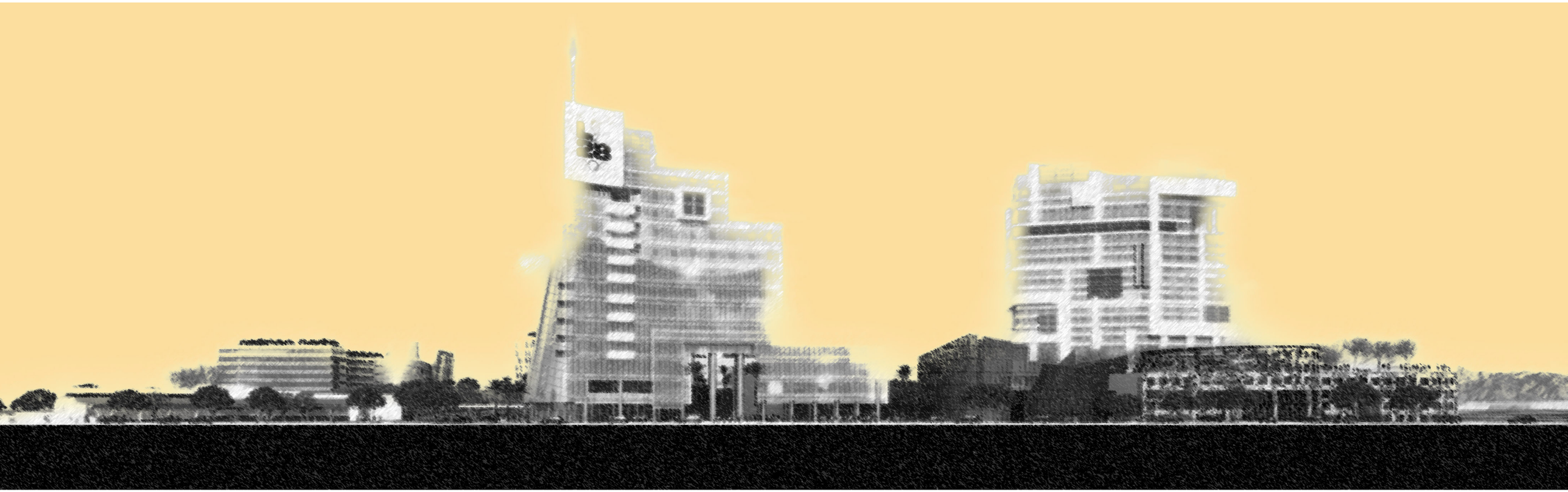
CITY OF CARSON
CIVIC CENTER SPECIFIC PLAN

FINAL - JANUARY 16, 2026



CITY OF CARSON
The Jewel of the South Bay

GRUENASSOCIATES
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1: INTRODUCTION

This Carson Civic Center Specific Plan (“CCC Specific Plan”) for the City of Carson Civic Center seeks to explore the utilization of the 20 acres of Carson Civic Center to better serve current and future community needs and expectations.

The Civic Center currently consists of:

- Carson City Hall
- Carson Community/Event Center
- Surface Parking Lots
- Open Space Areas

This CCC Specific Plan provides a strategic vision that can lead to a new Civic Center Master Plan, and a clear action plan including a financial strategy for the development of a master plan for the Civic Center through 2030 and beyond.

The CCC Specific Plan was developed in collaboration with the City of Carson staff. The Project Team identified several goals and objectives for the CCC Specific Plan. Major factors determining the ultimate uses in creating a local, regional, and international-serving destination include a theme based multi-story luxury resort hotel, a potential interactive museum, vibrant mixed-use development, a new performing art center, a modern community/event center, an abundance of indoor and outdoor gathering spaces, convention halls, outdoor theater and shopping and dining facilities.

1 INTRODUCTION

1.1. HISTORY

Incorporated in 1968, the City of Carson is located in the South Bay section of Los Angeles County. It has grown from a population of 61,000 in 1968 to 96,710 in 2022. Over the years, three annexations have increased the city's size to 19.2 square miles. Steady and continued growth has enabled Carson to become a city of regional significance.

Carson was part of a Spanish Land Grant known as Rancho San Pedro deeded to Juan Jose Dominguez over 200 years ago. During the incorporation process, the community was named after George Henry Carson, a member of the Dominguez family. "Dominguez" was a close second to "Carson" as the name for the newly incorporated city. Incorporated as a general law city on February 20, 1968, the city adopted the motto of "Future Unlimited." Its strategic location and vacant land were part of the reason for that statement of unbridled optimism. The city became a charter city by voter approval on November 6, 2018, retaining a Council-Manager form of government.

While Carson is well known as an industrial center with unparalleled access to transportation and the Pacific Rim, it is also a culturally diverse community that is an attractive place to live and work. The city has more than 120 acres of park land divided into 12 parks, 2 mini-parks and sports/recreational facilities that include 3 swimming pools, a boxing center, a state-of-the art sports complex and the Carson Community Center. These facilities allow the residents of Carson to enjoy a variety of sports, recreational and cultural programs. The city's educational needs are served by Los Angeles Unified School District, and the community has access to 47 church organizations.

1.2. PURPOSE OF THE SPECIFIC PLAN

The City of Carson Civic Center Specific Plan (CCC Specific Plan) is a regulatory document that builds on the aspirations of the City of Carson's General Plan to establish a clear and specific vision for the creation of a new civic heart for the city.

The goal of the CCC Specific Plan for the Civic Center is to explore potential new and exciting public and private opportunities while maintaining current civic and public uses. After review of existing facilities and input from the City staff, the Project Team developed three conceptual site plans that explore how the Civic Center could be revitalized to better meet current and future community needs and experiences. The key goals of the vision are:

- Enhance the Civic Center as the "heart" of Carson by celebrating its rich history through urban design and programming.
- Foster a vibrant downtown atmosphere that encourages daytime and nighttime usage.
- Build upon the rich and diverse collection of contributing assets and balance the needs of pedestrians, cyclists, and vehicles, including integrating adequate parking for all facilities.
- Reaffirm downtown as an attractive hub for large public events, regional arts and recreation complementary.

Carson City Hall entry plaza at the Carson Street and Avalon Boulevard junction


The Event Center in the 1970s


Entry lobby to City Hall in the 1970s


Historic aerial of Carson Street and Main Street junction

1.3. SITE LOCATION

Carson City Hall, located in Carson, California, serves as the central administrative hub for the City's municipal government. The City itself, officially known as the City of Carson, is situated in Los Angeles County as shown in **Figure 1-1**, within the South Bay region of the Greater Los Angeles area

The City of Carson is located in Southern California, about 16 miles south of downtown Los Angeles. Carson is bordered by the city of Long Beach on the east, and the city of Torrance on the west. The Los Angeles harbor is a few miles to the south of Carson; California's famous coastline and beaches are about 6 miles to the west of Carson.

Carson is served by three different freeways:

- The Harbor (110) Freeway, which runs north/south between the Los Angeles Harbor and downtown Los Angeles.
- The San Diego (405) Freeway, which runs north/south from Orange County through San Fernando Valley.
- The Artesia (91) Freeway, which runs east/west from Redondo Beach to Riverside County.

Our Team performed site visits, met with City staff, researched the history of the Carson Civic Center, and documented its contextual components as shown in **Figure 1-2**. The existing facilities are described below and followed by a site map (Numbered 1-9).

Figure 1-1 CCC Specific Plan - Location within LA County

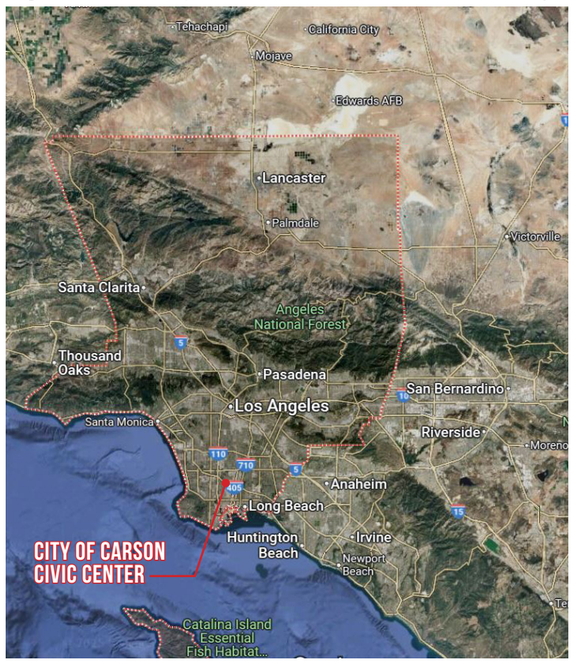
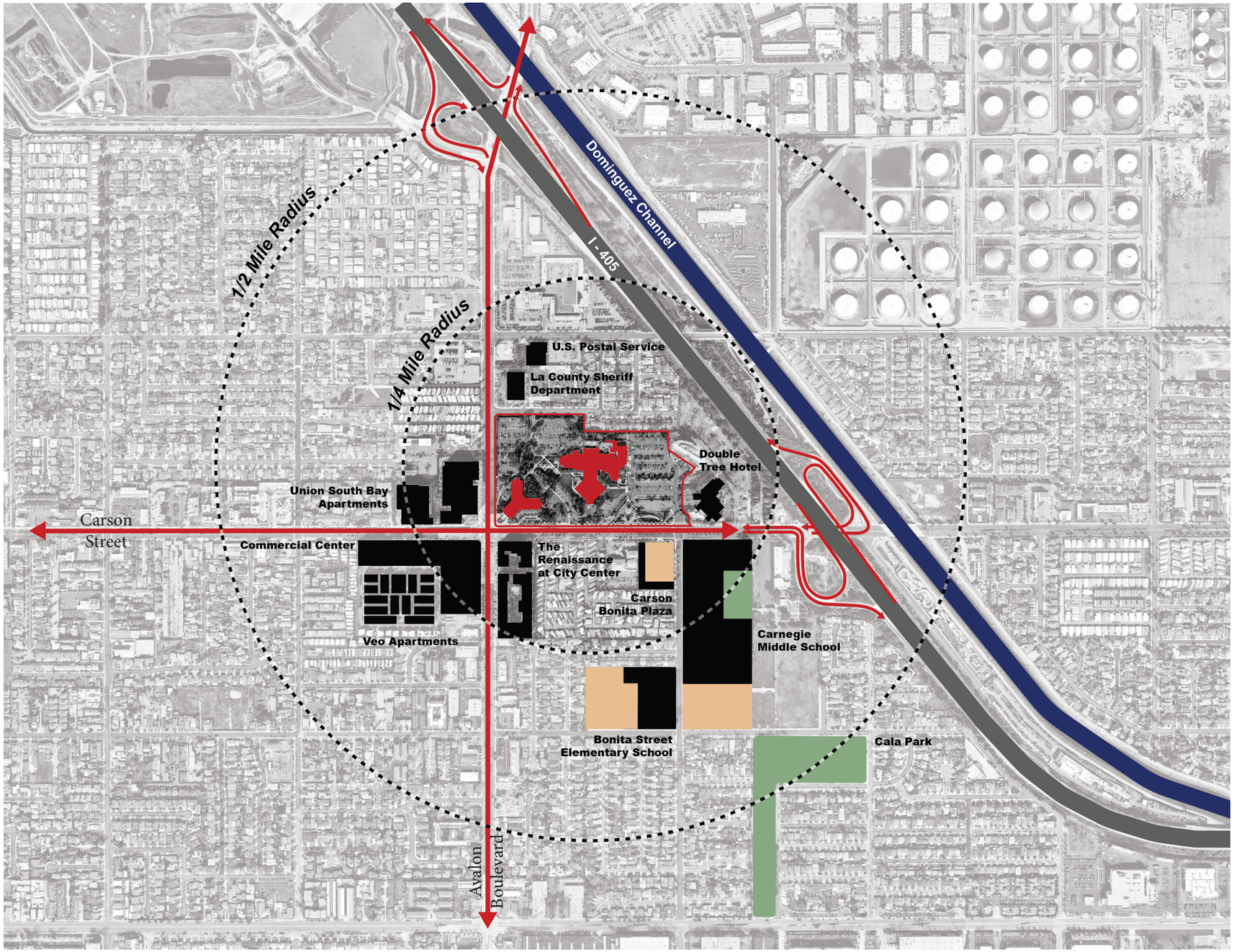


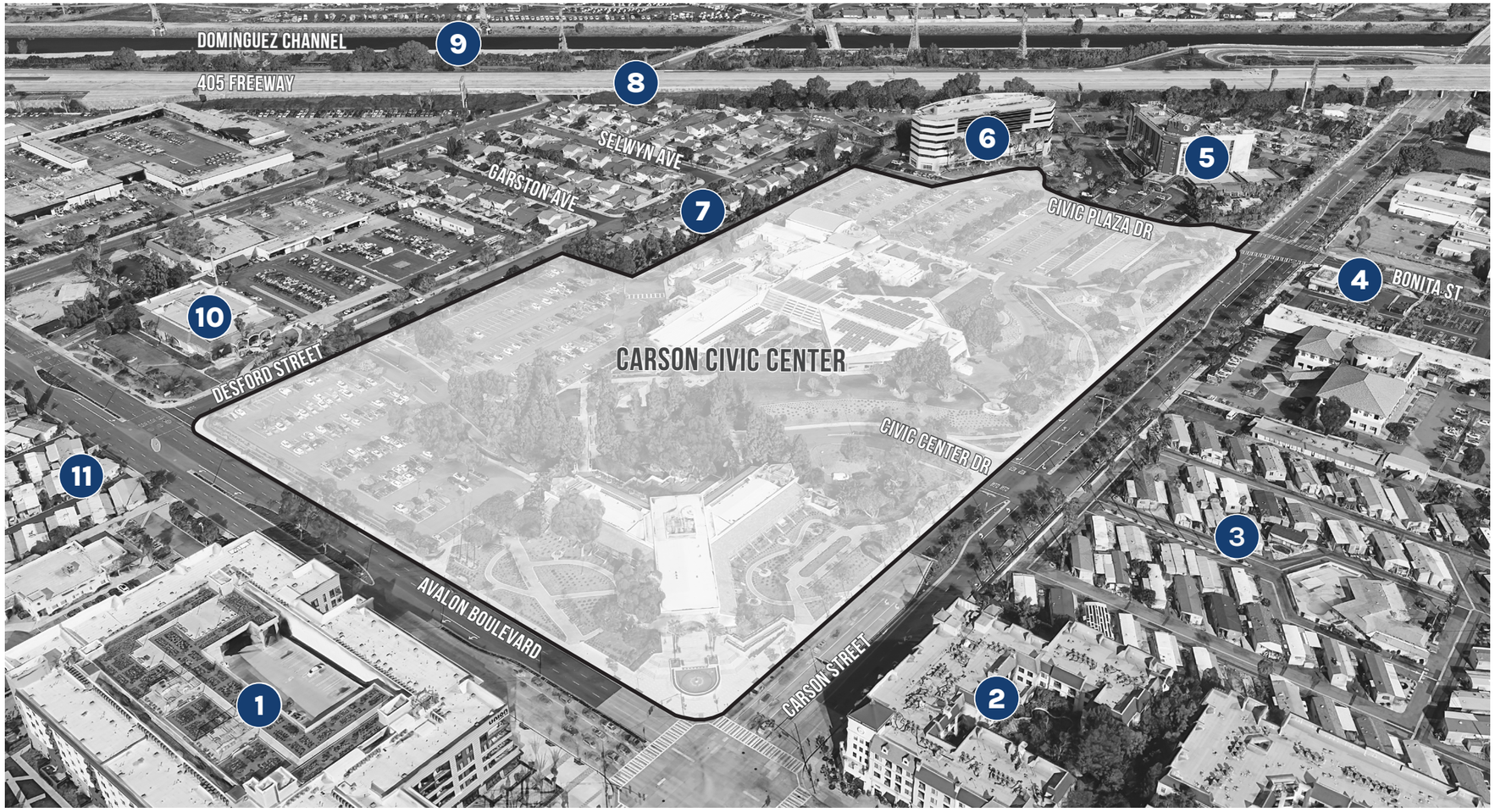
Figure 1-2 CCC Specific Plan Area Location

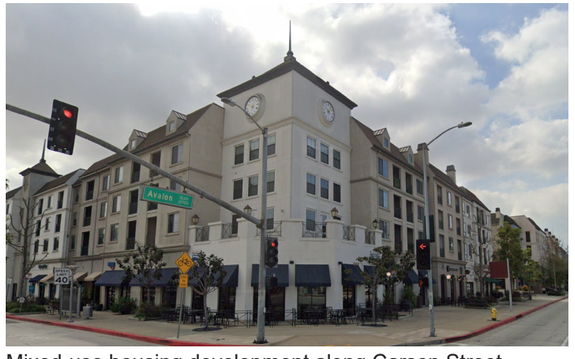


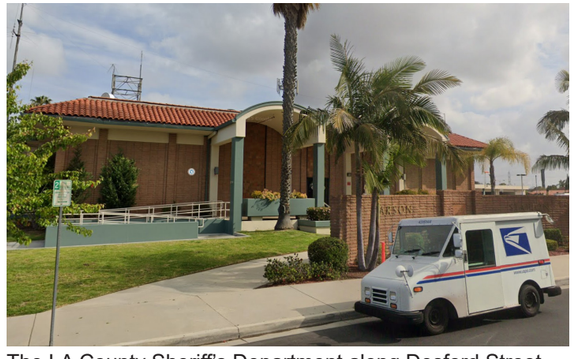
1.4. THE SPECIFIC PLAN CONTEXT TODAY (see **Figure 1-3**)

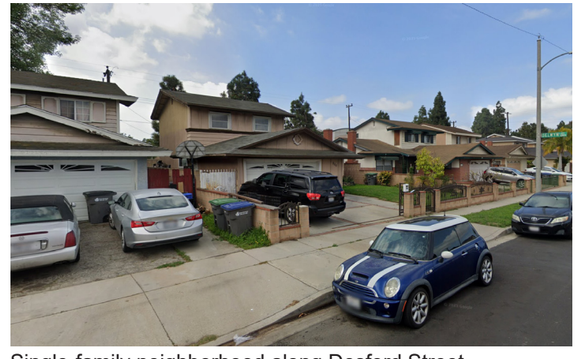
1. **Mixed-Use Housing Development:** This mixed-use development is located west of the Civic Center, across from Avalon Boulevard. It rises five stories with ground floor retail/ restaurants and housing above. The parking is in an above-grade wrapped structure.
2. **Mixed-Use Housing Development:** This mixed-use development is located south of the Civic Center, across from Carson Street. It rises four stories with ground floor retail/ restaurants, publicly accessible courtyards, and housing above. The parking is in an above-grade podium structure wrapped with retail at the ground level.
3. **Mobile Home Community:** Located south of the Civic Center, across Carson Street, this mobile home community is comprised of single story, detached homes, with a 5-foot masonry wall marking the property along Carson Street.
4. **Middle School:** Carnegie Middle School is located southeast of the Civic Center, across Carson Street. The middle school playgrounds face Carson Street with a low masonry wall and chain-link fence lining its property along Carson Street.
5. **Doubletree by Hilton Hotel Carson**: This 225-room hotel sits between the Carson Civic Center site and the 405 freeway. The hotel amenities include fitness and recreation, dining, business and work centers, and pools.
6. **Office Building**: Located to the east of the site, this office building shares parking lots with the site.
7. **Single Family Neighborhood:** Located north of the Civic Center, along both sides of Desford Street, this neighborhood is comprised of single story, detached homes, with street-facing driveways and garages.
8. **405 Freeway:** The 405 Freeway runs north-south within a quarter-mile of the civic center site. It connects to major destinations in Los Angeles County and beyond, such as Long Beach and San Diego to the south and LAX and Los Angeles to the north.
9. **Dominguez Channel:** The Channel is a 15.7-mile-long stream in southern Los Angeles County, California, in the center of the Dominguez Watershed of 133 square miles. It runs parallel to the 405 Freeway and east of the civic center site within a quarter-mile.
10. **LA County Sheriff's Department:** Serving the areas of: Carson, Unincorporated Rancho Dominguez, Unincorporated Torrance, Unincorporated Harbor City, the Sheriff Station is located north of the civic center, across from Desford Street.
11. **Mobile Home Community:** Bel-Aire Park, located northwest of the Civic Center, across Avalon Boulevard, is comprised of single story, detached homes, with a 6-7-foot masonry wall marking the property along Avalon Boulevard.

