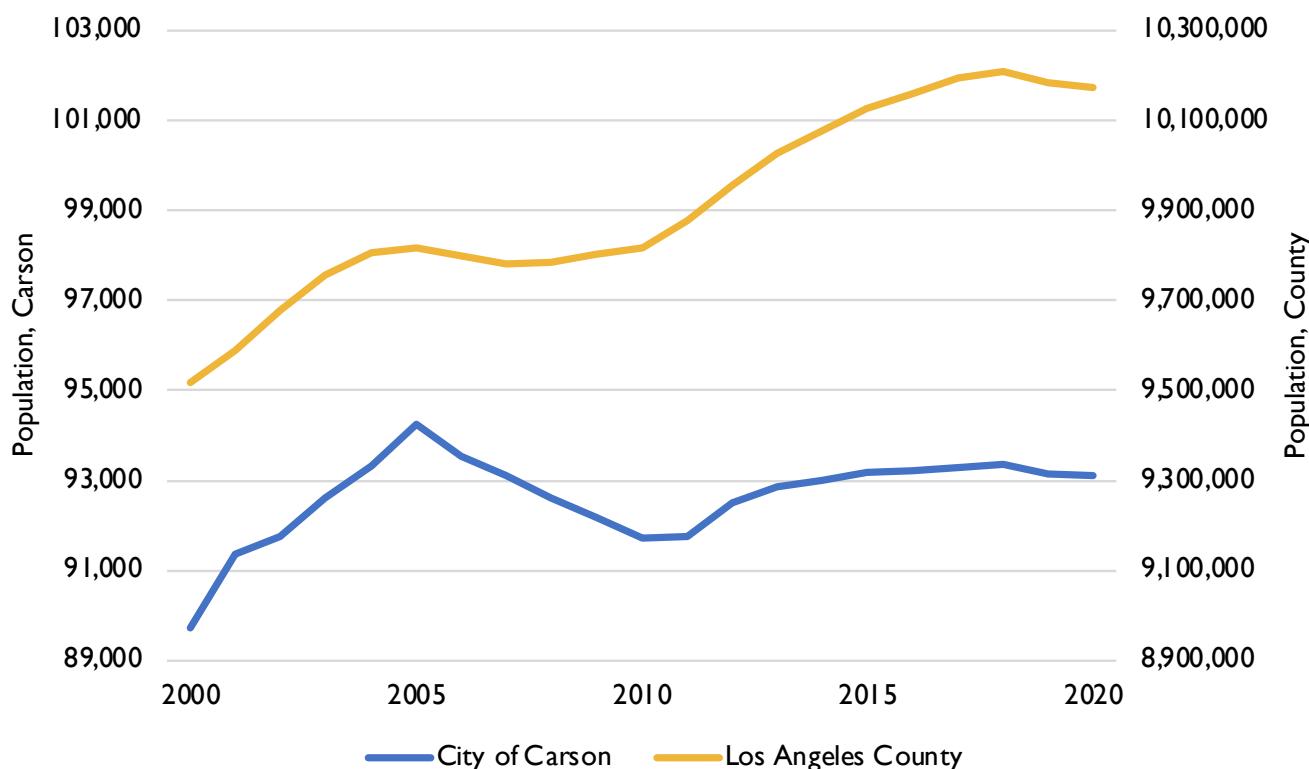
Much of the city has already been developed, with many of the developable vacant sites already planned. Thus, the majority of future development in Carson is expected to occur on reuse of existing sites, with existing structures, as redevelopment of underperforming retail sites that have come to the end of their useful life, or cleanup and redevelopment of old industrial brownfield sites. The buildout projection of the General Plan is summarized in Table 2-5.

Buildout refers to the development likely to take place under the General Plan through the horizon year of 2040 and considers the development potential of the site and realistic capacity based on the established land uses in the General Plan. Designation of a site for a specific land use in the General Plan does not guarantee that the site will be developed or redeveloped with that use during the planning period, as future development will rely primarily on each property



New development will result from infill (top), reuse of industrial sites, and vacant sites that need remediation (above).

## CHART 2-2: POPULATION GROWTH TRENDS



**TABLE 2-5: POTENTIAL PLANNING AREA BUILDOUT**

	<i>Existing</i>	<i>Net New</i>	<i>Buildout Total</i>
<i>Non-Residential Development (s.f.)</i>			
Commercial	5,403,000	3,238,000	8,641,000
City Limits	5,338,000	3,044,000	8,382,000
SOI <sup>1</sup>	65,000	194,000	259,000
Office	4,952,000	2,185,000	7,137,000
City Limits	4,127,000	2,098,000	6,225,000
SOI	825,000	87,000	912,000
Industrial	24,642,000	6,108,000	30,750,000
City Limits	14,831,000	5,817,000	20,648,000
SOI	9,811,000	291,000	10,102,000
<b>Total</b>	<b>34,997,000</b>	<b>11,531,000</b>	<b>46,528,000</b>
<b>Housing Units</b>	<b>28,410</b>	<b>13,730</b>	<b>42,140</b>
City Limits	26,710	13,690	40,400
SOI	1,700	40	1,740
<b>Population</b>	<b>98,100</b>	<b>43,600</b>	<b>141,700</b>
City Limits	93,100	43,500	136,600
SOI	5,000	100	5,100
<b>Jobs</b>	<b>77,600</b>	<b>18,900</b>	<b>96,500</b>
City Limits	58,600	18,000	76,600
SOI	19,000	900	19,900

Dyett & Bhatia, 2021

1. The Sphere of Influence (SOI) is unincorporated area outside of Carson's City Limits that the City is required to plan for as part of the General Plan Planning Area.

owner's initiative. Given that buildout is dependent on a number of factors outside of the City's control, including long-term economic and demographic trends, buildout estimates are projections of likely outcomes rather than definitive forecasts.