Figure 1-3 CCC Specific Plan Area in Context




Mixed-use housing development along Carson Street


The LA County Sheriff's Department along Desford Street


Single-family neighborhood along Desford Street

1.4. THE SPECIFIC PLAN SITE TODAY (see **Figure 1-4**)

1. **Carson City Hall**: Carson City Hall was opened in 1976 and provided a centralized location for city government operations, serving the needs of residents, businesses, and visitors alike. Carson City Hall represented the culmination of a broader plan to establish Carson as a community-oriented city, and it symbolized its forward-thinking optimism and desire for a more equitable future. The building, designed by a diverse team led by African American architect Robert A. Kennard, reflects Carson's multicultural identity and its transition from industrial sprawl to a planned urban center. City Hall's primary frontage faces the intersection of Carson Street and Avalon Boulevard, and is surrounded by open space, surface parking lots, and shares the civic center with the Community/Event Center.
2. **Surface Parking Lot (Northwest)**: The surface parking lot north of City Hall has approximately 1.5 acres of parking and landscaping. This lot is not accessible by Avalon Boulevard or E Desford Street. It is only accessible through Civic Center Drive.
3. **Surface Parking Lot (North)**: The surface parking lot northeast of City Hall has approximately 1.7 acres of parking and landscaping. This parking lot is accessible by Civic Center Drive and a road off E Desford Street.
4. **Carson Community/Event Center**: The Carson Community Center consists of the Community Hall, with 11,950 square feet of space and a capacity of 1,200 as well as a 30-foot high ceiling and a 1,500-square-foot lobby; an 8,170-square-foot atrium; 27,446 square feet of meeting rooms (16 in all); five patios totaling 8,201 square feet; another lobby, measuring 1,100 square feet; and two lounges totaling 2,524 square feet. The Carson Event Center offers 40,000 square feet of versatile meeting and event space and audio visual services which are booked 6+ months in advance. There are additional entities that wish to use the space, but it is not big enough and does not have the necessary amenities. The Community Center also include the Dominguez Room to the northeast of the building which holds events such as senior programs and other gatherings.
5. **West Surface Parking Lot**: The surface parking lot northeast of City Hall has approximately 4.2 acres of parking and landscaping. This parking lot is accessible by Civic Plaza Drive and a road off E Desford Street. To the north of the parking lot, the City installed 20 Tesla V3 Charging Stations.
6. **Civic Center Drive**: This roadway runs north-south next to City Hall, and parking lots. There are drainage/flood issues at the dip under the bridge. The Sheriff uses the street to pass through and the employees and visitors of the site use this street to access the parking lots.
7. **Civic Plaza Drive**: Civic Plaza Drive runs north-south next to the east parking lot, an office building, and the DoubleTree Hotel.

Figure 1-4 CCC Specific Plan Area Site


City Hall walking paths along Avalon Boulevard


City Hall entry along Civic Center Drive


The Event Center banquet hall

1.6. RELATIONSHIP TO OTHER PLANS

The 2040 General Plan (2023) builds upon the community's shared vision for the future:

"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 include:

- Promoting vibrant, safe, and walkable mixed-use districts and neighborhoods, and revitalized corridors.
- Provide a diverse array of housing types to meet the needs of all segments of the community.
- Encourage development of regional-scale destinations, as well as neighborhood-serving retail and amenities.
- Promote development of a cohesive open space system.
- Enhance the public realm and promote quality design.
- Emphasize a diversity of transportation modes and choices.

The **Carson Municipal Code and 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, adopted in 2024, 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. A Phase II Zoning Code Update is expected to be adopted in September 2026.

The **2006 Carson Street Mixed-Use District 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.

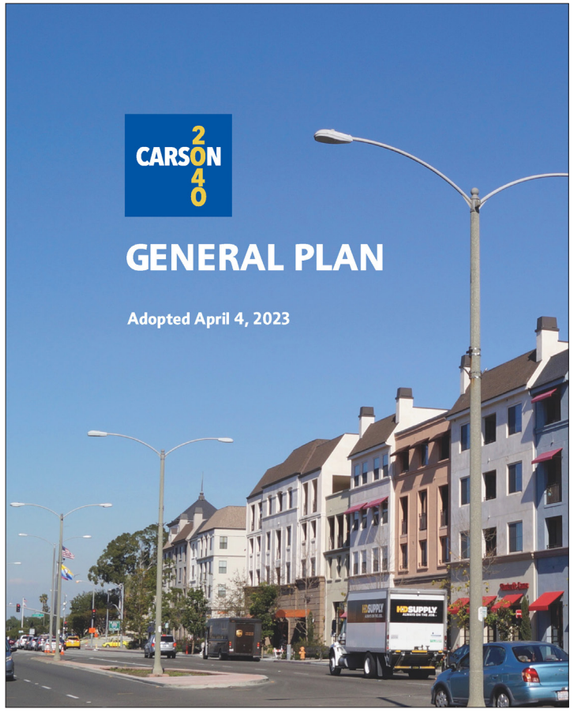
The **2013 Carson Bike Master Plan** is intended to achieve the vision of "the creation of a distinct district along the Carson Street corridor with a 'main street' character, featuring a unique pedestrian-friendly mixed-use environment." The plan contains a series of recommendations, design guidelines, 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.

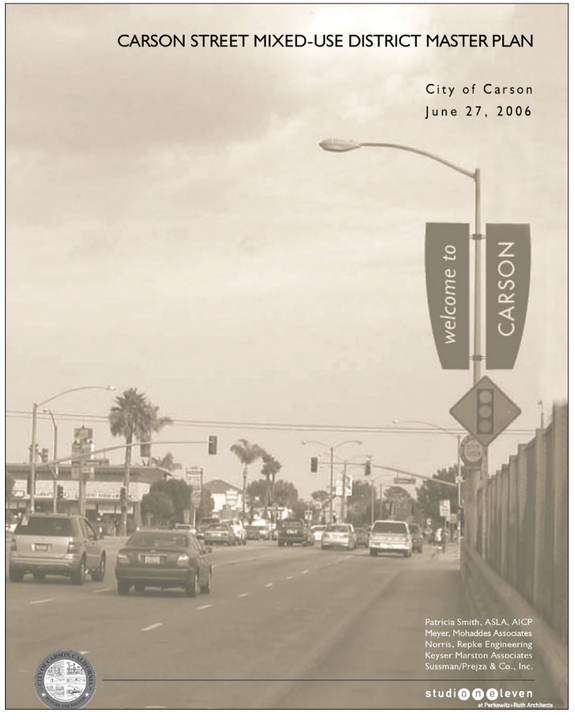
The **City Hall Historic Structure Report** was prepared as an educational tool to inform the public about the background, design, and development of Carson City Hall and its importance to the history of Carson. The historic structure report (HSR) documents the building's history, significance, and existing conditions. The project was made possible through funding provided by the National Trust for Historic Preservation's Conserving Black Modernism Grant program, available through the African American Cultural Heritage Action Fund. The Story Map provides an overview of the history of Carson and how the construction of Carson City Hall reflects the development of the community after incorporation.

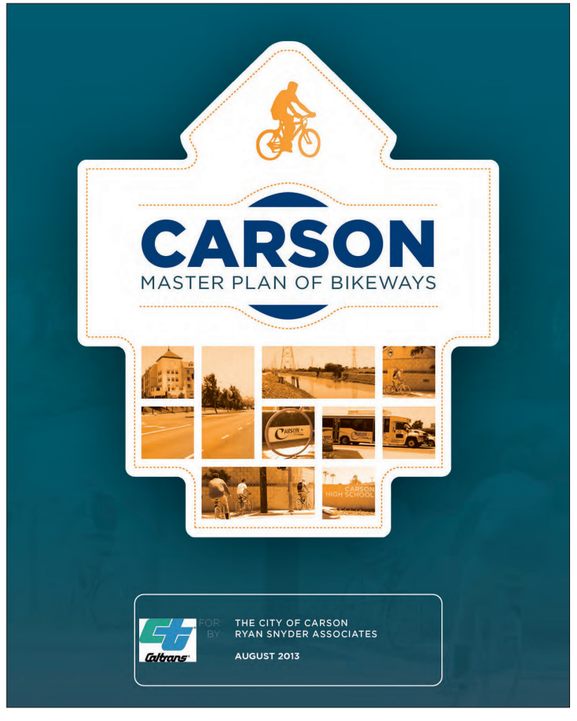
The **2017 City of Carson Climate Action Plan (CAP)** serves as a guide for action by setting Greenhouse Gas (GHG) emission reduction goals and establishing strategies and policy to achieve desired outcomes over the next 20 years. The CAP summarizes existing sustainability efforts and sets reduction measures across five broad categories—land use and transportation, energy efficiency, energy generation and storage, solid waste, and urban greening.

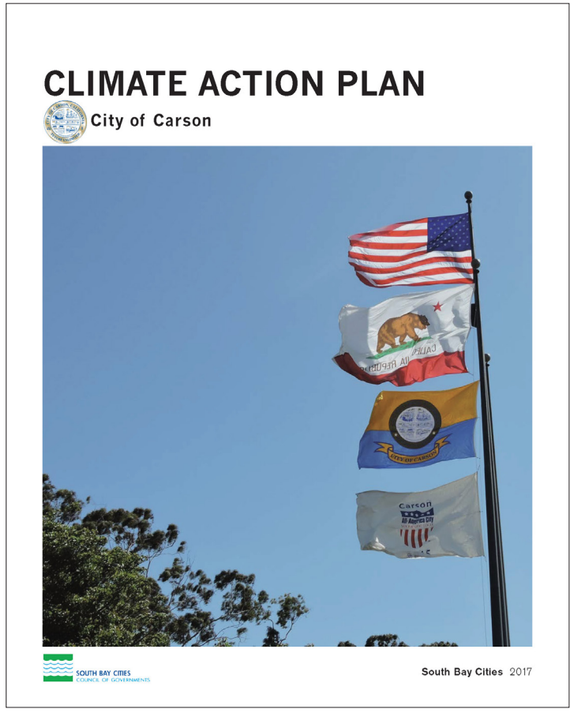
Other **City of Carson Specific Plans** include the following Specific Plans adopted in the last 5 years, within the immediate vicinity of the Carson Civic Center:

- The Avalon Specific Plan (2015)
- District at South Bay Specific Plan (2022)
- Imperial Avalon Specific Plan (2022)









1.7. PLAN AUTHORITY

The Carson Civic Center Specific Plan (CCC Specific Plan) is a regulatory plan that implements the goals and objectives of the City's General Plan. It establishes a clear and specific vision for the future of the study area to enable the City to reshape the public and private realms according to that vision. The California Government Code authorizes cities to adopt Specific Plans under Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Specific Plans may be adopted by resolution, becoming policy, or by ordinance, becoming regulation. Public hearings before the Planning Commission and City Council are required before adoption.

This CCC Specific Plan constitutes the guiding document for all development standards and zoning for all properties within the study area. The Development Standards (see Chapter 3) replaces the current zoning designations and standards for the study area with customized standards designed to deliver development consistent with the City's and community's integrated vision. Development plans or agreements, tract or parcel maps, or any development of land use approval requiring ministerial or discretionary actions must be consistent with the CCC Specific Plan which itself is consistent with the General Plan.

1.8. GENERAL ADMINISTRATION AND INTERPRETATION

The design review process implemented through the Planning Department is supported by the City's Planning Commission.

Two basic procedures are specified for the review of projects:

1) Planning Commission approval; 2) Parcel Map or Tract Map approval by the Planning Commission and City Council for any project requiring the creation of lots.

Planning Commission approval shall be obtained in accordance with the provisions of the Carson Municipal Code. The Board may approve, modify, conditionally approve, or deny said application.

The Planning Commission may require additional studies or development provisions at the time of site plan review for individual projects. Recommendations may include detailed noise, vibration and/or odor studies and incorporation of specific design features to ensure compatibility between different land use types.

Prior to the creation of any lots, a tentative parcel or tract map shall be processed in accordance with the provisions of the Carson Municipal Code. The Planning Commission may approve, modify, conditionally approve, or deny said application.

1.9. AMENDING THE PLAN

The CCC Specific Plan may be amended at any time in the same manner and process by which the CCC Specific Plan was originally adopted. An amendment or amendments should not require a concurrent General Plan amendment unless by determination of the Planning Director, or if the General Plan goals, objectives, policies, or programs would be substantially affected by the proposed change.

The addition of new information to the CCC Specific Plan that does not change the effect of any concepts or regulations may be made administratively by the Planning Director, subject to appeal to the Planning Commission.

1.10. UNSPECIFIED STANDARDS

For any other issue, development standards, design guideline, and/or regulation not addressed or otherwise specified in this Specific Plan, the provisions of the Subdivision Regulations and Zoning Regulations shall apply. In cases of uncertainty, the Zoning Administrator shall be authorized to determine if a development standard or other regulation not specified in this Plan shall apply. The applicant/project proponent may appeal the Zoning Administrator's interpretation to the Planning Commission for review.

1.11. ENVIRONMENTAL REVIEW AND CEQA

The Environmental document for this document will be an Addendum to the Environmental Impact Report (EIR) prepared for the City of Carson's 2040 General Plan Update.

The Environmental document will also evaluate a 300,000-square-foot entertainment/retail center alternative at the hotel site within the CCC Specific Plan area.

Carson City Hall

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2: THE PLAN

Prior to the development of the CCC Specific Plan, the Project Team developed a vision for the Civic Center through three design alternatives to explore potential solutions to constraints and opportunities described in this chapter. Two initial design alternatives were developed and reviewed by the City. Each of the design alternatives contained similar components of roughly equal size/square footage; for instance, each alternative included an improved (new or remodeled) City Hall and Civic Center; mixed-use developments; additional housing; and landscape and streetscape improvements. The alternatives also explored different layouts with key facilities relocated near one another, connected by open space and pedestrian paths.

A final design alternative was created by combining the most attractive options in the two initial alternatives. The preferred design alternative is described in detail in this chapter.

2.1. GOALS & OBJECTIVES

The CCC Specific Plan's goals for the Civic Center included potential new public and private opportunities while maintaining civic and public resources. The preferred concept plan explored a revitalized Civic Center to with the following preliminary objectives:

- Be a beacon of the future for the City of Carson.
- Enhance the Civic Center's sense of place as the "heart" of Carson.
- Foster a vibrant downtown atmosphere.
- Build upon the Civic Center's rich and diverse collection of contributing assets.
- Balance the needs of pedestrians, cyclists, and vehicles, including integrating adequate parking for all facilities.
- Reaffirm downtown as an attractive hub for large public events.
- Establish a regional arts and recreation magnet.
- Build a high-rise theme resort hotel at the 4.3-acre site that will serve the main destination.
- Construct a multi-story mixed use residential facility, performing arts center, and interactive museum.
- Preserve the existing City Hall as a potential museum to honor its historic contribution to the Carson community.
- Provide a new City Hall with a multi-story mixed use building.
- Revitalize the Carson Community/Event Center, including the addition of a new amphitheater.

The following goals spell out the key refined CCC Specific Plan aspirations behind the vision for this project. Taken together, they reveal a series of ideas that seek to make the future of the Carson Civic Center as a vibrant daytime and nighttime destination. They pursue progressive ideas such as mixing uses and encouraging multi-modality to ensure that the debacles of single-use urban sprawl planning are not repeated. They also aspire to ensure that this CCC Specific Plan guides an incrementally implementable vision that can be developed over time and that can adapt to shifting market or programmatic demands.

1 - AN ICONIC CIVIC CENTER

An Iconic Civic Center – The vision and design of the new Civic Center will impart a new regional identity to the City. Through its bold urbanism, open space design and architecture, it will create a place that is distinct in its character and style from any other within the city.

2 - A VIBRANT PUBLIC REALM

A Vibrant Public Realm – The Civic Center will be organized around a carefully designed continuous network of plazas, greens, streets and walkways. Through their design and landscape details, each of these spaces will become enduring places for communal activity together making a verdant and vibrant public realm.

3 - A MULTIMODAL PLACE

A Multimodal Place – The Civic Center will allow for the seamless coexistence of multiple modes of mobility and transportation – from pedestrians and bicycles to transit, cars and emergency vehicles. The design of the civic center will prioritize walkability for users and visitors.

4 - A MIX OF USES

A Mix of Uses – The Civic Center will not be a single-use destination. It will bring in a mix of uses that supplement civic uses with residential, retail and hospitality uses thereby activating the place as a 24/7 destination for a variety of users.

5 - RESPECT FOR HISTORY

Respect for History – The design of the Civic Center will pay homage to the existing City Hall building. It will be preserved and reused as a new public building and will continue to enjoy prominent visual location at the intersection of Carson Street and Avalon Boulevard. The existing Event Center will also be retained and improved.

6 - SUBSERVIENCE OF PARKING

Subservience of Parking – Parking within the new Civic Center will be designed to be invisible or visually subservient from the public realm. Using a variety of design strategies – from subterranean garages to lined podiums – all parking will be accommodated in a way that does not disrupt the functional or visual appeal of the public realm network.

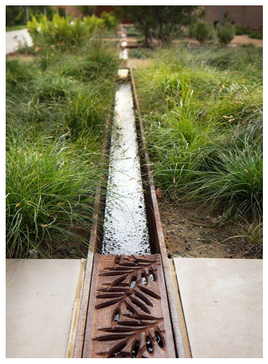
7 - IMPLEMENTATION OVER TIME

Implementation Over Time – The CCC Specific Plan will be designed to be implemented over time. By creating individual parcels around an interconnected public realm network, a phased parcel-by-parcel development approach will be allowed to occur over time as required or as possible.

8 - CONTEXTUAL RESPONSIVENESS

Contextual Responsiveness – The Civic Center will respect its immediate context. In its massing and form, it will be compatible to sensitive adjacencies such as the single-family houses to the north. The tallest massing will be towards Carson Street creating an important visual statement as the City's new civic heart.

9 - ENVIRONMENTAL RESPONSIBILITY



This CCC Specific Plan aspires to several goals of Sustainable Design in both the design of its buildings and open spaces. The details of these ideas are elaborated in the pages that follow.

2.2. OPPORTUNITIES & CONSTRAINTS

To understand how the CCC Specific Plan's preferred concept plan was chosen, there needs to be an understanding of opportunities and constraints. **Figure 2-1** illustrates the concept analysis for the civic center's design criteria listed below, which is a result of the three alternatives studied (**Figures 2-2** through **2-4**).

1. **Existing City Hall and Community Event Center:** These two critical assets are important to the community and are to be retained and renovated. The existing City Hall is significant for its historical value and design, and both buildings offer the opportunity to continue delivering civic resources to the community.
2. **City Hall Open Space:** In order to enhance the existing City Hall, there is an opportunity to create both softscape and hardscape surrounding its grounds. Open Space allows for the community to gather, hold events, or simply to sit and rest.
3. **Visual Connectivity:** The intersection of two major roadways, Carson Street and Avalon Boulevard, provides a clear opportunity for a visual connection to the civic center from the intersection. This will support the civic center as a point of arrival and gateway to a major destination.
4. **Vehicular Connectivity**: A vehicular pattern of movement currently exists whereby Civic Center Drive and Civic Plaza Drive are utilized by the local residents and the Sheriff Department for access to Carson Street. This must be maintained but in balance with the proposed uses of the redeveloped civic center.
5. **Pedestrian Connectivity**: Currently, surface parking lots comprise the majority of the civic center site. What is envisioned for a new civic center is a "campus-like" structure that will thrive on a mix of civic, commercial and housing daytime and nighttime uses. These uses will be integrated and connected for pedestrians to easily maneuver throughout the civic center to their desired destination.

Figure 2-1 Opportunities and Constraints

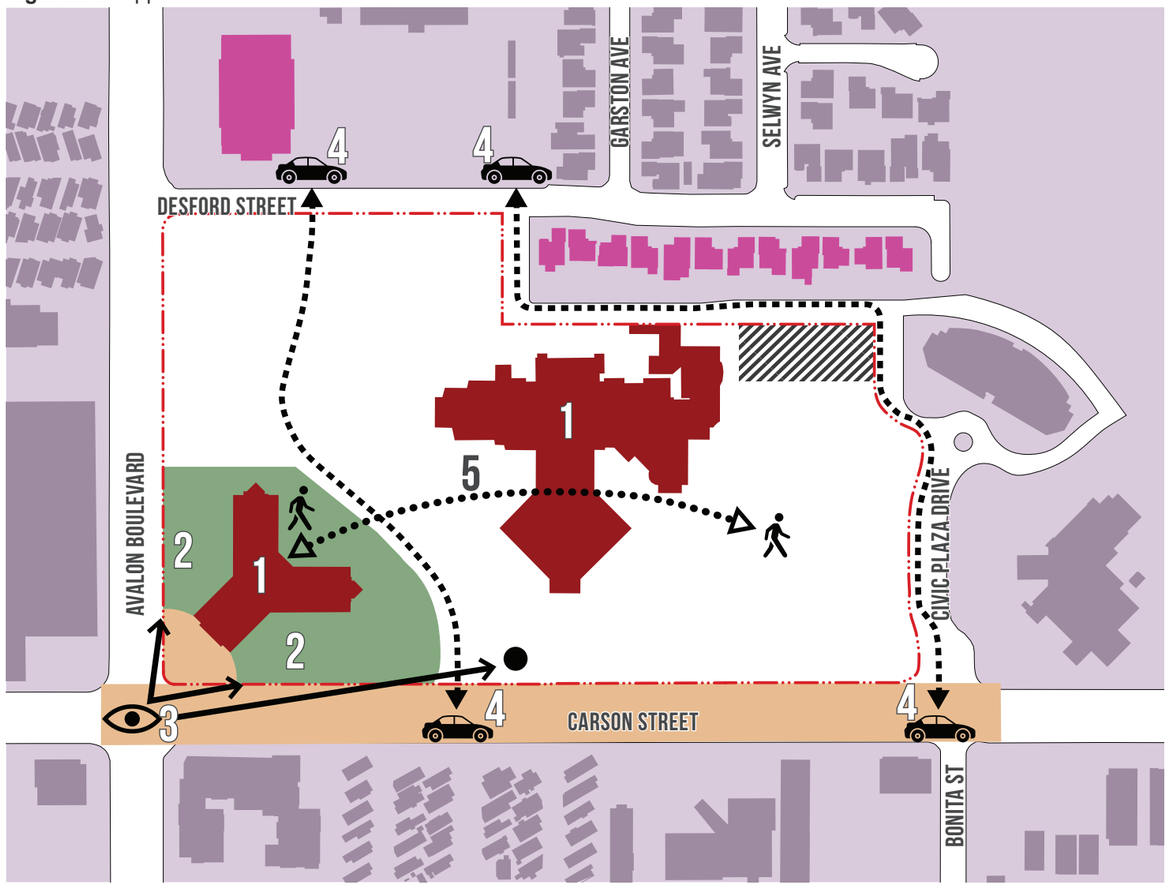


Figure 2-2 Alternative 1

Figure 2-3 Alternative 2

Figure 2-4 Alternative 3 - Preferred Plan

2.3. CIVIC CENTER ALTERNATIVES

An initial site visit was performed to review the uses of the facilities and determine developable areas, parking needs, and potential new buildings. The following features were incorporated in the design alternatives (**Figures 2-2** through **2-4**):

Resort Hotel. The plan is to provide a unique, themed destination hotel to include amenities as pool decks, social gathering areas, conference rooms, landscaping, restaurants, and parking.

New City Hall. Early alternatives explored renovating the existing City Hall. The preferred plan resulted in a new modern mixed-use City Hall to better serve Carson's current and future needs. The new City Hall will be constructed at a prominent location along Carson Street, positioned strategically near the freeway to serve as a visible gateway to the Civic Center. Key features may include:

- A public lobby and "one-stop shop" permit service center;
- Sustainable design elements, such as natural daylighting, low-energy systems, and green materials;
- Flexible office space to accommodate evolving department needs and growth over time;
- Integration with pedestrian walkways, open space, and Jewel Plaza to encourage walkability and civic engagement.

Preservation and Repurposing of Existing City Hall. The existing Carson City Hall will be preserved and reimagined as a valuable civic asset that continues to serve the public, potentially accommodating:

- A civic museum or historical archive center, showcasing Carson's municipal history and community development;
- A community services or cultural resource center, offering flexible public meeting spaces and administrative support services;
- A teen center or innovation center, providing amenities like a makerspace and study labs for the community;
- A satellite office hub, maintaining a limited number of departments or functions to preserve geographic access.

Community/Events Center. The community center should be remodeled and enhanced to better serve current community needs. The Community Center will have improved amenities for events, additional class/program spaces, and an Innovation Center for teens.

Housing. Additional mixed-use housing units can complement existing developments and are proposed to the north of the site.

Entertainment. A performing art center and interactive museum is proposed to enhance cultural experience and bring people from all parts of California, and beyond, to the Civic Plaza.

Parking & Roads. Ample parking is needed for the various proposed uses and for proper circulation. Parking may have mixed use built over it to better utilize the available space. Civic Center Drive could be realigned, and the bridge removed or reconstructed.

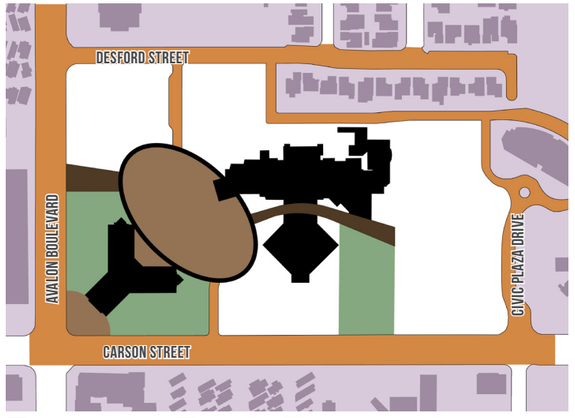
Open Space/Walking Paths. Ample Open Space and walking paths connecting the spaces can incorporate a jewel design to incorporate the "Jewel of the South Bay" designation of the City.

2.4. KEY CONCEPTS OF THE PLAN

The adjoining diagrams summarize the key concepts of the CCC Specific Plan. They each show the basic strategies and logics that guide the organization and components of the CCC Specific Plan. The pages that follow elaborate on these concepts in greater detail and explain their specific design elements and ideas.

PUBLIC OPEN SPACE

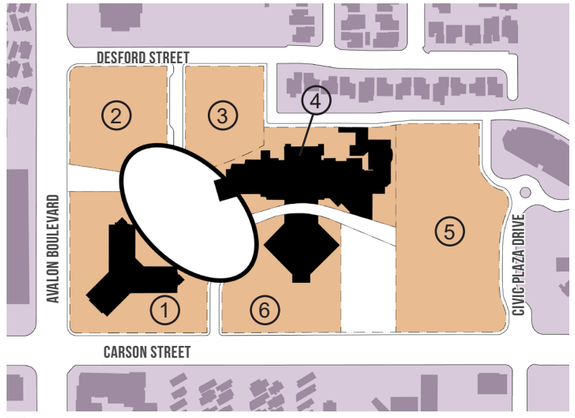
The public space network of the Civic Center is centered on the elliptical "Jewel Plaza" which will become the iconic new civic plaza of the city. Two streets to its north and south connect the Plaza to adjacent streets. Two pedestrian walks connect the Plaza due west to Avalon Boulevard and due west to a public green between the new City Hall and new hotel. The space around the existing City Hall is enhanced as a new public green.



Existing Buildings · Plazas · Streets · Paths · Landscape

DEVELOPMENT PARCELS

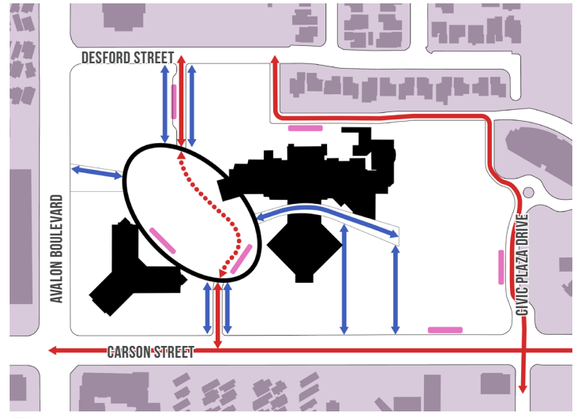
The diagram shows the organization of the six development parcels within the Civic Center: 1) Existing City Hall Parcel; 2) Performing Arts Center Parcel; 3) Housing Parcel; 4) Existing Event Center; 5) Hotel; 6) New City Hall and existing Event Center.



Existing Buildings · Development Parcels

PEDESTRIAN & VEHICULAR CIRCULATION

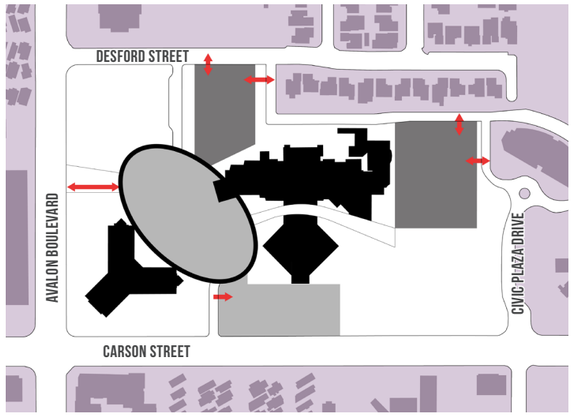
Primary vehicular circulation, including emergency vehicles will occur from the two north south streets and through the elliptical plaza. The existing road to the east and north will be retained for vehicular circulation around the civic center. Pedestrian paths as shown will connect various edges of the site.



Existing Buildings · Drop-Off Area · Vehicle Circulation · Pedestrian Circulation

PARKING

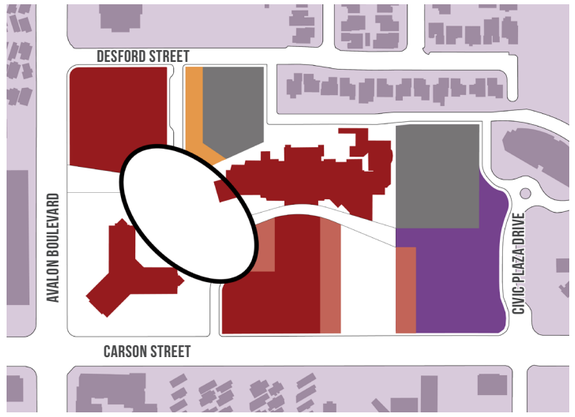
Parking for public uses will be located in a subterranean garage beneath the elliptical plaza and the new civic center parcel, and also under the residential parcel. Above grade parking in the form of a single or multi-storied parking podium will be located in the residential parcel and in the rear half of the hotel parcel.



Existing Buildings · Above Grade/Subterranean Parking · Subterranean Parking · Parking Entry/Exit

GROUND FLOOR USES

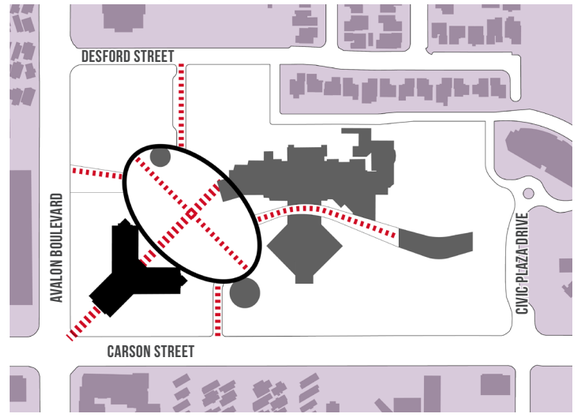
As seen in the above diagram, the central elliptical plaza will be lined will multiple ground floor uses from retail to civic programs. The eastern green will be lined on both sides by retail uses to help activate the space.



Plazas · Streets · Hospitality · Residential · Retail

GEOMETRY & PLAN STRUCTURE

The diagram below shows the geometry logic of the design which is informed by the historic City Hall. The symmetry axis of the existing City Hall building forms the short axis of the elliptical Jewel Plaza. The long axis of the Jewel Plaza terminates into the new City Hall to the southeast and the Performing Arts Center to the northwest. The streets and pathways form a radial pattern around the central plaza.



Main Structure · Structures · Axes

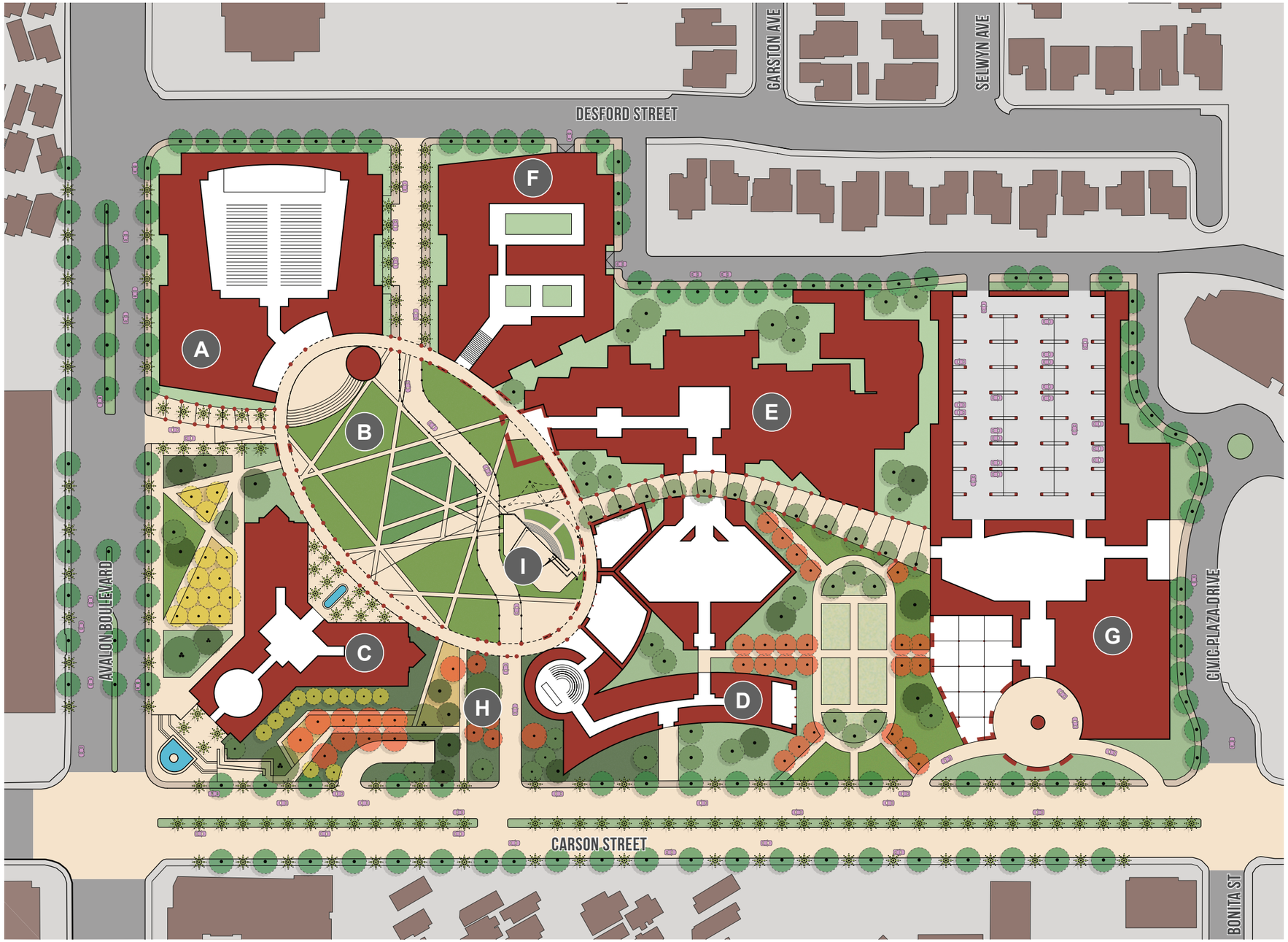
2.5. THE PLAN

Figures 2-5 through **2-7** show the CCC Specific Plan for the Civic Center. They depict a hypothetical rendition of what the full and eventual build-out of the site would be. They show the disposition of the public realm network with all its components and the development of the parcels into buildings. While the specifics of this Vision Plan may change as the project is implemented, the key moves of this vision, as outlined in this drawing and the Development Code, shown later in this document, will guide the project.