## Residential Buildout

Table 2-5 describes potential residential development resulting from the application of land uses shown on the General Plan Land Use Map (Figure 2-3). This calculation takes into consideration existing housing units as of 2020; pipeline projects (projects that are under construction, have been entitled, or are in the planning stage); and projected new housing units—derived by analyzing the maximum number of potential units that can be built under Euclidean planning against historical density growth patterns—in each land use designation.

An estimated 13,730 new housing units, including development in pipeline, are projected to be completed in Carson in the next 20 years, bringing the total number of housing units in the city to approximately 42,140. This new development is projected to accommodate an increase in population of 43,600, for a total buildout population of 141,700. Population increase in the SOI is projected to be modest—40 persons—with the majority of population growth anticipated to occur within the City Limits.

## Non-Residential Buildout

Table 2-5 also shows potential non-residential development in the Planning Area in terms of square feet and potential jobs. This projection was conducted by calculating the square footage of non-residential construction that could be built on vacant or underutilized land. The number of jobs predicted is calculated from these square footage estimates

**TABLE 2-6: PLANNING AREA JOBS/EMPLOYED RESIDENTS BALANCE, 2020-2040**

	2020 <sup>1</sup>	2040	Percent Change
Jobs	77,600	96,500	24%
Population	98,100	141,700	44%
Employed Residents	43,900	64,600	47%
<b>Jobs/Employed Residents</b>	<b>1.77</b>	<b>1.49</b>	<b>-15%</b>

1. Calculation of Existing (2020) numbers are based on project buildout projections.
2. Numbers are rounded to the nearest 100.

*Existing data sources: Existing Population from California Department of Finance; jobs from Census OnTheMap; employment from California Employment Development Department. Dyett & Bhatia, 2021*

using an assumed job density factor (i.e., square feet of building area per job, for each use).

In total, about 11.5 million square feet of non-residential space, including pipeline development, is expected to be built in the Planning Area through 2040, for an increase of about 33 percent. The majority of new non-residential development is expected to take place in the City of Carson, where approximately 11.0 million square feet of space and 18,000 jobs from new development are estimated to be added, for a total of 35.2 million square feet and 76,600 jobs. Most of the new square footage is the result of building new office, retail and commercial, manufacturing, and warehouse facilities on underutilized land. Retail commercial (which includes a variety of goods, services, and restaurants) is focused on new mixed-use designations in the city's Core along east and west Carson Street and eventual redevelopment of the South Bay Pavilion. These projections reflect development of office and industrial square footage on brownfield sites—such as the Shell oil refinery and District at South Bay—and increase in intensities and flexibility

on uses for Flex Districts, both of which could be used to accommodate the growth of the technological and healthcare industries. In the Planning Area as a whole, about 18,900 new jobs are projected at buildout, raising the total number of jobs from 77,600 in 2020 to approximately 96,500 in 2040.

### Jobs-Housing Balance

Jobs-housing balance, or more precisely, jobs-employed residents balance, can influence travel demand and commute patterns. A ratio of 1.0 means that the number of jobs equals number of employed residents, whereas a ratio greater than 1.0 indicates a net in-commute and less than 1.0 indicates a net out-commute. Actual in-commuting and out-commuting is influenced by many other factors, including job skills match, desired housing type match, and household locational preferences.

Historically an industrial city, Carson maintains a jobs surplus; as shown in Table 2-6, in 2020 the Carson Planning Area had an estimated 1.77 jobs for every employed resident. Jobs are projected to continue increasing under the General Plan. However, housing supply is expected to increase at a faster pace than jobs, resulting in a greater balance—1.49 jobs per employed resident—at buildout, providing greater opportunities to those employed in Carson to live in the community.

### Population Density Standards

The General Plan does not regulate the number of people occupying each housing unit. For calculation purposes, the General Plan assumes 3.50 persons per household, and using an average housing vacancy rate of 4.8 percent. Currently (U.S. Census ACS estimate 2015-2019) Carson maintains 3.62 persons per household, which is greater than the Los Angeles County average at 3.02 persons per household. Carson's higher persons per household number is likely due to a variety of factors, including the sharing of households by CSUDH students, the significant presence of single-family unit types associated with a traditional family structure, and cultural norms of sharing housing with multiple generations. The General Plan assumes a lower persons per household over the life of the plan as additional multifamily units are built while incorporating that the existing single-family housing stock remains.



## 2.4 Guiding and Implementing Policies

This section contains guiding and implementing policies that focus on citywide issues and those of a programmatic high-level nature that apply to land use. Text in *italics* is for reference only and is not considered adopted policy.

### GUIDING POLICIES

- 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.
- LUR-G-2** Balance employment and housing within the community to provide more opportunities for Carson residents to work locally, cut commute times, and improve air quality.
- LUR-G-3** Maximize Carson's economic development potential in order to enhance and retain shopping and entertainment opportunities to serve the population, increase revenues to the City, and provide jobs to residents.
- LUR-G-4** Promote a diversity of complementary uses in different parts of the city, including mixed flexible office space, retail, dining, residential, hotels, and other compatible uses, to foster vibrant, safe, and walkable environments, with flexibility to accommodate emerging uses and building typologies.
- LUR-G-5** Provide opportunities for new residential development in a variety of settings, including in high-resource/higher-income areas and through infill and redevelopment, without impacting existing neighborhoods or creating conflicts with industrial operations, while conserving mobile homes as much as possible, which provide more affordable housing.