The open space in this drawing is shown with overall details such as basic pathways, and hardscape versus softscape areas. These are Vision only and may change as the landscape for this project is detailed. The intent here is to show where and to what degree open space within the site needs to be detailed.

The Plan shown in **Figure 2-5** purposefully shows a hypothetical ground floor version of the build out. In each building, the publicly accessible portions of the building are shown as hallowed out white color-coded spaces, and the private internal portions of the building in dark red. Frontage and transitional elements such as colonnades, arcades and porticoes are also depicted to help one understand where such elements may be considered.

Figure 2-5 The Plan



A - New Performing Arts Theater
B - New Jewel Plaza
C - Existing City Hall
D - New City Hall
E - Existing Event Center
F - New Mixed-Use Housing
G - New Hotel
H - Civil Rights Garden
I - Existing Amphitheater

1”=150’
0’ 150’
N

Figure 2-6 Preferred Plan - View Looking Northeast

Figure 2-7 Preferred Plan - View Looking Northwest

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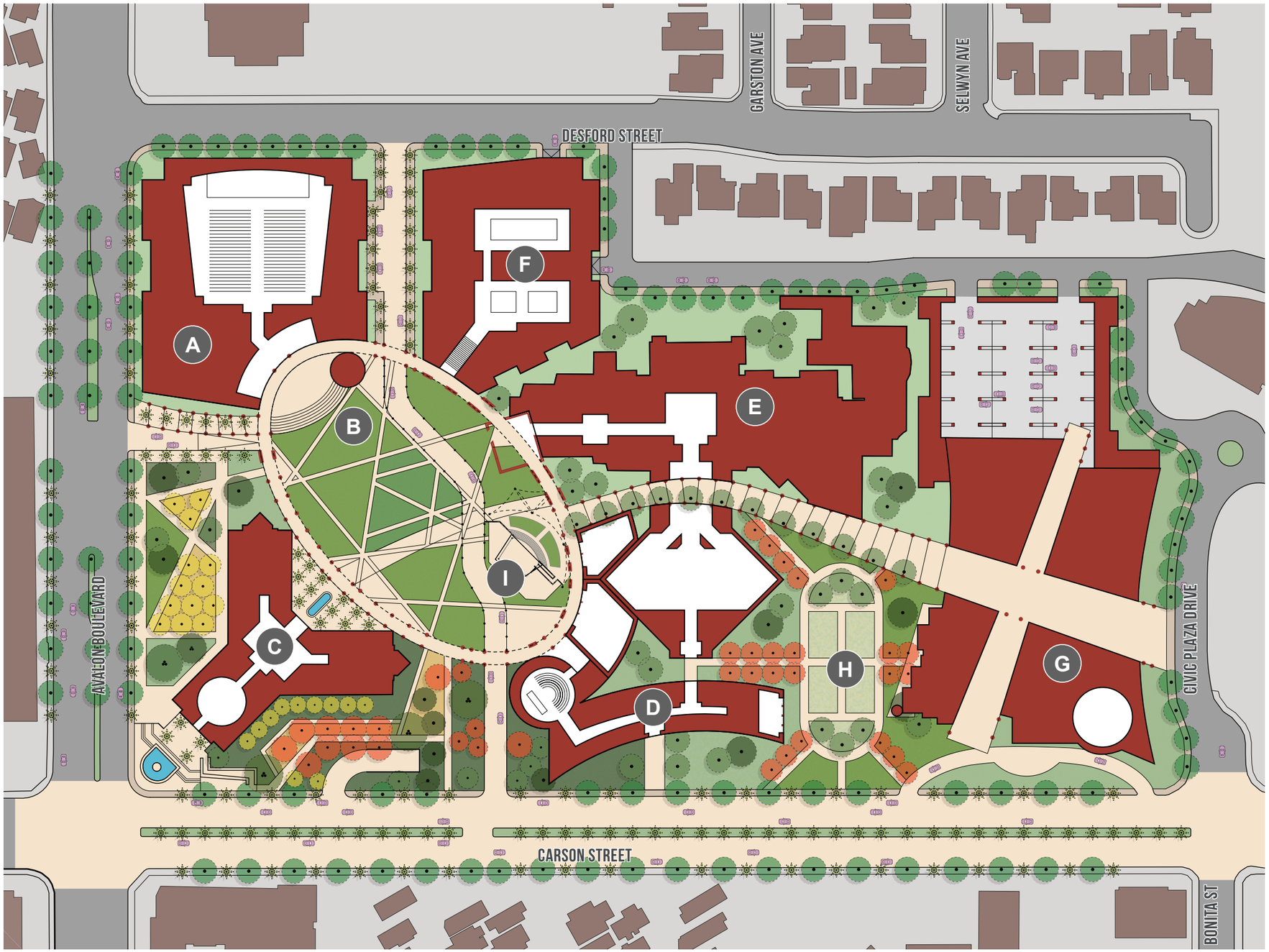
2.5. THE PLAN ALTERNATIVE

The adjoining drawing shows an alternative hypothetical rendition of what the eventual buildout of the site will be. The difference between this version and the previous one lies in the redesign of the hotel parcel to the east of the site. This parcel is shown here as an entertainment/retail complex with access from a dropoff area along Carson Street, as well as a secondary access from Civic Plaza Drive.

Figure 2-X The Plan



A - New Performing Arts Theater
B - New Jewel Plaza
C - Existing City Hall
D - New City Hall
E - Existing Event Center
F - New Mixed-Use Housing
G - New Entertainment/Retail Complex
H - Civil Rights Garden (Alternative Location)
I - Existing Amphitheater

Figure 2-6 Alternative Plan with Entertainment/Retail Complex - View Looking Northeast

Figure 2-7 Alternative Plan with Entertainment/Retail Complex - View Looking Northwest

2.6. COMPONENTS OF THE VISION PLAN

The following two pages break down the Vision Plan into its major individual Components to offer greater clarity on their intentions and key characteristics. Each of these Components represents a site-specific project with a building-open space interface.

The key Components of the Plan are described to the right.

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THE JEWEL PLAZA COLONNADE

In keeping with Carson being known as “Jewel of the South Bay”, the central loop in this alternative will prominently displays a Jewel shape outlined by walkways and landscaping, creating an elliptical “Tiara”. Part of whole of this parcel will have one or multiple levels of subterranean parking.

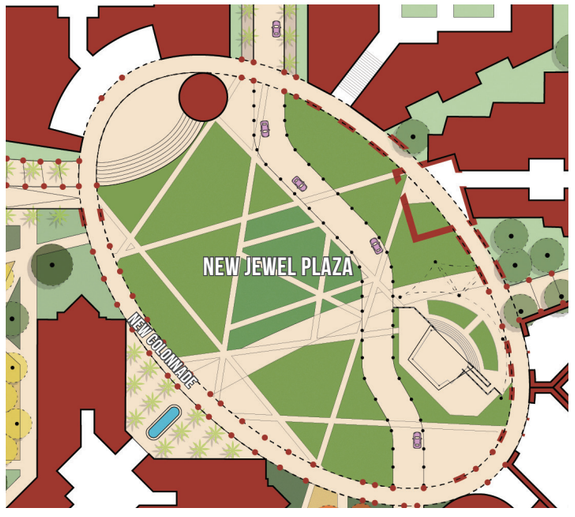
This iconic elliptical plaza is defined by a colonnade that is 15-20 feet in width and at least 15 feet tall to the underside of its roof. The roof will be flat and programmed to be a running track or area where from to look down into the plaza. The location of the roof access elevator and stairs can be designed within any of the adjoining buildings so long as it does not disrupt the integrity of the elliptical form as shown.

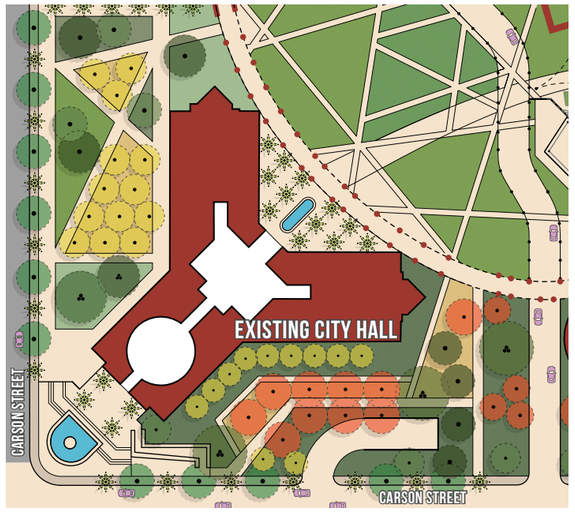
EXISTING CITY HALL RESTORATION & REUSE

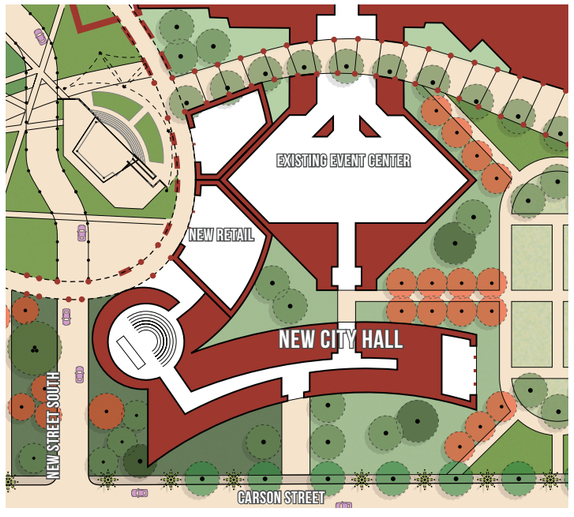
The existing City Hall building is intended to be protected, restored and reused for a new civic purpose. As the drawing shows, the open space around this building will be upgraded with new landscape ensuring that the visual prominence of this building from the street intersection is not compromised. The primary entrance of this new facility will be from the Plaza, with a secondary entry towards the street intersection if required or desired.

NEW CITY HALL

This will be one of the tallest buildings on the site announcing a dominant civic presence from Carson Avenue. The most dramatic feature of this building will be a conical Council Chamber located towards the elliptical plaza. The rest of the facility will be in the form of a curved vertical slab building with its tallest massing towards west, stepping down towards the eastern green. The primary entrance of this building will be from Carson Avenue, with a drop off area along the elliptical colonnade of the Jewel Plaza. As seen in the drawing, the arm of this building lining the Plaza will have ground floor retail, as will the edge facing the eastern green. Part of whole of this parcel will have one or multiple levels of subterranean parking.







PERFORMING ARTS CENTER

The Performing Arts Center, located to the northwest of the central elliptical plaza will include up to 2000 seats. The back of stage will face Desford Street with support uses facing east and west. The primary entrance of this building will be along the terminus of the long axis of the Jewel Plaza, with a drop-off for visitors along the north-south street to the east of this parcel.

EXISTING EVENT CENTER

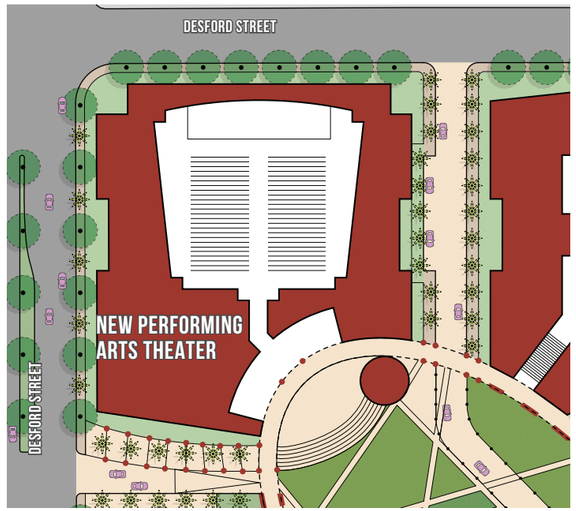
This existing building will be remodeled to better utilize the spaces. This building has two basic parts – a linear fragment consisting of art and crafts spaces and offices, and a diamond-shaped fragment with a community hall and theater spaces. The space between these two will be transformed into an open-to-sky or semi-covered walking path. The diamond-shaped assembly space will be amalgamated with the new City Hall facility. Primary access to this building will be from a new tower element punctuating the Jewel Plaza. Secondary access is from the road to the north of the building.

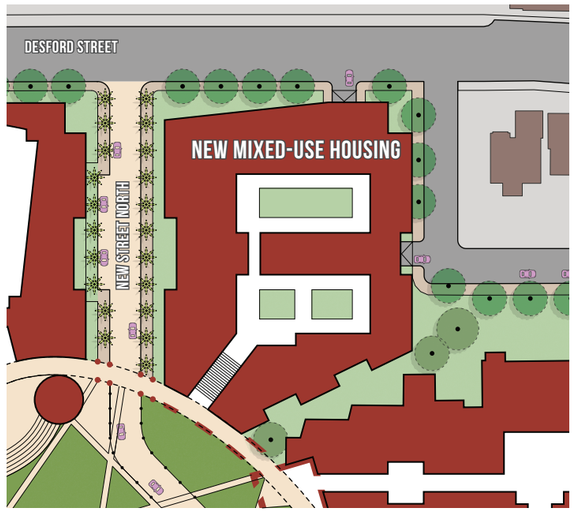
NEW HOUSING

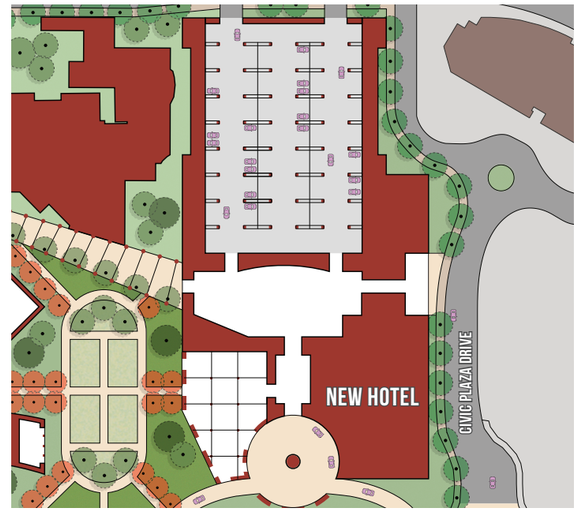
The parcel due north of the Jewel Plaza will be devoted to residential uses. The proposed residential project will consists of four (4) floors for up to 140 residential units on top of a proposed four (4) level parking garage able to accommodate up to 600 cars, including active ground floor uses and amenities along the new street and facing the Jewel Plaza. The residential center is proposed west of existing single-family homes along E Desford Avenue. The residential tower is proposed to step down adjacent to the existing homes to lower the impact of the proposed building. The residential building will be organized around one or two courtyards. All units will face either a public street, public space or interior courtyard.

NEW HOTEL

The eastern parcel on the site will be developed into a hotel. It will have up to 20 stories with 400 rooms, conference rooms, and other amenities. The slender design for this hotel provides excellent visibility to the I-405 Freeway. The primary entrance of the hotel may be from Carson Avenue or the eastern street as desired. As shown in the Development Code later in this document, there will be building height maximums towards the rear to ensure that the scale of the neighboring houses is not compromised. While the details of the hotel design will are left open ended in this plan, the following aspects are key to fulfilling the Plan's intentions: a) The tallest mass of the hotel building will be designed to visually terminate the curved east west pathway from Jewel Plaza; b) There will be retail uses facing the green to the west of the hotel; c) The rear half of the parcel will have a parking structure with an Amenity Deck above. The Amenity Deck will include recreational opportunities, restaurants, and shopping.







2.7. PLAN COMPONENTS - ALTERNATIVES

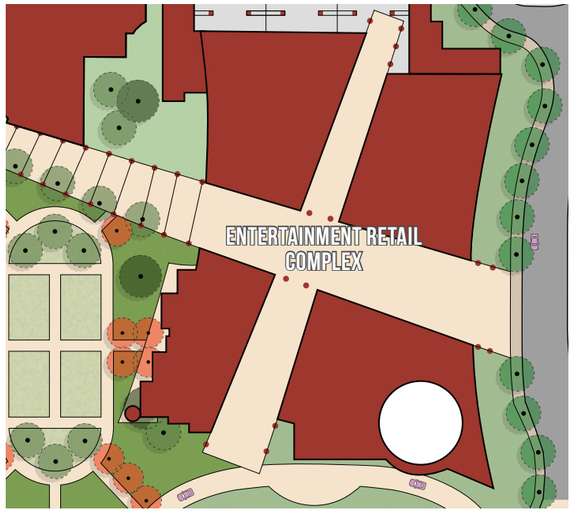
To accord additional programmatic and planning flexibility, the Plan proposes two alternatives that are summarized in the adjoining drawings. The intention of these drawings is to allow specific tenants and uses to further enhance the site through design and layout changes beyond the outlined Plan basics..

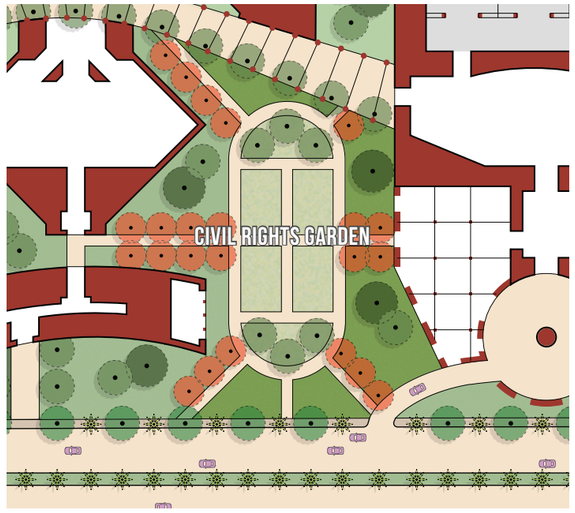
ENTERTAINMENT RETAIL COMPLEX

The drawing below shows an alternative for the eastern parcel of the site (Parcel 5). It shows a concept for a new entertainment/retail complex. The complex has access from the dropoff area off of Carson Street and another means of access from Civic Plaza Drive. It will be prominently visible from Carson Street and provide a draw into the area. An interactive museum can be incorporated into this complex as well.

CIVIL RIGHTS GARDEN

The drawing below shows an alternative location for the Civil Rights Garden. The green between the new City Hall and Parcel 5 (hotel or entertainment/retail complex) can be accented with sculptures, statues, and/or art pieces commemorating the Civil Rights Movement and its key figures.





3: DEVELOPMENT STANDARDS

This chapter is structured to provide objective development standards applicable to the mixed-use civic parcels within the specific plan study area. The standards are intended to ensure that development for the Civic Center occurs according to the City's and community's vision of a pedestrian-oriented environment reflecting Carson's history and culture. This chapter regulates how private developments affect the public realm with regard to topics such as building placement, height, and access. These standards provide a framework for the plan area components such as:

- Attractive tree-lined streets with active frontages along major streets accessible by multiple modes of transportation;
- New and/or renovated civic buildings integrated with a pedestrian-oriented fabric of open space, public streets, and the built environment

3.1. OPEN SPACE STANDARDS

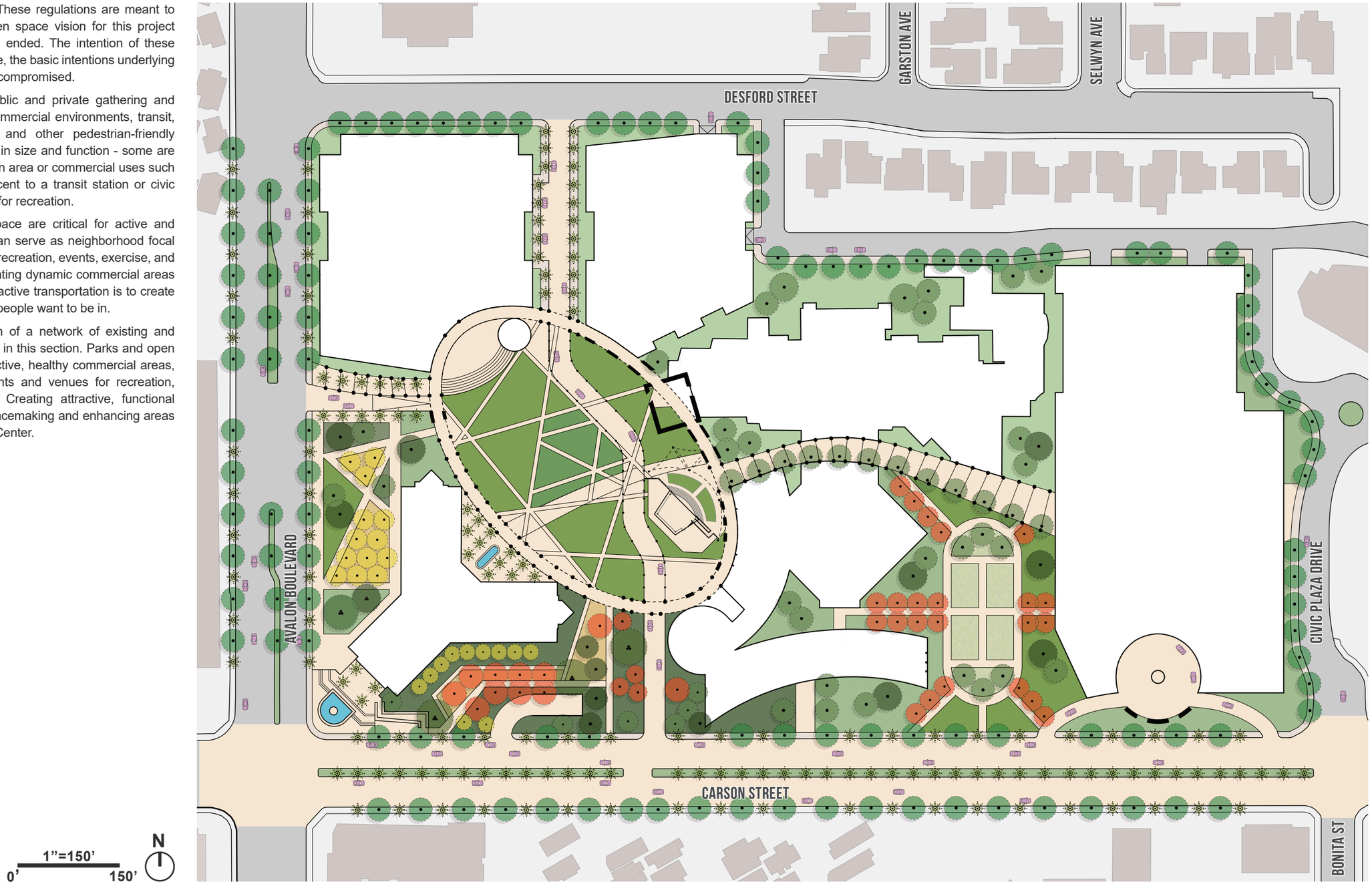
The following pages contain the regulations that will guide the design of the public realm of this project. These regulations are meant to guide the basic aspects of the open space vision for this project leaving several design details open ended. The intention of these regulations is to ensure that over time, the basic intentions underlying the design of the public realm is not compromised.

Placemaking includes providing public and private gathering and open spaces which are linked to commercial environments, transit, housing, educational, institutional, and other pedestrian-friendly and active uses. Open spaces vary in size and function - some are programmed for events to activate an area or commercial uses such as restaurants, some may be adjacent to a transit station or civic building, and others may be entirely for recreation.

Parks and other forms of open space are critical for active and healthy Commercial areas. Parks can serve as neighborhood focal points, and provide opportunities for recreation, events, exercise, and more. Another key ingredient in creating dynamic commercial areas which are connected by transit and active transportation is to create attractive and functional places that people want to be in.

Figure 3-1 presents the integration of a network of existing and potential open spaces, as described in this section. Parks and open spaces are essential for fostering active, healthy commercial areas, serving as neighborhood focal points and venues for recreation, events, and community gathering. Creating attractive, functional private open spaces is crucial for placemaking and enhancing areas throughout the City of Carson Civic Center.

Figure 3-1 Open Space Plan

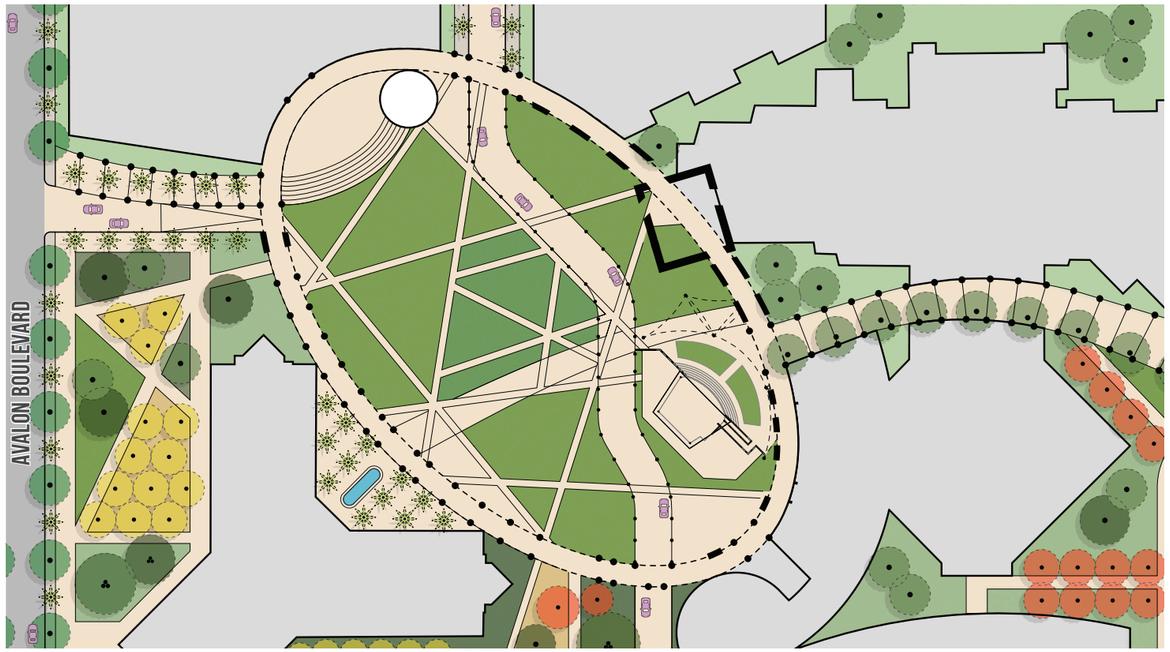


THE JEWEL PLAZA

The following pages contain the regulations that will guide the design of Jewel Plaza as shown on **Figure 3-2**. This is the most iconic and significant public space of this project. The adjoining diagrams and notes spell out the key dimensional, figural and geometrical characteristics envisioned for this space. They offer guidance on the edges of the space and the intentions for designing the transitional structure that will define the space and create its physical boundary.

This iconic elliptical plaza is the most conspicuous and most important structuring Component of the Plan. Envisioned uses within the Jewel Plaza include community events, concerts, recreation, fairs, and farmer's markets. In its form, it is aligned on its short axis with the diagonal of the existing City Hall. Its size along its long axis taken from its outer edge is approximately 460 feet, and along its shorter axis taken from its outer edge is approximately 280 feet.

Figure 3-2 The Jewel Plaza



Grant Park in Chicago, IL

Piazza in Italy

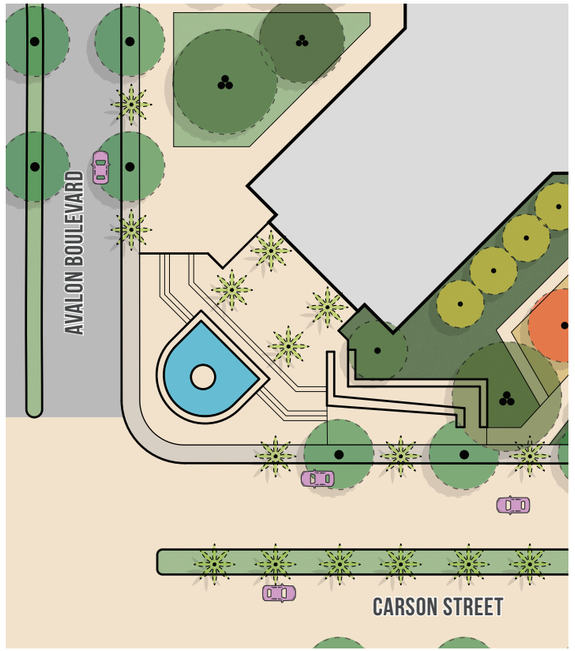
The Highline in New York, NY

EXISTING CITY HALL OPEN SPACES

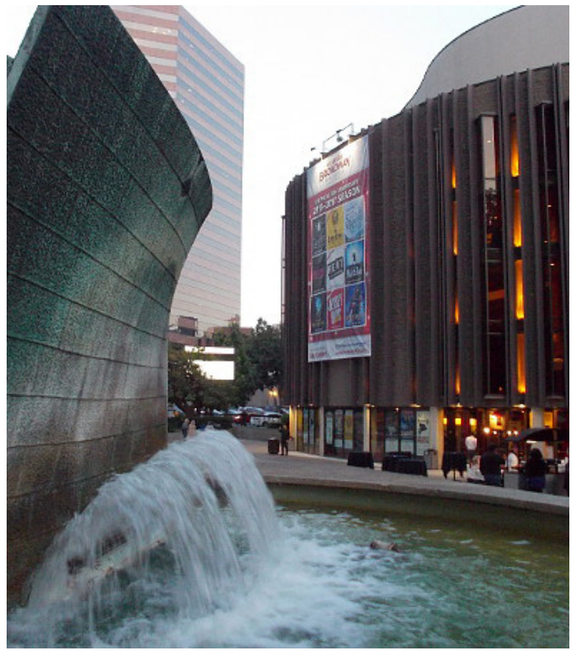
The existing City Hall building is intended to be protected, restored and reused for a new civic purpose. As the drawing shows, the open space around this building will be upgraded with new landscape ensuring that the visual prominence of this building from the street intersection is not compromised. The primary entrance of this new facility will be from the Plaza as shown in **Figure 3-3**, with a secondary entry towards the street intersection if required or desired.

The open space around the existing City Hall, as shown in **Figure 3-4,** building will form part of its reuse into a new civic building. The envisioned function within the existing City Hall open spaces is primarily to mark an arrival to a major destination - the Carson Civic Center and historic existing City Hall. The provision of pedestrian amenities for leisure, gathering and sitting will be paramount to being complementary to the new civic building's function. This space represents an important available open space resource and amenity for this project that is different in size, scale and location from other open spaces within the Civic Center. The following diagrams and notes offer regulation towards designing this open space.

Figure 3-3 Open Space Plan - Existing City Hall Plaza



Civic plaza and fountain at La Quinta, CA



Civic fountain at the San Diego Civic Center

Figure 3-4 Open Space Plan - Existing City Hall Greens

Plaza and green at Santana Row in San Jose, CA

Activities, such as chess tables, provided at a plaza

CITY HALL GREEN

This open space, as shown in **Figure 3-5**, is located between the City Hall and the Hotel, and forms an important gathering space for events that are less public than the ones within the larger Jewel Plaza. The envisioned function of the City Hall Green is to provide outdoor use for the new City Hall, the Event Center, and the Hotel such as outdoor dining, small private and/or public events, photography for special occasions, and leisure. The following diagrams and notes offer regulation towards designing this open space.

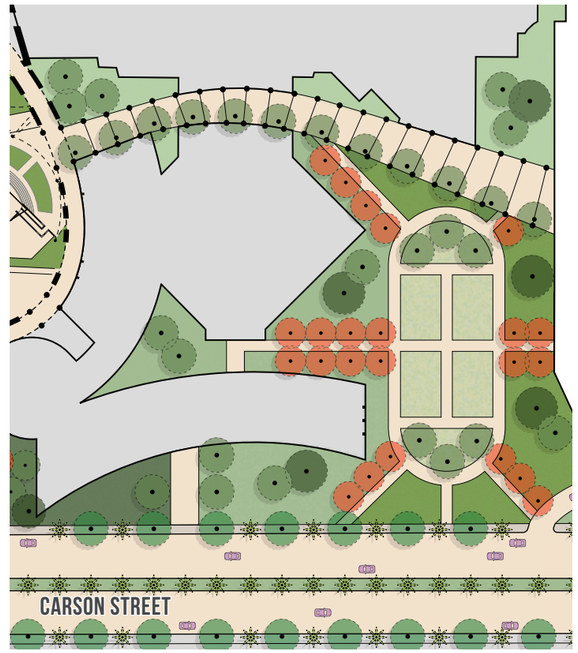
As an alternative, this green can be accented with sculptures, statues, and/or art pieces commemorating the Civil Rights Movement and its key figures.

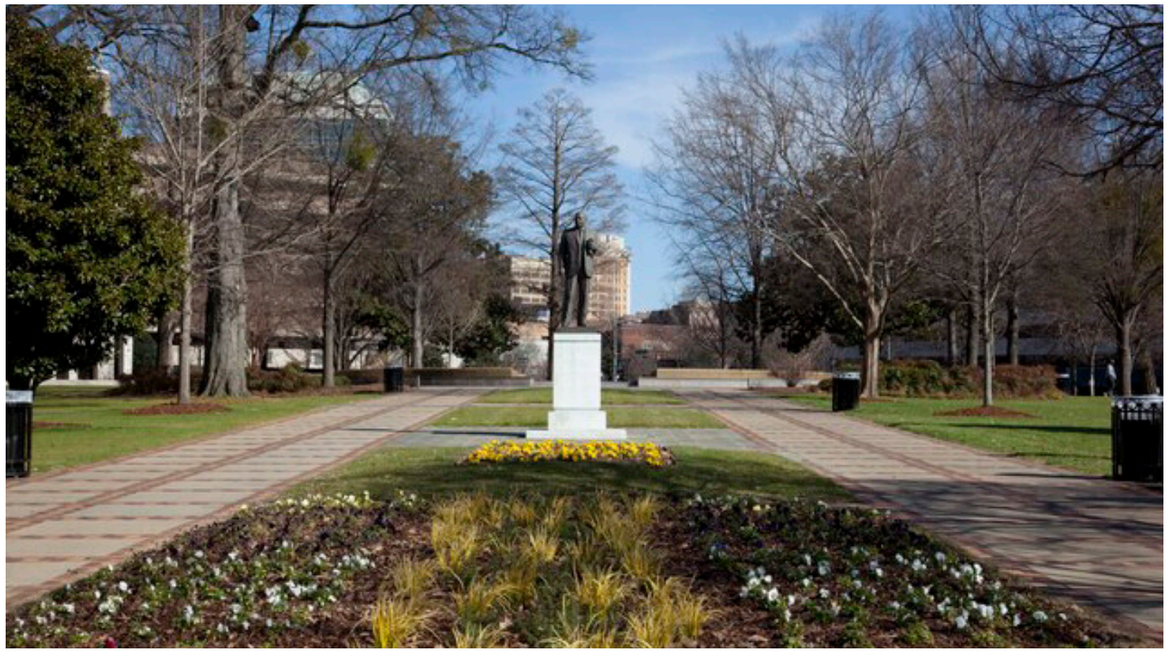
Figure 3-5 Open Space Plan - New City Hall Green

PEDESTRIAN WALKWAY

The Walkway, as shown in **Figure 3-6**, is an important east-west linkage in this project. It connects the Jewel Plaza to the City Hall green and also becomes an important transitional space between the existing Event Center and its Community Hall. The envisioned function of the Walkway is to provide connectivity across the Civic Center while establishing an experiential space to occupy for various activities such as sitting, reading, eating, and gathering. The curved form of this walkway coupled with its landscape and paving will make this a dramatic pedestrian space within the Civic Center. The following outlines the key regulations for this space.