- LUR-G-6** Encourage revitalization of corridors as pedestrian-oriented, mixed-use residential, retail, and office community spines, serving as focal points for neighborhood amenities and services, and helping foster neighborhood identity and vitality.
- LUR-G-7** Develop Carson's central Core—extending approximately 1.7 miles both east-west along West Carson Street and north-south along Avalon Boulevard and including the South Bay Pavilion—into a vibrant, pedestrian-oriented mixed-use hub of the community, with housing, retail, and other commercial uses, and civic uses and community gathering spaces.
- 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.
- LUR-G-9** Locate medium and high-density development along major corridors and major re-development sites in the central Core, to focus housing near regional access routes, transit stations, employment centers, shopping areas, and public services.
- LUR-G-10** Provide lands to accommodate a wide range of light industrial uses including research and development, manufacturing, agricultural processing, and logistics near transportation corridors in areas where low- to moderate intensity operations would be sufficient buffered.
- LUR-G-11** Encourage mixed-use development (two or more uses within the same building or in close proximity on the same site), especially in the Core area, to promote synergies between uses.
- LUR-G-12** Promote adaptive reuse and environmental remediation of brownfield sites, sites with abandoned buildings and facilities, or underutilized properties with productive uses.
- A brownfield is a property on which expansion, redevelopment, or reuse may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties promotes efficient land use, facilitates job growth, utilizes existing infrastructure, and takes development pressures off other sites.*
- LUR-G-13** Ensure adequate buffers and transitions between industrial and residential land uses as sites are developed or redeveloped.
- LUR-G-14** Ensure that future industrial development is in harmony to the extent possible with adjacent residential areas. To this end, new logistics buildings should ideally have easy access to freeways and the Alameda corridor. When feasible, truck routes should be designed to prevent trucks passing next to residential areas.
- Heavy trucking uses cause a significant amount of noise and vibration to residential areas, in some cases 24/7. This disproportionately impacts the health of these residents, including worsening air quality due to emissions, loud noises from the engines, and vibrations from the trucks.*



**LUR-G-15** Prioritize uses that provide services to the community, generate sales tax, generate good paying jobs, or provide other benefits to the community.

## IMPLEMENTING POLICIES

### Residential Development

**LUR-P-1** Where feasible, locate higher density residential uses in proximity to job centers and commercial centers in order to discourage long commute times and encourage pedestrian traffic and provide a consumer base for commercial uses.

**LUR-P-2** Promote development of a range of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, live-work spaces in transitioning industrial districts, and senior and student housing to meet the needs of future demographics and changing family sizes.

**LUR-P-3** Prioritize development of “missing middle” housing types, including small-plexes, bungalow cottages, and courtyard-style development, to increase housing opportunities for low- and moderate-income levels and students in the LMX designation areas.

**LUR-P-4** Encourage and partner with California State University-Dominguez Hills to promote affordable family housing on the campus or other university-owned land outside the campus.

**LUR-P-5** Promote rehabilitation or redevelopment of older or dilapidated housing.

**LUR-P-6** Undertake a study to assess the feasibility and effectiveness of requiring inclusionary housing as part of residential development projects, and commercial/industrial and housing linkage fees.

**LUR-P-7** Support retention of existing mobile home parks as a form of affordable housing when feasible. When retention of existing mobile home parks is not feasible, require at minimum a one-to-one replacement of mobile home units with affordable housing units within the new development and undertake efforts to relocate existing residents to within the community in compliance with State requirements and local regulations.

*The purpose of this policy is to promote mobilehome park conservation. For more detailed discussion of mobile home parks and requirements for development on existing mobile parks, consult the Housing Element and the Carson Municipal Code for the Mobilehome Park Overlay District (MHP).*

## Commercial Development

- LUR-P-8** Prioritize development of office and commercial spaces in Carson to accommodate a wide range of office and commercial uses to meet the needs of small- and medium-sized businesses and larger corporations in sectors such as professional services, medical services, and technology, especially in the Flex District, Downtown Mixed Use along Carson Street and Avalon Boulevard, in Business Mixed Use areas, and on vacant industrial and closed landfill site .
- LUR-P-9** Promote development of regional scale destinations—including retail, entertainment, hospitality, and office uses—that serve the entire South Bay region, at the confluence of the region's two major freeways – I-405 and I-110.



*This area has been historically dominated by landfills, waste transfer, recycling and other similar uses, but is beginning to be developed with commercial uses.*

- LUR-P-10** Promote development of neighborhood-scaled commercial centers in residential areas to serve the everyday needs of nearby residents.
- LUR-P-11** Foster development of the Commercial Automotive District (CAD) for automotive, light truck, motorcycle, and recreational vehicle sales facilities, or other major sales tax generating uses limiting other uses that may not be compatible or be detrimental to these principal uses.

## Downtown/Core

- LUR-P-12** Support continued evolution of the West Carson Street (Carson's "main street"), with a vibrant mix of complementary commercial, residential, and civic uses. Do not permit new automobile-oriented establishments such as car washes, or drive-through uses with access directly from Carson Street.
- LUR-P-13** Promote ground level commercial uses to foster pedestrian activity and visual engagement and provide commercial uses to serve residents of surrounding neighborhoods. Where commercial uses are or were present as of 2021, at least half of the commercial area shall be retained





or replaced as part of new development. Where more than 0.2 FAR ground level active commercial uses are provided (new or through replacement), the City may grant residential density increase up to 40 percent on a graduated scale as specified in the Zoning Ordinance and Table 2-2.

**LUR-P-14** Prohibit uses in the Core (as shown in Figure 2-3) that do not add to a strong pedestrian character, such as warehouses, gas stations, drive-through establishments, industrial, and other new development whose design prioritizes automobile access.

**LUR-P-15** Focus new residential, commercial and employment-generating land uses along Carson Street and Avalon Boulevard in order to support higher-frequency transit service. Provide adequate infrastructure, such as bus lanes or bus shelters at bus stops, to support transit service usage.

### Mixed Use and Flex Development

**LUR-P-16** Promote redevelopment of Business Mixed Use areas, focusing on non-hazardous light industrial, maker, and research and development uses that create a flexible/employment district and consider the long-

term development potential of adjacent properties.

**LUR-P-17** In areas that are designed as Corridor Mixed Use where commercial uses are present as of 2021, at least half of the existing commercial square footage should be retained or replaced as part of new development to the extent feasible.

*The intent is to avoid displacement of existing commercial uses along this corridor and allow the option to reduce commercial square footage to reflect feasibility and market forces.*

**LUR-P-18** Where larger parcels—such as the Shell site—are redeveloped, require development to implement urban design policies, including creation of smaller blocks (typically with no dimension larger than 300 to 600 feet dependent on use, with smaller blocks in residential areas) to create walkable, urban environments; buildings and landscapes that relate to the surroundings, with high-level of public-realm amenities, such as tree-lined streets; sidewalks, pedestrian paths, and crossings; and plazas and other gathering spaces for workers and visitors. Site planning for new construction should ensure that

streets are lined with occupied buildings or landscapes, with parking and service facilities tucked behind or away from public streets.

- LUR-P-19** Ensure that new industrial uses in the Business Mixed Use or Flex District designations minimize adverse off-site air quality, noise, or glare impacts incompatible with permitted residential.

- LUR-P-20** Promote infill mixed-use development in either a vertical or horizontal configuration when aging shopping centers are redeveloped to create mixed-use corridors with a range of housing types at mid-to-high densities along their lengths and activity nodes at key intersections with retail/commercial uses to serve the daily needs of local residents.

*This policy applies to areas that are designated as Corridor Mixed Use or Downtown Mixed Use, such as within the city's Core and Carson Plaza near the CSUDH campus.*

## Industrial Uses

- LUR-P-21** Provide lands to accommodate a wide range of light industrial uses including research and development, manufacturing, and agricultural processing near transportation corridors

in areas where low- to moderate intensity operations would be sufficientl buffered. Logistics and other heavy trucking uses are preferred to be located in close proximity to approved truck routes (as refle ted by Figure 3-9 of the 2040 General Plan) or truck routes as identifi ed by a future truck route study to be conducted by the City.

- LUR-P-22** Within the Flex District, permit warehouse and distribution facilities, including logistics uses, larger than 30,000 s.f. only where the criteria for one or more of the exceptions set forth in the Flex District land use classification description in Section 2.2, above, are met.

- LUR-P-23** Require outdoor storage associated with use/ building/business to be screened from any public view, including from adjacent streets as well as residential and commercial uses.

- LUR-P-24** Establish performance and development standards to allow a wide range of uses as long as those uses will not adversely impact adjacent uses. These performance and development standards are the minimum necessary to assure safe, functional, and environmentally sound activities.

*Details of this would need to be developed as part of the Zoning Code.*



- LUR-P-25** When industrial land directly adjacent to existing or permitted residential, parks, schools or other sensitive uses is developed or intensified, require a buffer of natural vegetation, open space, berms, and trees between the new residential development and industrial land. Other operation factors, including hours of operation, traffic, noise, and air quality impacts, shall be assessed and mitigated at time of project review.

*Details of this would need to be developed as part of the Zoning Code. The buffer can help ameliorate visual impacts, and prevent reduce impacts related to light and glare, and potentially noise and air quality.*

- LUR-P-26** To protect residential areas on the east side of Main Street, prohibit heavy truck access to Main Street for properties between MLK Jr. Street and Victoria Street that also have access to Broadway.

- LUR-P-27** Use site design techniques on the west side of Main Street between MLK Jr. Street and Victoria Street, including placement of buildings along Main Street, large setbacks, or similar techniques or measures, to reduce

noise impacts on residential areas east of Main Street.

- LUR-P-28** Support the establishment and expansion of the infrastructure necessary to support the transition from fossil fuels to clean energy.