Figure 3-6 Open Space Plan - Pedestrian Walkway





Kelly Ingram Park, Birmingham, AL

Pedestrian walkway at the Fontana, CA Civic Center

CARSON STREET

The adjoining diagrams, **Figures 3-7** through **3-10**, illustrate the intended changes for Carson Street. While the travel lanes and current vehicular circulation of the arterial remains unchanged, the section of Carson Street facing the Civic Center site will be enhanced through new paving to announce the importance of this destination. New landscape will enhance Carson as visually striking and shaded corridor through the city and as the foreground to the Civic Center.

The existing Carson Street contains palm trees along its narrow 8-foot sidewalks and shade trees in the medians(see Figure 3.9). The proposed changes to Carson Street include larger sidewalks of 12 feet along the Civic Center site, along with large shade trees to alternate between the palms, to be replicated on the south side of Carson Street.

Carson Street, within the length of the Civic Center's southern boundary between Avalon Boulevard and Civic Plaza Drive, will also be covered in special paving and/or art (depicted in **Figure 3.8**), to promote safe pedestrian paths and provide flexibility to host special civic center events by street closure between Avalon Boulevard and Civic Plaza Drive. The median/turn lane will also include a pedestrian refuge at the mid-block crossing, near the front entry of the new City Hall, for pedestrian safety and mobility.

Figure 3-7 Existing Streetscape - Carson Street

Figure 3-8 Proposed Streetscape - Carson Street

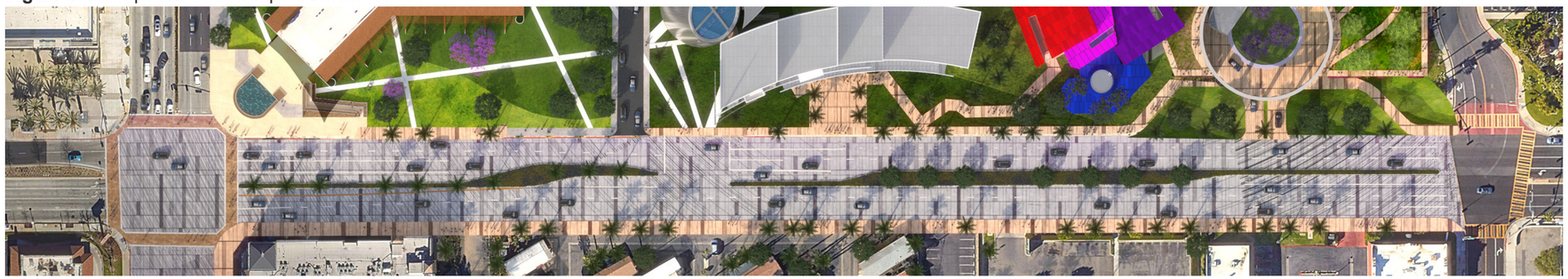


Figure 3-9 Carson Street Cross-Section Looking East

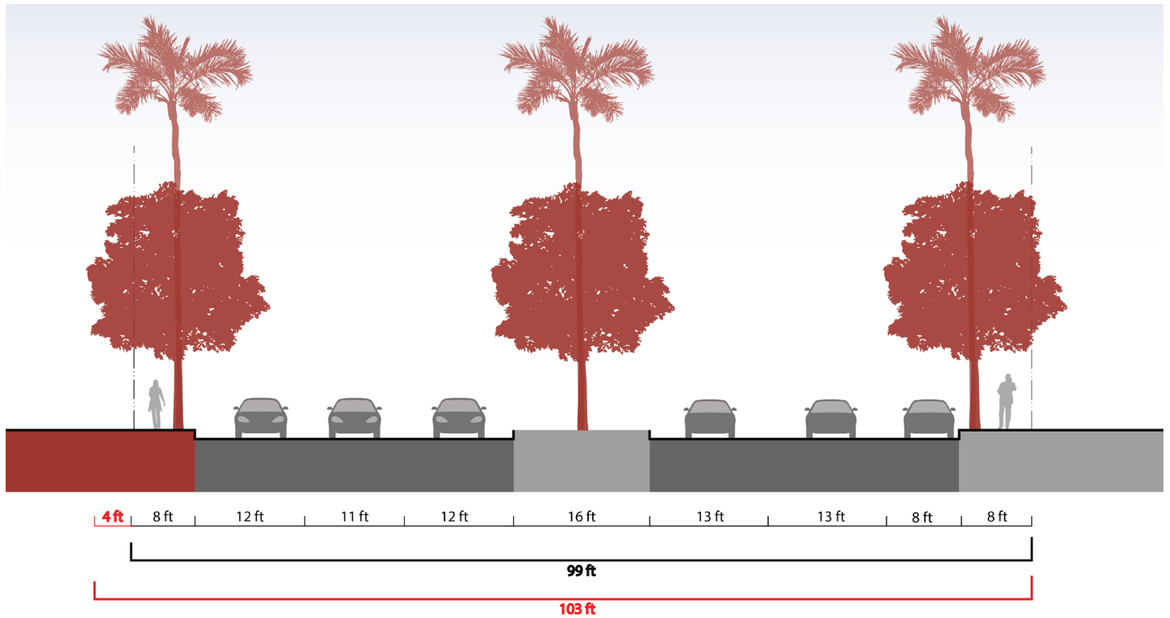
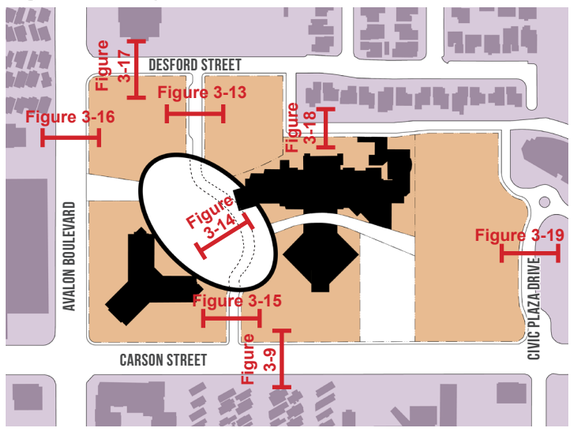


Figure 3-10 3D Rendering of Envisioned Carson Street

STREETS

Streets are not just conduits for cars, but key public open spaces for all. The careful design of their form and landscape can transform them into places where vehicles and pedestrians can seamlessly coexist. The following **Figures 3-11** through **3-19** show our assessment of the streets that impact this project – both those around the site and those within. Each street section shows the existing, new, and existing to change conditions of the streets to ensure that walkability is not compromised while fulfilling the vehicular level of service required.

Figure 3-11 Key Plan - Cross-Sections



EXISTING TO BE REMOVED

Figure 3-12 Civic Center Drive

NEW STREETS

Figure 3-13 New Street North with Parking Bay

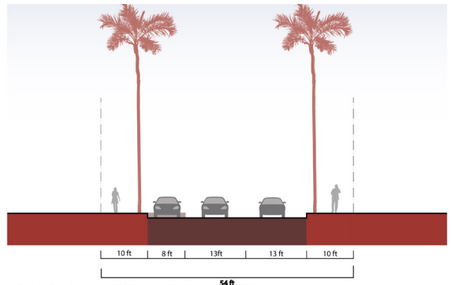


Figure 3-14 New Street Jewel Plaza

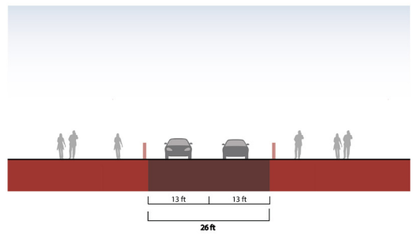
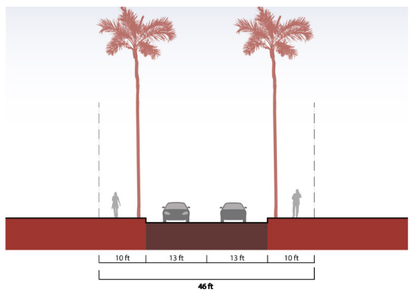


Figure 3-15 New Street South



EXISTING TO CHANGE

Figure 3-16 Avalon Boulevard

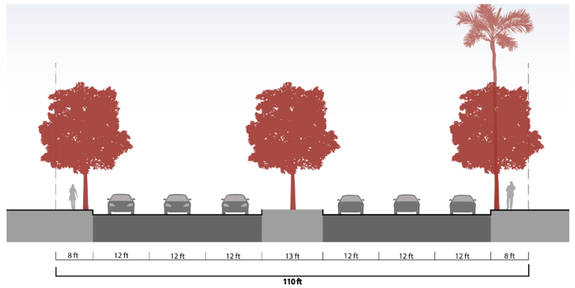


Figure 3-17 Desford Street

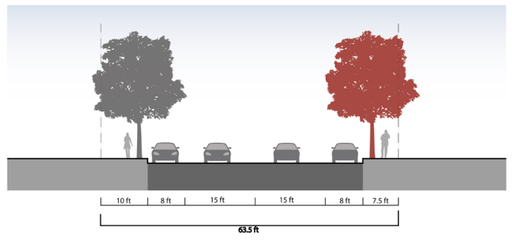


Figure 3-18 Private Roadway

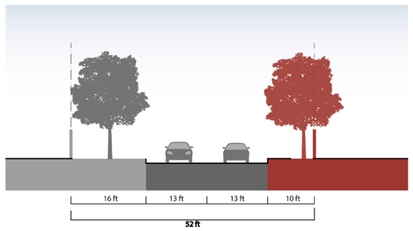
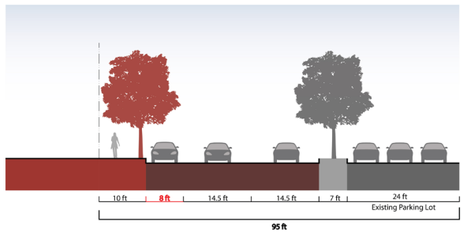


Figure 3-19 Civic Plaza Drive



Two-lane street in a mixed-use environment

Special paving and bollards with vehicular access for events

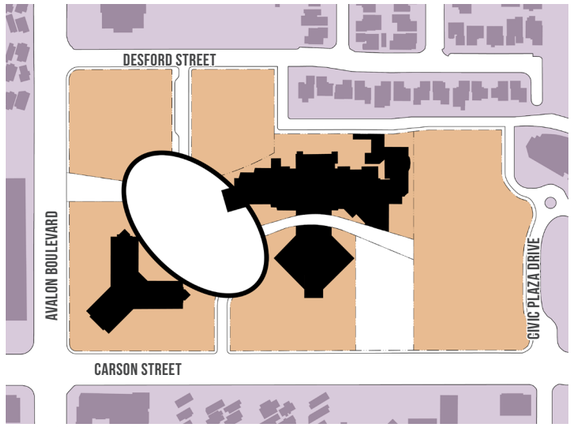
Landscaping, paving and pedestrian amenities in a median

Landscape median with mature trees

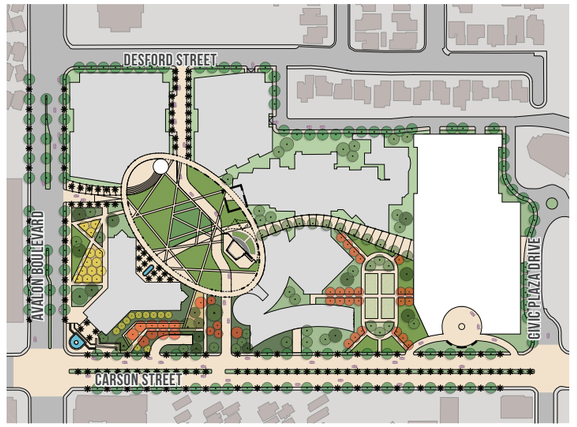
3.2. BUILDING STANDARDS

Building design plays a key role in the formal and spatial quality as well as the activity and safety of the area, as shown in the diagrams to the right, including **Figure 3-20** which is a critical organizing plan component showing the unifying oval gathering space framed by a pedestrian-activated colonnade and shared underground parking for the resources on the mixed-use Civic Center site. The following Building Design Standards will guide future development to respond to changing demands, allowing flexibility, while retaining the key aspects of the Plan.

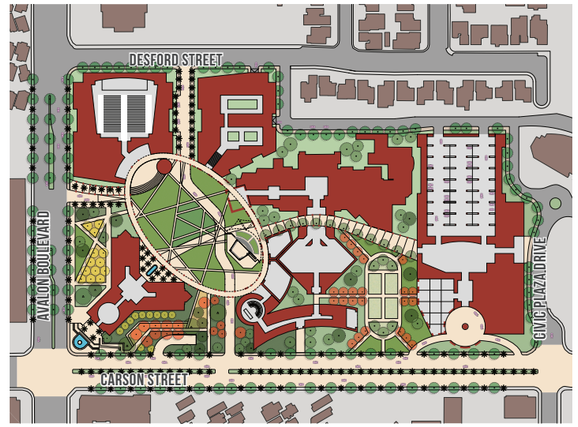
Since this project has a limited number of development parcels, each with its unique programmatic and formal specifics, the Building Design Standards are organized per individual parcel. Each of the 7 pages that follow elaborate on various aspects of the specific parcel – from its required setback, uses, and special features required as part the development.



Developable Parcels

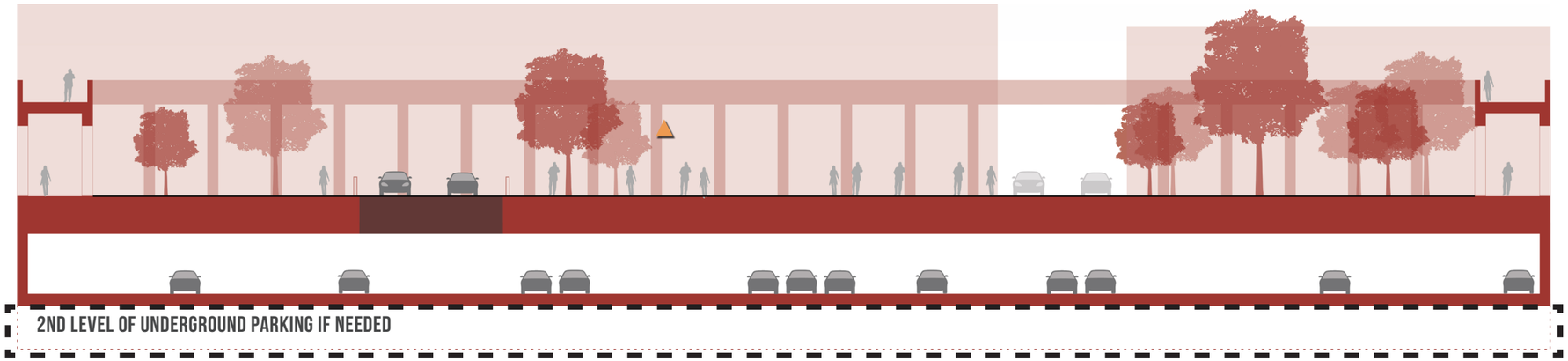


Open Space

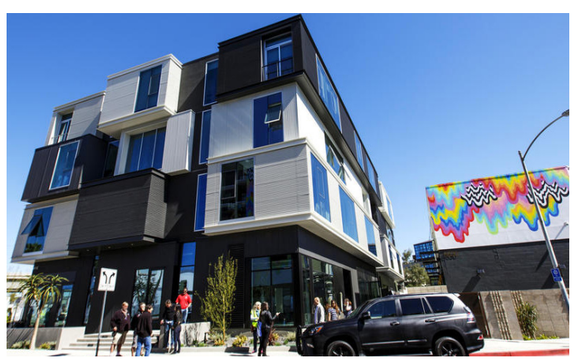


Proposed Buildings

Figure 3-20 Jewel Plaza Cross-Section



Transparent ground-floor treatment to active spaces


High-density housing at a neighborhood scale and style


Open space supportive of a mixed-use civic environment

3.3. PARCEL 1 - NEW CITY HALL

The following development standards apply to **Parcel 1** which is envisioned to be the **New City Hall,** as depicted and described in **Figures 3-21** through **3-24.** Each diagram to the right corresponds to development standards directly below them. Additional Design Standards for the Civic Center site can be found in the next chapter.