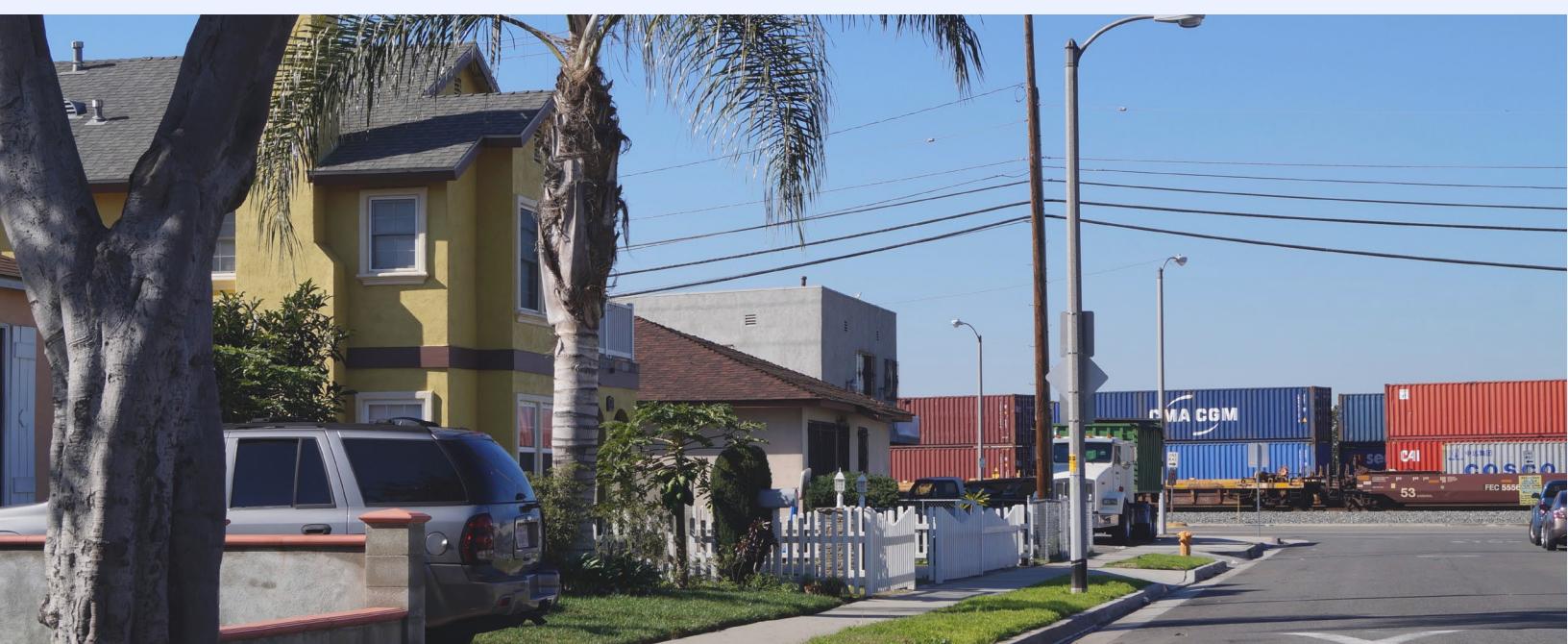
### Detailed Planning for Specific Areas

- LUR-P-29** Undertake planned development and specific plans for unique projects as a means to achieve high community standards, address neighborhood or significant site-specific issues, ensure compatibility between a number of uses, on large parcels, and when needed as part of a redevelopment or environmental remediation strategy.

*Such areas that would benefit from a specific plan include the Shell Site and South Bay Pavilion if redeveloped.*

- LUR-P-30** Promote the development of sites designated as Business Mixed Use (BMU) with a vibrant mix of business uses that include:

- For the Shell site, require at least a minimum of 25 acres of open space, 18 of*



which as a centralized park or open space and seven acres along the western border of the property as a Greenway Corridor/ buffer. Exact locations and acreages should be specified during project planning.

- For the Shell site, require at least a minimum nine acres of General Commercial at the south-west corner of Del Amo Boulevard and Wilmington Avenue or at a centralized location. Other commercial uses are encouraged throughout the site as mixed-use development.
- Encourage technology, research and development, and office uses if determined to be suitable from an environmental perspective.
- Require development to be connected to the surroundings, with through streets, and walkable urban design patterns. See additional policies in Chapter 4: Community Character, Identity, and Design Element.
- The Shell site is required to have a cohesive master or specific plan to outline long-term growth of the site and ensure compatibility with surrounding properties.

## Zoning and Subdivision Regulations

- LUR-P-31** Update the City's Zoning Ordinance and Subdivision Regulations contained in the Municipal Code for consistency with the General Plan.

This would include:

- Establishment of new base districts;
- Establishment of new overlay districts as appropriate;
- New development regulations that reflect policy direction contained throughout the Plan;

- Use regulations identifying permitted and conditionally permitted uses consistent with the policies applicable to the General Plan land use designation; and
- Minimum and maximum development intensities consistent with the General Plan land use policies.

- LUR-P-32** Ensure that development is within the stated maximum and minimum residential density limits as shown in Table 2-2.

- LUR-P-33** Establish parking standards and regulations appropriate to accommodate uses and development consistent with the General Plan with a particular focus on smaller residential units and mixed-use developments.

- LUR-P-34** Establish base heights and rules for allowing projects to exceed the base heights in the Zoning Code consistent with the heights proposed in Table 2-3. Allow for taller building heights in projects that provide community benefits in areas designated as a mixed-use or Flex District land use classification.

- LUR-P-35** Establish provisions for granting development incentives such as increased building height and development intensity when projects provide community benefits including, but not limited to, payment of community benefits fee, publicly accessible open space/ parks, additional affordable housing, public art, infrastructure improvements beyond those required for the development and other amenities.

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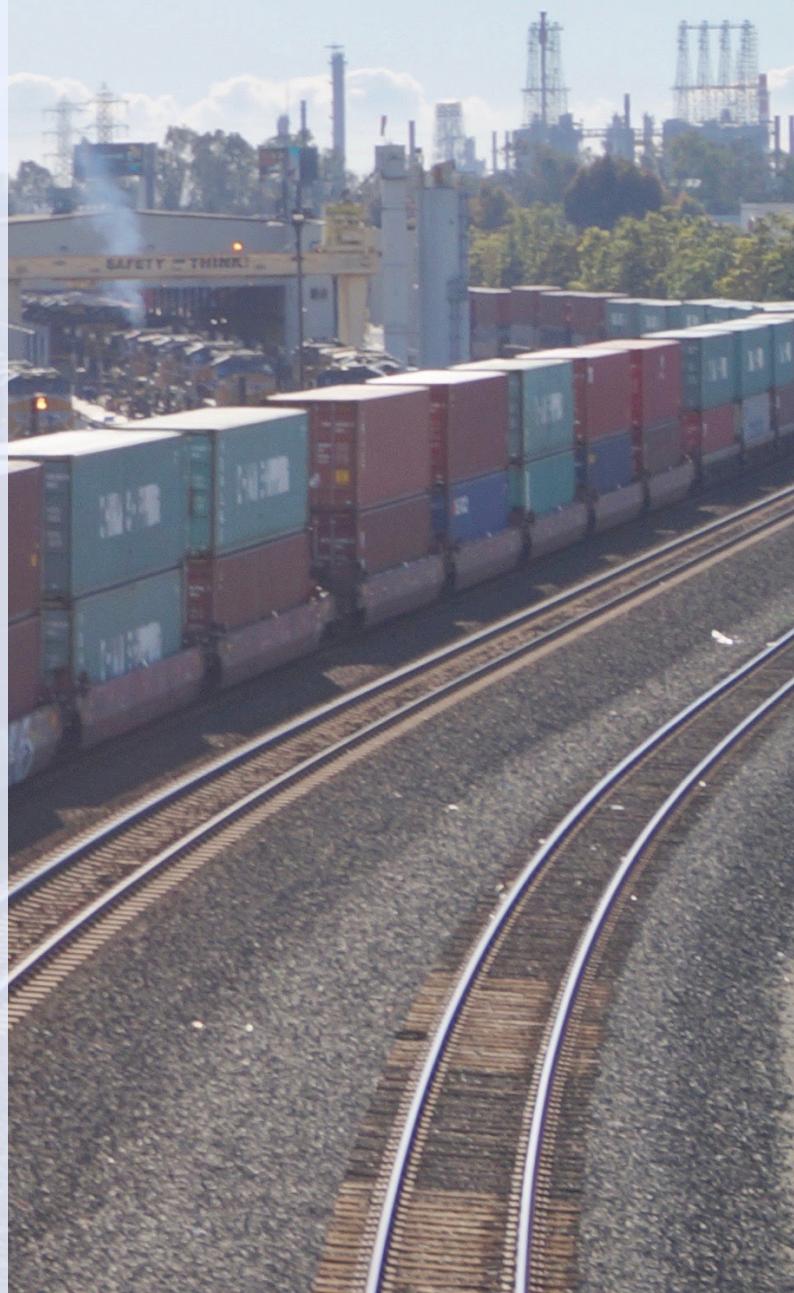
# Circulation Element

Carson is located at the intersection of Interstate-405, the busiest interstate in the county, and the Alameda Corridor, the largest freight corridor in the country. Thus, transportation has played a pivotal role in the city's evolution, and greatly influenced the location and distribution of land uses. Warehousing, distribution, and industrial uses occupy more land area in the city than do residential uses. Therefore, distribution of goods—in addition to people movement—is a significant component of transportation operations in the city.

The Circulation Element furthers the General Plan's vision and objectives of promoting multi-modal mobility, enhancing connection and access across the community, and supporting development of "Complete Streets", while minimizing adverse impacts of truck traffic. It seeks to improve access and safety for all roadway users, and encourage walking, biking, and the use of public transit to meet local and regional goals. The element balances and integrates all transportation modes, and outlines street and operational improvements reflecting the community's transportation needs for the future.

The element provides policies and programs to enhance the quality of life for Carson residents such that the transportation system:

- Sustains and improves the social, economic, aesthetic, and environmental health of the city;
- Is accessible and safe for all residents;
- Offers a balance of investment and opportunities to travel by various modes to promote benefits to the environment, personal fitness, and reducing congestion and parking demand;
- Enhance the community's environmental quality; and
- Encourage an active lifestyle and improved quality of life based on the diverse population of Carson.



*Photo: Alameda Corridor*



## 3.1 Roadway Network

### STREET CLASSIFICATIONS

The City of Carson is well connected with neighboring communities and other parts of Los Angeles County. State Route 91 (SR-91), also known as the Artesia Freeway, and I-405 traverse Carson, and I-110 and I-710 are located just outside City boundaries. The local roadway network in Carson consists of Major Arterials, Minor Arterials, Secondary Streets, Collector Streets, and Local Streets. The city also has sidewalks, on- and off-street bike facilities, and public transportation facilities. Classifications of roadways are shown in Table 3-1: Street Classification of Carson Streets.

The existing street network is a modified grid system of north/south and east/west roadways. The primary north/south roadways are Figueroa Street, Broadway, Main Street, Avalon Boulevard, Central Avenue, Wilmington Avenue, Alameda Street, and Santa Fe Avenue. The primary east/west streets are Alondra Boulevard, Gardena Boulevard, Artesia Boulevard, Albertoni Street, Walnut Street, Victoria Street, University Drive, Del Amo Boulevard, Carson Street, 223rd Street, Sepulveda Boulevard, and Lomita Boulevard. Further details about the road network—street classification, number of lanes, roadway widths and right-of-way dimensions—are described in Table 3-1. The street classification system is shown in Figure 3-1.