Figure 3-21 Envisioned Site Plan and 3D Rendering

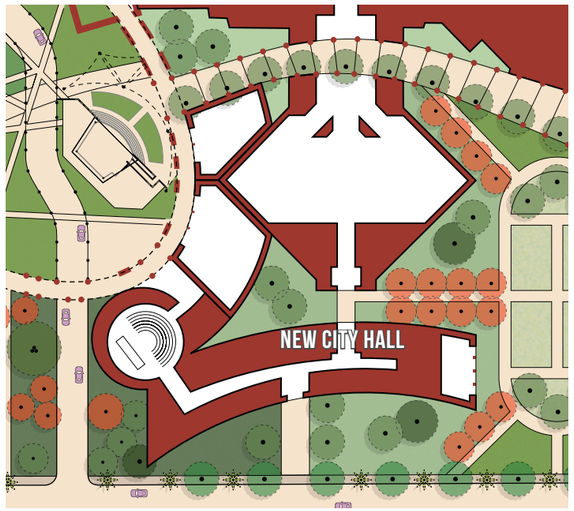


Figure 3-22 Setbacks, Access, and Open Space

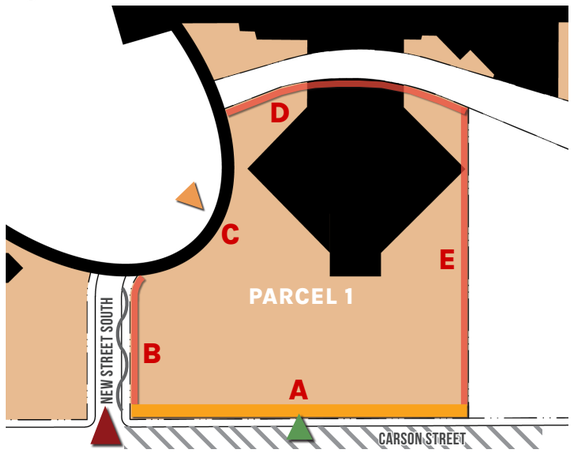


Figure 3-23 Building Height, Profile, and Frontage

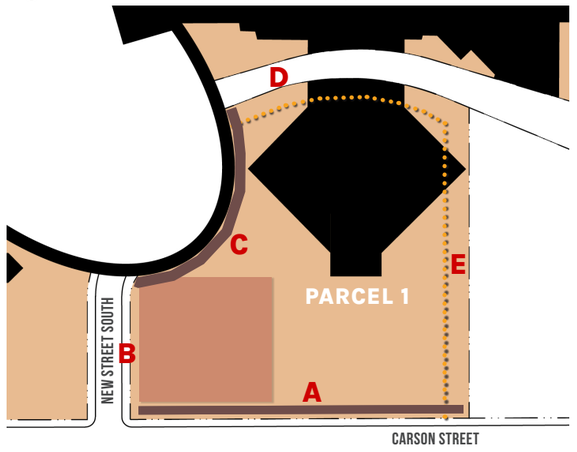
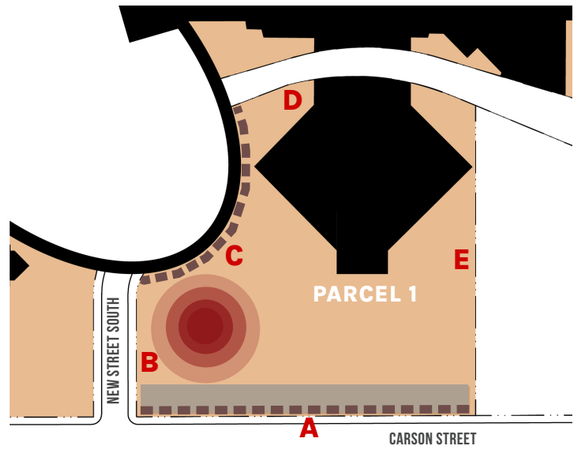


Figure 3-24 Uses, Parking and Special Conditions



A. SETBACKS (Setbacks - 10' 5')

1. Parcel Line **A**: Minimum Setback - 10'; Maximum Setback - NA
2. Parcel Line **B**: Minimum Setback - 5'; Maximum Setback - NA
3. Parcel Line **C**: Minimum Setback - NA; Maximum Setback - 0'
4. Parcel Line **D**: Minimum Setback - NA; Maximum Setback - 5'
5. Parcel Line **E**: Minimum Setback - 5'; Maximum Setback - NA

B. ACCESS

1. Primary Access
   a. Pedestrian - Along front face of the building off of Carson Street.
   b. Vehicular - Along Carson Street
2. Secondary Access
   a. Pedestrian - From the Jewel Plaza, along parcel line **C**.
   b. Vehicular - NA
3. Loading
   a. Passenger - From Carson Street along parcel line **A**
   b. Service - Along parcel line B

C. OPEN SPACE

1. There shall be a minimum of one (1) publicly accessible open space along Carson Street to mark the entry into the new City Hall.
2. Minimum dimensions for a publicly accessible open space along Carson Street shall be 25'x50' or equal area.
3. Allowed publicly accessible open space types include plazas and courtyards (see section 3.1 for open space types).

D. BUILDING HEIGHT

1. Heights
   a. Minimum - NA.
   b. Maximum - up to 200' or 15 stories
2. Maximum height shall be concentrated near the intersection of **A** and **B**.

B. BUILDING PROFILE

1. Primary Step-back
   a. Minimum 20' from parcel line **E**
   b. Maximum 6 stories at step-back
2. Secondary Step-back
   a. Minimum 20' from parcel line **D**
   b. Maximum 4 stories at step-back

C. FRONTAGE

1. Parcel Line **A**: Shopfronts and arcades allowed
2. Parcel Line **B**: NA
3. Parcel Line **C**: Shopfronts and arcades allowed
4. Parcel Line **D**: NA
5. Parcel Line **E**: NA

F. USES

1. Civic
2. Retail/Restaurant
3. Office
4. Amenities to support active ground floor uses shall include at least two of the following: seating, art, vendors, activities (e.g. chess tables), and kiosks

H. PARKING

1. Surface Parking - Limited/Allowed for Handicapped & Seniors
2. Podium Parking - Not Allowed
3. Underground Parking - Allowed
4. Parking, in any condition, is not allowed to be a front face along Carson Street within 20' of parcel line **A**.

I. SPECIAL CONDITIONS

1. Design of an Iconic Civic Tower and Council Chambers
2. Frontage along The Jewel Plaza
3. Frontage along Carson Street

3.4. PARCEL 2 - PERFORMING ARTS CENTER

The following development standards apply to **Parcel 2** which is envisioned to be the **New Performing Arts Center, ,** as depicted and described in **Figures 3-25** through **3-28.** Each diagram to the right corresponds to development standards directly below them. Additional Design Standards for the Civic Center site can be found in the next chapter.

Figure 3-25 Envisioned Site Plan and 3D Rendering

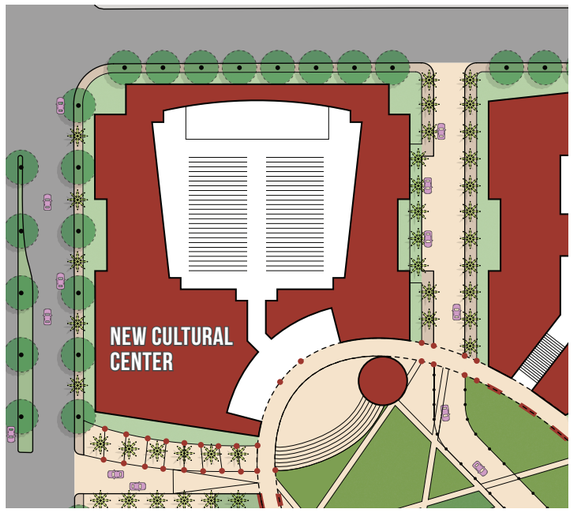


Figure 3-26 Setbacks, Access, and Open Space

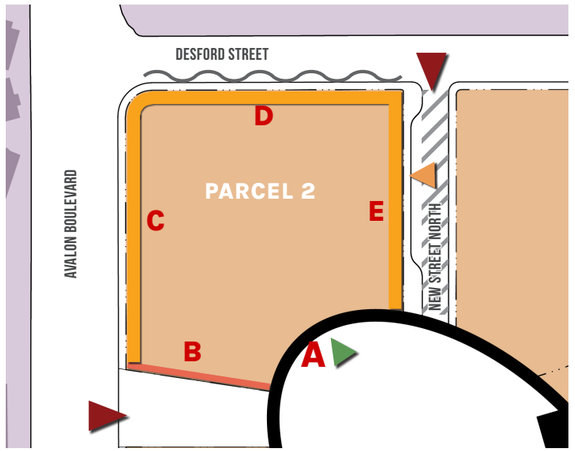


Figure 3-27 Building Height, Profile, and Frontage

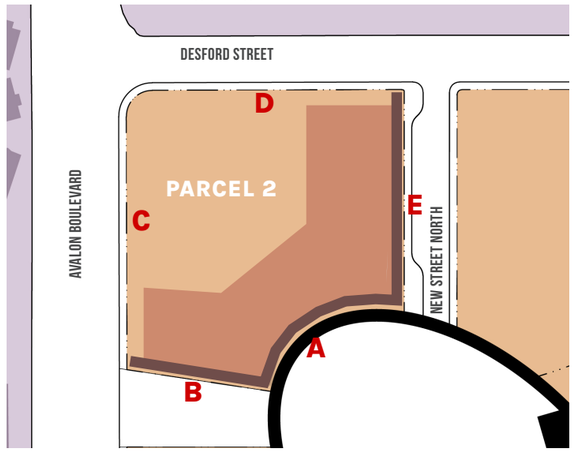
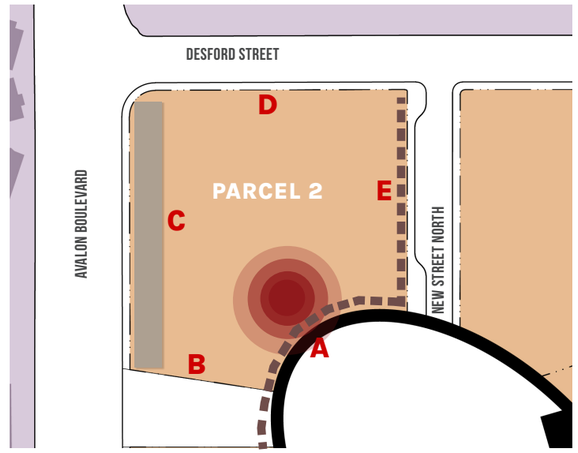


Figure 3-28 Uses, Parking and Special Conditions



A. SETBACKS (Setbacks - 10' 5')

1. Parcel Line **A**: Minimum Setback - NA; Maximum Setback - 0'
2. Parcel Line **B**: Minimum Setback - NA; Maximum Setback - 5'
3. Parcel Line **C**: Minimum Setback - 5'; Maximum Setback - 10'
4. Parcel Line **D**: Minimum Setback - 5'; Maximum Setback - 10'
5. Parcel Line **E**: Minimum Setback - 5'; Maximum Setback - 10'

B. ACCESS

1. Primary Access
   a. Pedestrian - Along front face of the building of **A**
   b. Vehicular - Along Avalon Boulevard
2. Secondary Access
   a. Pedestrian - From New Street along parcel line **E**
   b. Vehicular - From New Street along parcel line **E**
3. Loading
   a. Passenger - From New Street along parcel line **E**
   b. Service - Along parcel line **D**

C. OPEN SPACE

1. Publicly accessible open space - NA
2. Minimum dimensions for a publicly accessible open space - NA
3. Allowed open space types include plazas, courtyards, greens, and roofdeck gardens (see section XX for open space types).

D. BUILDING HEIGHT

1. Heights
   a. Minimum - NA
   b. Maximum - up to 120' or 10 stories
2. Maximum height shall be concentrated along A, B, and E. The exception will be the location of a fly tower which is flexible to be placed along any side for maximum height.

E. BUILDING PROFILE

1. Primary Step-back
   a. Minimum - NA
   b. Maximum - NA
2. Secondary Step-back
   a. Minimum - NA
   b. Maximum - NA

F. FRONTAGE

1. Parcel Line **A**: Shopfronts and arcades allowed
2. Parcel Line **B**: Shopfronts and arcades allowed
3. Parcel Line **C**: NA
4. Parcel Line **D**: NA
5. Parcel Line **E**: Entry Lobby

G. USES

1. Civic
2. Retail/Restaurant
3. Assembly

H. PARKING

1. Surface Parking - Limited/Allowed for Handicapped & Seniors
2. Podium Parking - Not Allowed
3. Underground Parking - Allowed
4. Parking, in any condition, is not allowed to be a front face along Avalon Boulevard within 20' of parcel line **C**.

I. SPECIAL CONDITIONS

1. Frontage along The Jewel Plaza
2. Frontage along New Street North
3. Entry Lobby from the Jewel Plaza and along the new North Street

3.5. PARCEL 3 - NEW MIXED-USE HOUSING

The following development standards apply to **Parcel 3** which is envisioned to be the **New Mixed-Use Housing, ,** as depicted and described in **Figures 3-29** through **3-32.** Each diagram to the right corresponds to development standards directly below them. Additional Design Standards for the Civic Center site can be found in the next chapter.

Figure 3-29 Envisioned Site Plan and 3D Rendering

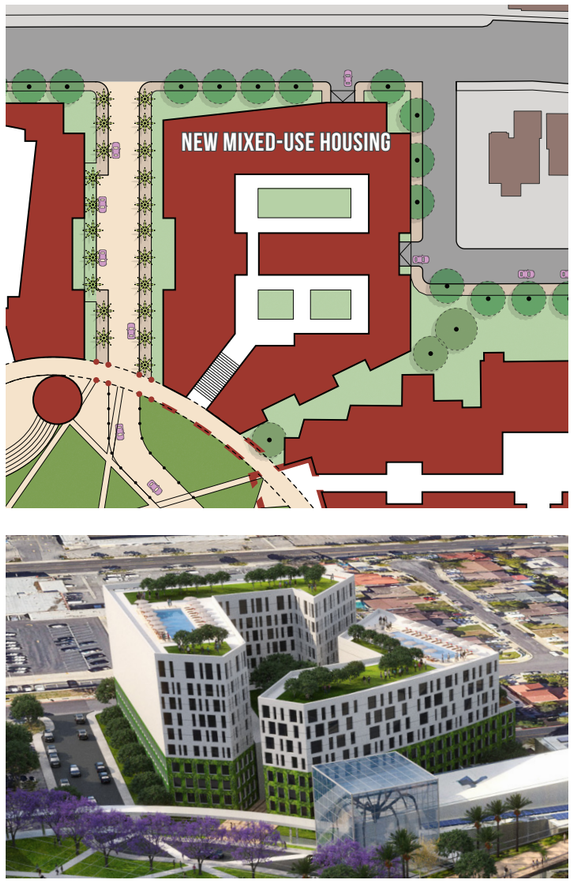


Figure 3-30 Setbacks, Access, and Open Space

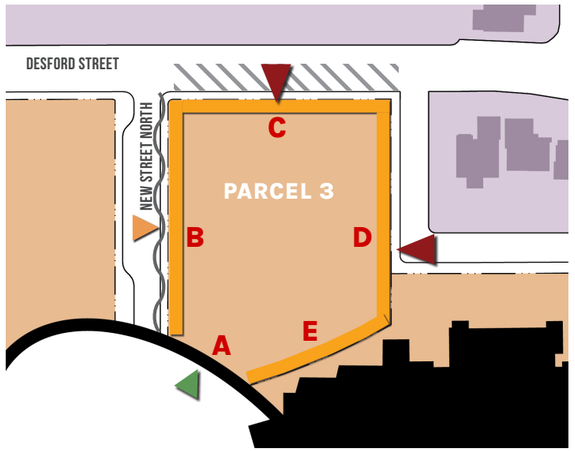


Figure 3-31 Building Height, Profile, and Frontage

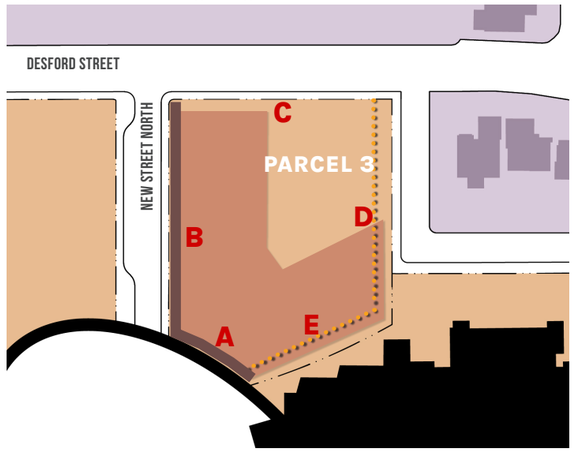
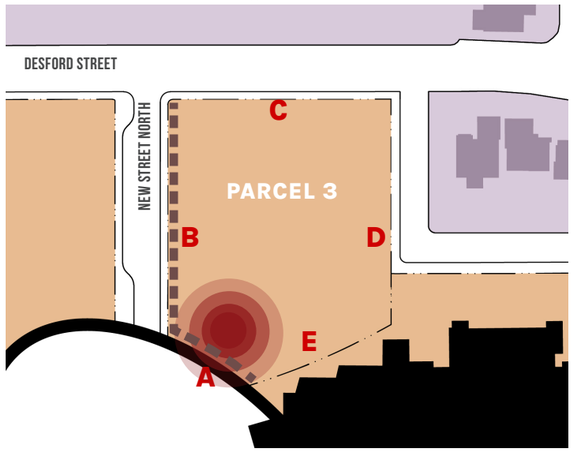


Figure 3-32 Uses, Parking and Special Conditions



A. SETBACKS (Setbacks - 10' 5')

1. Parcel Line **A**: Minimum Setback - NA; Maximum Setback - 0'
2. Parcel Line **B**: Minimum Setback - 5'; Maximum Setback - 10'
3. Parcel Line **C**: Minimum Setback - 5'; Maximum Setback - 10'
4. Parcel Line **D**: Minimum Setback - 10'; Maximum Setback - 10'
5. Parcel Line **E**: Minimum Setback - 5'; Maximum Setback - 10'

B. ACCESS

1. Primary Access
   a. Pedestrian - Along front face of the building off of parcel line A & B
   b. Vehicular - Along Desford Street
2. Secondary Access
   a. Pedestrian - From New Street along **B**
   b. Vehicular - From existing driveway along **D**
3. Loading
   a. Passenger - From New Street along parcel line **B**
   b. Service - From Desford Street along parcel line **C**

C. OPEN SPACE

1. Publicly accessible open space - NA
2. Minimum dimensions for a publicly accessible open space - NA
3. Allowed open space types include plazas, courtyards, greens, and roofdeck gardens (see section XX for open space types).

D. BUILDING HEIGHT

1. Heights
   a. Minimum - NA
   b. Maximum - up to 85' or 8 stories; 4 stories along parcel lines C and D
2. Maximum height shall be concentrated along A, B, and E.