TABLE 3-1 STREET CLASSIFICATION OF CARSON STREETS

Street Name	Segment	Classification <sup>1</sup>	No. of Lanes Each Direction <sup>2</sup>	Right-of-way (feet) <sup>3</sup>	Roadway Width (feet) <sup>3</sup>
Martin Luther King Jr. Street	Main Street to Towne Avenue	Collector	1	80	64
Martin Luther King Jr. Street	Towne Avenue to Avalon Boulevard	Collector	2	80	64
213th Street	Main Street to Avalon Boulevard	Collector	1	50 - 60	24-40
213th Street	405 Freeway to Wilmington Avenue	Collector	1	50 - 60	40
213th Street	Avalon Boulevard to 405 Freeway	Collector	1, 2	50 - 70	24 -30
214th Street	Figueroa Street to Main Street	Collector	1	60	30 -36
220th Street	Vera Street to Wilmington Avenue	Collector	1	50 - 60	24 - 40
220th Street	Figueroa Street to Lucerne Street	Collector	1	46 - 60	32 - 40
223rd Street	West City Limit to East City Limit	Major Highway	2	42 - 116	28 - 84
228th Street	West City Limit to Avalon Boulevard	Collector	1	33 - 60	28 - 40
234th Street	Figueroa Street to Main Street	Collector	1	60	36
Acarus Avenue	Vera Street to Carson Street	Collector	1	60	40
Alameda Street	Lomita Boulevard to Del Amo Boulevard	Major Highway	2, 3	50 - 145	44 - 114
Albertoni Street	Figueroa Street to Sudbury Court	Secondary Highway	2	100	84
Albertoni Street	Sudbury Drive to Central Avenue	Collector	2	60	34
Alondra Boulevard	Figueroa Street to East City Limit	Major Highway	2, 3	100	80
Artesia Boulevard (East)	Avalon Boulevard to Central Avenue	Collector	2, 3	48	34
Avalon Boulevard	South City Limits to Alondra Boulevard	Major Highway	2, 3	47 - 150	28 - 130

**TABLE 3-1 STREET CLASSIFICATION OF CARSON STREETS**

Street Name	Segment	Classification <sup>1</sup>	No. of Lanes Each Direction <sup>2</sup>	Right-of-way (feet) <sup>3</sup>	Roadway Width (feet) <sup>3</sup>
Bonita Street	Watson Center Road to Carson Street	Collector	1	57 - 80	35 - 60
Carson Street	West City Limit to Santa Fe Avenue	Major Highway	2	83 - 100	44 - 86
Central Avenue	Del Amo Boulevard to North City Limits	Major Highway	2	40 - 100	20 - 84
Del Amo Boulevard	West City Limit to East City Limit	Major Highway	2, 3	100 - 108	44 - 90
Dolores Street	Sepulveda Boulevard to 213th Street	Collector	1	50 - 80	18 - 60
Dominguez Street	Wilmington Avenue to Santa Fe Avenue	Collector	1, 2	66 - 84	30 - 68
Figueroa Street	South City Limits to Alondra Boulevard	Major Highway	2	100 - 200	40 - 84
Gardena Boulevard	Figueroa Street to Avalon Boulevard	Secondary Highway	2	60 - 80	16 - 64
Grace Avenue	228th Street to 213th Street	Collector	1	55 - 60	23 - 40
Lomita Boulevard	West City Limit to City West of Avalon Boulevard	Major Highway	2	100 - 182	80 - 84
Lomita Boulevard	Wilmington Avenue to Alameda Street	Major Highway	1	100 - 810	22 - 82
Lucerne Street	Watson Center Road to 220th Street	Collector	1	50 - 80	26 - 60
Main Street	Lomita Boulevard to Alondra Boulevard	Major Highway	2, 3	80 - 100	40 - 84
Martin Street	Carson Street to 213th Street	Collector	1	50 - 60	28 - 40
Moneta Avenue	228th Street to 214th Street	Collector	1	60	40
Santa Fe Avenue	405 Freeway to Del Amo Boulevard	Secondary Highway	2	80 - 112	44 - 84
Sepulveda Boulevard	West City Limit to East City Limit	Major Highway	2	50 - 100	36 - 88
University Drive	Avalon Boulevard to Wilmington Avenue	Secondary Highway	1, 2	100	80

**TABLE 3-1 STREET CLASSIFICATION OF CARSON STREETS**

<i>Street Name</i>	<i>Segment</i>	<i>Classification<sup>1</sup></i>	<i>No. of Lanes Each Direction<sup>2</sup></i>	<i>Right-of-way (feet)<sup>3</sup></i>	<i>Roadway Width (feet)<sup>3</sup></i>
Vera Street	Carson Street to 213th Street	Collector	1, 2	60	21
Victoria Street	West City Limit to Wilmington Avenue	Major Highway	2	66 - 100	20 - 84
Walnut Street <sup>4</sup>	Figueroa Street to Main Street	Collector	1	50	30
Walnut Street (East)	Avalon Boulevard to Central Avenue	Secondary Highway	2	80	64
Watson Center Road	Avalon Boulevard to Wilmington Avenue	Collector	1	80	60
Wilmington Avenue	Lomita Boulevard to Victoria Street	Major Highway	2, 3	66 - 145	26 - 105

**Notes:**

1. Source: *City of Carson Master Plan of Highways*, amended May 17, 1982
2. Source: *South Bay COG Sub regional Model Database* and field observation
3. Source: *LA County Roads Department, Classification of road Surfaces Database*
4. Downgraded to Collector Street per Resolution No. 85-020, General Plan Amendment on February 4, 1985.
5. Number of lanes varies

## Freeways

With the Artesia Freeway (SR-91) to the north, the Long Beach Freeway (I-710) to the east, the Harbor Freeway (I-110) to the west and the San Diego Freeway (I-405) through the center of the city, Carson is well served by a regional roadway network. Access to the freeways is provided via an extensive freeway ramp system connecting the city's major arterials to the freeways.

## Major Highways

Major Highways are streets that carry both local and through traffic and are designed and operated to serve the highest volumes of vehicle traffic in the city. They provide limited access to adjacent land uses. Some major highways also function as multi-modal corridors that serve key transit routes, emergency response routes, provide dedicated pedestrian and/or bicycle facilities, and may also serve as truck routes. North/south major highways include

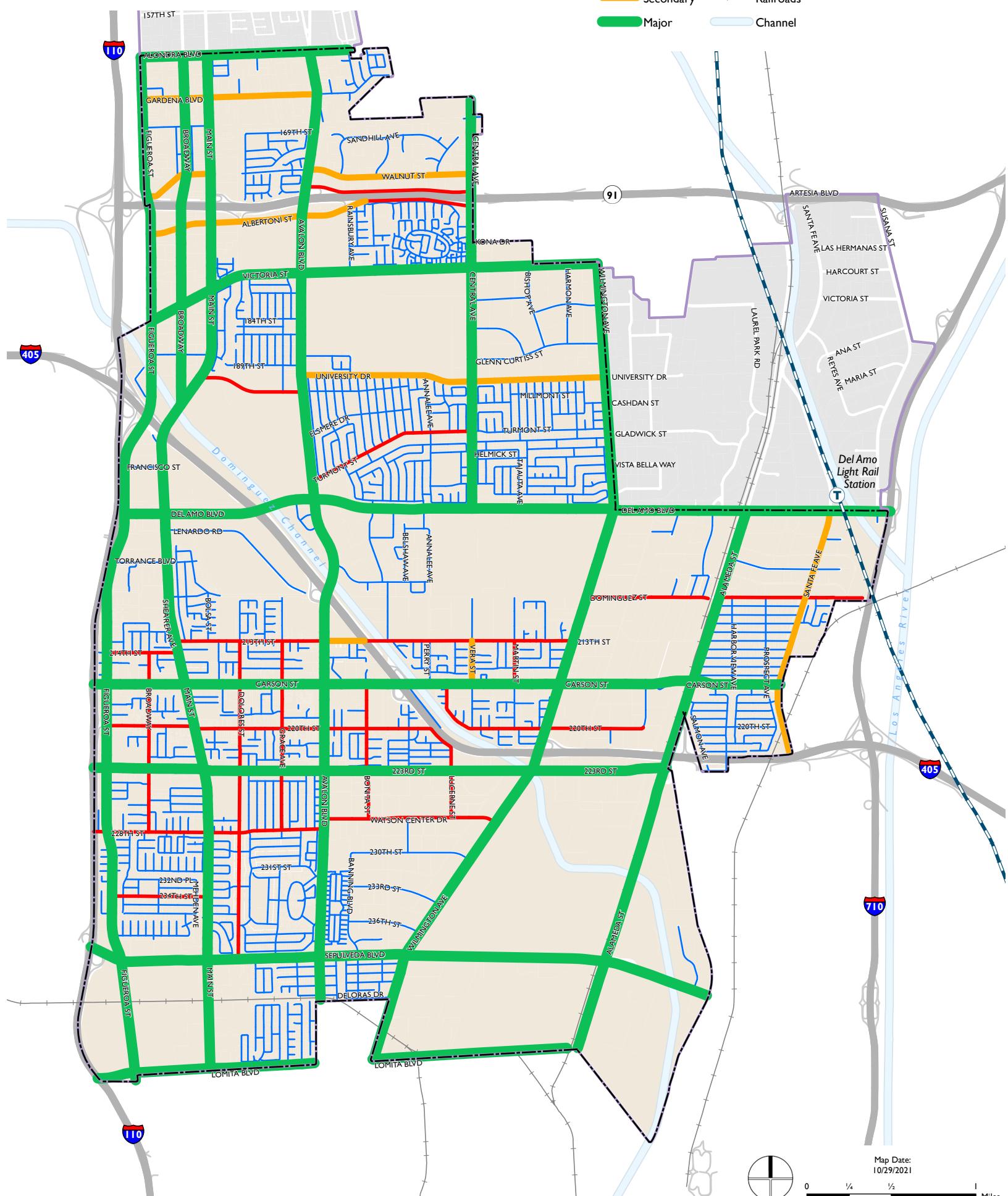
Figueroa Street, Main Street, Avalon Boulevard, Central Avenue, Wilmington Avenue, and Alameda Street. Major highways running east/west include Alondra Boulevard, Victoria Street, Del Amo Boulevard, Carson Street, 223rd Street, Sepulveda Boulevard, and Lomita Boulevard.

## Secondary Highways

These streets carry a combination of local traffic and through traffic. They serve shorter trips and provide access to adjacent land uses and destinations in Carson. These streets can serve as local transit corridors, include designated bicycle facilities, and include sidewalks for pedestrian routes in the city. The secondary north/south streets are Santa Fe Street. Secondary east/west streets include Gardena Boulevard, Albertoni Street, a section of 213th Street, and University Drive.

**Figure 3-1 Street Classification**

- Local
- Collector
- Secondary
- Major
- (T) Metro Station
- Metro Blue Line
- Railroads
- City of Carson
- Sphere of Influence



Map Date:  
10/29/2021