E. BUILDING PROFILE

1. Primary Step-back
   a. Minimum 20' from parcel line **E** above 4 stories
   b. Max Stories at Step-back: NA
2. Secondary Step-back
   a. Minimum 20' from parcel line **D** above 4 stories
   b. Max Stories at Step-back: NA

F. FRONTAGE

1. Parcel Line **A**: Shopfronts and arcades allowed
2. Parcel Line **B**: Shopfronts and arcades allowed
3. Parcel Line **C**: NA
4. Parcel Line **D**: NA
5. Parcel Line **E**: NA

G. USES

1. Residential
2. Retail/Restaurant
3. Active Ground Floor Uses and Amenities
4. Parking

H. PARKING

1. Surface Parking - Limited/Allowed for Handicapped & Seniors
2. Podium Parking - Allowed
3. Underground Parking - Allowed

I. SPECIAL CONDITIONS

1. Frontage along The Jewel Plaza
2. Retail Frontage along New Street North
3. Entry Lobby from the Jewel Plaza

3.6. PARCEL 4 - NEW HOTEL

The following development standards apply to **Parcel 4** which is envisioned to be the **New Hotel, ,** as depicted and described in **Figures 3-33** through **3-36.** Each diagram to the right corresponds to development standards directly below them. Additional Design Standards for the Civic Center site can be found in the next chapter.

Figure 3-33 Envisioned Site Plan and 3D Rendering

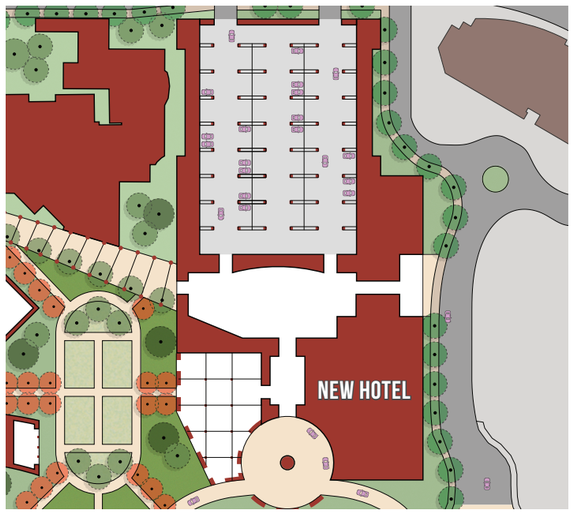
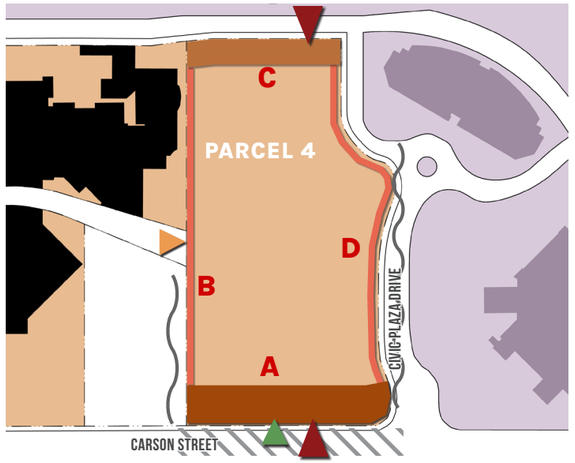


Figure 3-34 Setbacks, Access, and Open Space



A. SETBACKS (Setbacks - 30' 20' 5')

1. Parcel Line **A**: Minimum Setback - NA; Maximum Setback - 30'
2. Parcel Line **B**: Minimum Setback - NA; Maximum Setback - NA
3. Parcel Line **C**: Minimum Setback - 20'; Maximum Setback - NA
4. Parcel Line **D**: Minimum Setback - 5'; Maximum Setback - NA

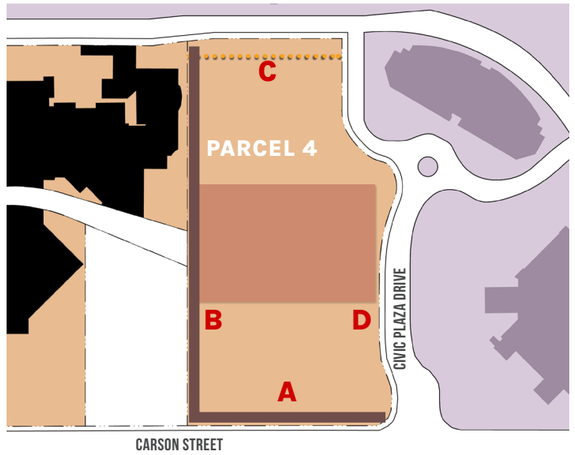
B. ACCESS

1. Primary Access
   a. Pedestrian - Along front face of the building off of Carson Street.
   b. Vehicular - Along Carson Street
2. Secondary Access
   a. Pedestrian - From the Pedestrian Walkway along parcel line **B**
   b. Vehicular - Along parcel line **C**
3. Loading
   a. Passenger - From Carson Street along parcel line **A**
   b. Service - From Carson Street along parcel line **D**

C. OPEN SPACE

1. Publicly accessible open space - NA
2. Minimum dimensions for a publicly accessible open space - NA
3. Allowed open space types include plazas, courtyards, greens, and roofdeck gardens (see section XX for open space types).

Figure 3-35 Building Height, Profile, and Frontage



D. BUILDING HEIGHT

1. Heights
   a. Minimum - NA
   b. Maximum - up to 240' or 22 stories; 4 stories for 100' from parcel line C
2. Maximum height shall be concentrated adjacent to the Pedestrian Walkway oriented in the east-west direction, within a zone that is the middle third between **A** and **C**..

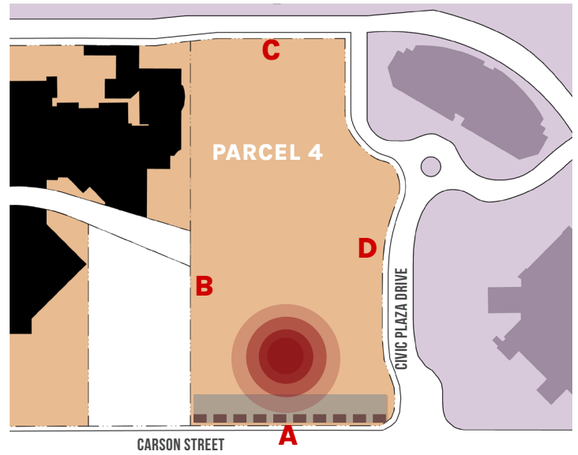
E. BUILDING PROFILE

1. Primary Step-back
   a. Minimum 20' from parcel line **C** above 4 stories
   b. Maximum - NA
2. Secondary Step-back
   a. Minimum - NA
   b. Maximum - NA

F. FRONTAGE

1. Parcel Line **A**: Shopfronts and arcades allowed
2. Parcel Line **B**: Shopfronts and arcades allowed
3. Parcel Line **C**: NA
4. Parcel Line **D**: NA
5. Parcel Line **E**: NA

Figure 3-36 Uses, Parking and Special Conditions



G. USES

1. Retail/Restaurant
2. Hospitality
3. Entertainment

H. PARKING

1. Surface Parking - Limited/Allowed for Handicapped, Seniors, and Pick-up/Drop-off
2. Podium Parking - Allowed
3. Underground Parking - Allowed
4. Parking, in any condition, is not allowed to be a front face along Carson Street within 20' of parcel line **A**

I. SPECIAL CONDITIONS

1. Frontage along Carson Street
2. Entry Lobby and Drop-off along Carson Street

3.7. PARCEL 5 - EXISTING EVENT CENTER RENOVATION

The following development standards apply to **Parcel 5** which is envisioned to be the **Renovated Existing Event Center,** as depicted and described in **Figures 3-37** through **3-40.** Each diagram to the right corresponds to development standards directly below them. Additional Design Standards for the Civic Center site can be found in the next chapter.

Figure 3-37 Envisioned Site Plan and 3D Rendering

Figure 3-38 Setbacks, Access, and Open Space

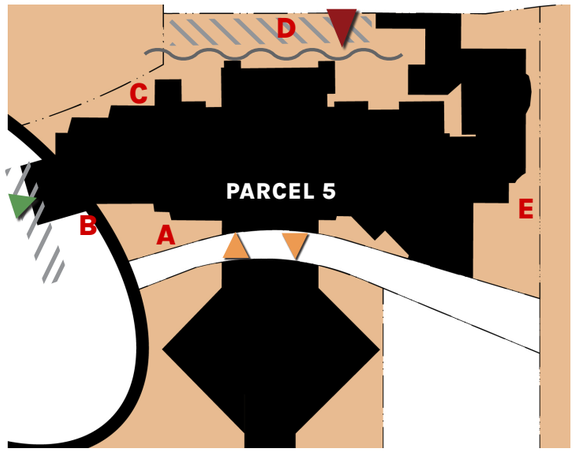


Figure 3-39 Building Height, Profile, and Frontage

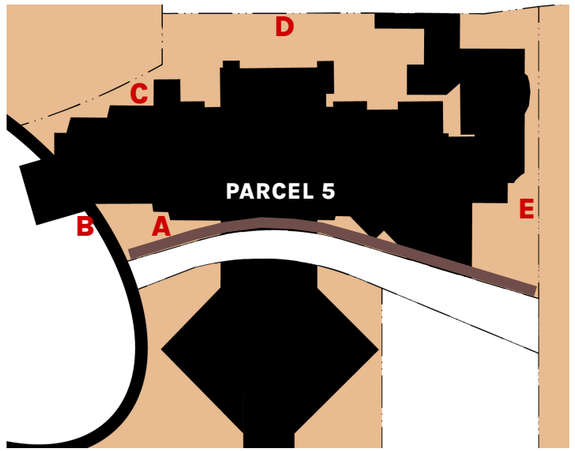
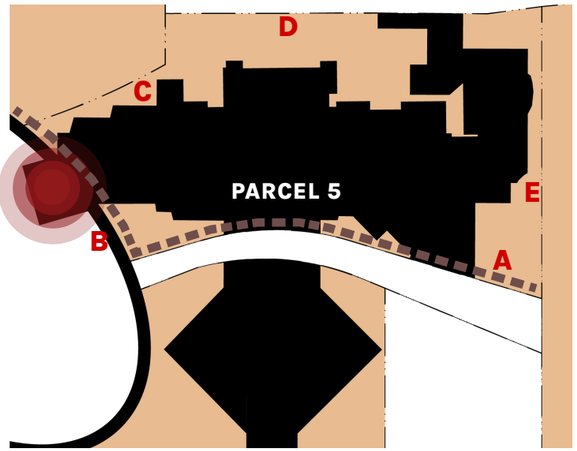


Figure 3-40 Uses, Parking and Special Conditions



A. SETBACKS

1. Parcel Line **A**: Minimum Setback - NA; Maximum Setback - NA
2. Parcel Line **B**: Minimum Setback - NA; Maximum Setback - NA
3. Parcel Line **C**: Minimum Setback - NA; Maximum Setback - NA
4. Parcel Line **D**: Minimum Setback - NA; Maximum Setback - NA
5. Parcel Line **E**: Minimum Setback - NA; Maximum Setback - NA

B. ACCESS

1. Primary Access
   a. Pedestrian - From Jewel Plaza, along parcel line B
   b. Vehicular - Per existing driveway along parcel line D
2. Secondary Access
   a. Pedestrian - From the pedestrian Walkway, along parcel line A
   b. Vehicular - NA
3. Loading
   a. Passenger - Along parcel line **B & D**
   b. Service - Along parcel line **D**

C. OPEN SPACE

1. Minimum number of Open Spaces - NA
2. Minimum dimensions - NA
3. Allowed publicly accessible open space types - NA

D. BUILDING HEIGHT

1. Heights
   a. Minimum - NA
   b. Maximum - NA

E. BUILDING PROFILE

1. Primary Step-back
   a. Minimum - NA
   b. Maximum - NA
2. Secondary Step-back
   a. Minimum - NA
   b. Maximum - NA

F. FRONTAGE

1. Parcel Line **A**: Arcades
2. Parcel Line **B**: NA
3. Parcel Line **C**: NA
4. Parcel Line **D**: NA
5. Parcel Line **E**: NA

G. USES

1. Civic
2. Retail/Restaurant
3. Office
4. Assembly
5. Education

H. PARKING

1. Surface Parking - Limited/Allowed for Handicapped & Seniors
2. Podium Parking - Not Allowed
3. Underground Parking - Allowed

I. SPECIAL CONDITIONS

1. Frontage along The Jewel Plaza
2. Frontage along Pedestrian Walkway
3. Entry Lobby from the Jewel Plaza

3.8. PARCEL 6 - EXISTING CITY HALL RENOVATION

The following development standards apply to **Parcel 6** which is envisioned to be the **Renovated Existing City Hall, ,** as depicted and described in **Figures 3-41** through **3-44.** Each diagram to the right corresponds to development standards directly below them. Additional Design Standards for the Civic Center site can be found in the next chapter.

Figure 3-41 Envisioned Site Plan and 3D Rendering

Figure 3-42 Setbacks, Access, and Open Space

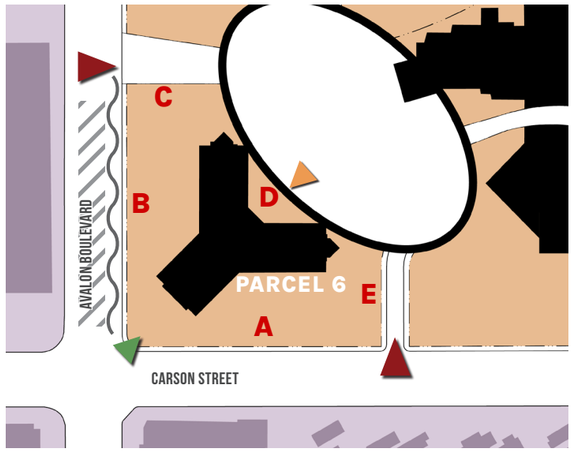


Figure 3-43 Building Height, Profile, and Frontage

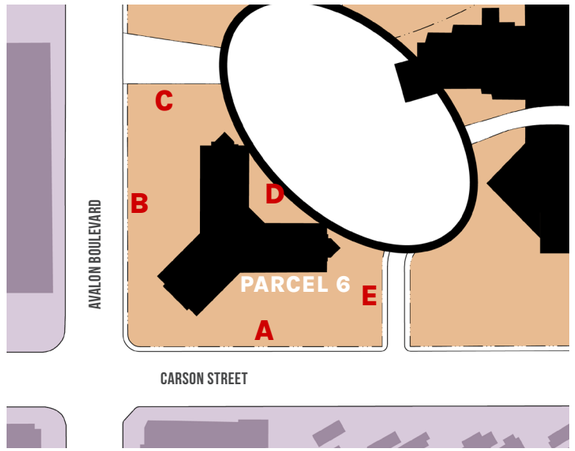
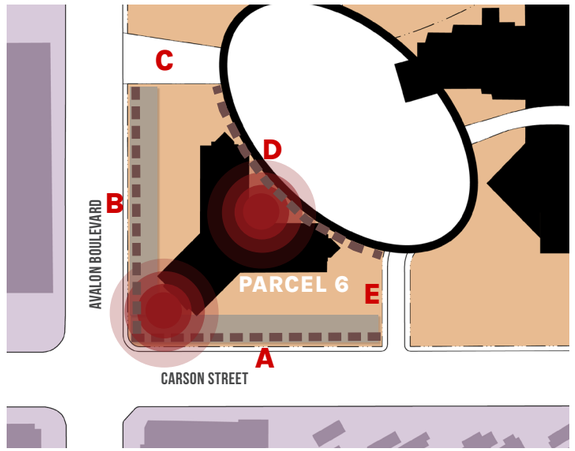


Figure 3-44 Uses, Parking and Special Conditions



A. SETBACKS

1. Parcel Line **A**: Minimum Setback - NA; Maximum Setback - NA
2. Parcel Line **B**: Minimum Setback - NA; Maximum Setback - NA
3. Parcel Line **C**: Minimum Setback - NA; Maximum Setback - NA
4. Parcel Line **D**: Minimum Setback - NA; Maximum Setback - NA
5. Parcel Line **E**: Minimum Setback - NA; Maximum Setback - NA

B. ACCESS

1. Primary Access
   a. Pedestrian - Per existing (facing intersection of Carson Street/Avalon Boulevard and from the Jewel Plaza)
   b. Vehicular - From Carson Street (New Street along E) and from Avalon Boulevard (parking ramp along C)
2. Secondary Access
   a. Pedestrian - Per existing, from the Jewel Plaza
   b. Vehicular - NA
3. Loading
   a. Passenger - From Avalon Boulevard along parcel line **B**
   b. Service - From Avalon Boulevard along parcel line **B**

C. OPEN SPACE

1. There shall be a minimum of one (1) publicly accessible open space along Carson Street and one (1) along Avalon Boulevard
2. Minimum dimensions for a publicly accessible open space along Carson Street shall be 30'x30'
3. Allowed publicly accessible open space types include plazas, courtyards, and greens/pocket parks (see section XX for open space types).

D. BUILDING HEIGHT

1. Heights
   a. Minimum - NA
   b. Maximum - NA

E. BUILDING PROFILE

1. Primary Step-back
   a. Minimum - NA
   b. Maximum - NA
2. Secondary Step-back
   a. Minimum - NA
   b. Maximum - NA

F. FRONTAGE

1. Parcel Line **A**: NA
2. Parcel Line **B**: NA
3. Parcel Line **C**: NA
4. Parcel Line **D**: NA
5. Parcel Line **E**: NA

G. USES

1. Civic
2. Retail/Restaurant
3. Office
4. Amenities to support active ground floor uses shall include at least two of the following: seating, art, vendors, activities (e.g. chess tables), and kiosks

H. PARKING

1. Surface Parking - Limited/Allowed for Handicapped & Seniors
2. Podium Parking - Not Allowed
3. Underground Parking - Allowed
4. Parking, in any condition, is not allowed to be a front face along Carson Street and Avalon Boulevard within 20' of parcel lines **A** and **B**

I. SPECIAL CONDITIONS

1. Entry Plaza at Carson Street and Avalon Boulevard Junction
2. Frontage along the Jewel Plaza
3. Entry Lobby along the Jewel Plaza
4. Frontage along Carson Street and Avalon Boulevard

3.9. PARCEL 7 - JEWEL PLAZA COLONNADE

The following development standards apply to **Parcel 7** which is envisioned to be the **New Jewel Plaza Colonnade, ,** as depicted and described in **Figures 3-45** through **3-48.** Each diagram to the right corresponds to development standards directly below them. Additional Design Standards for the Civic Center site can be found in the next chapter.

Figure 3-45 Envisioned Site Plan and 3D Rendering

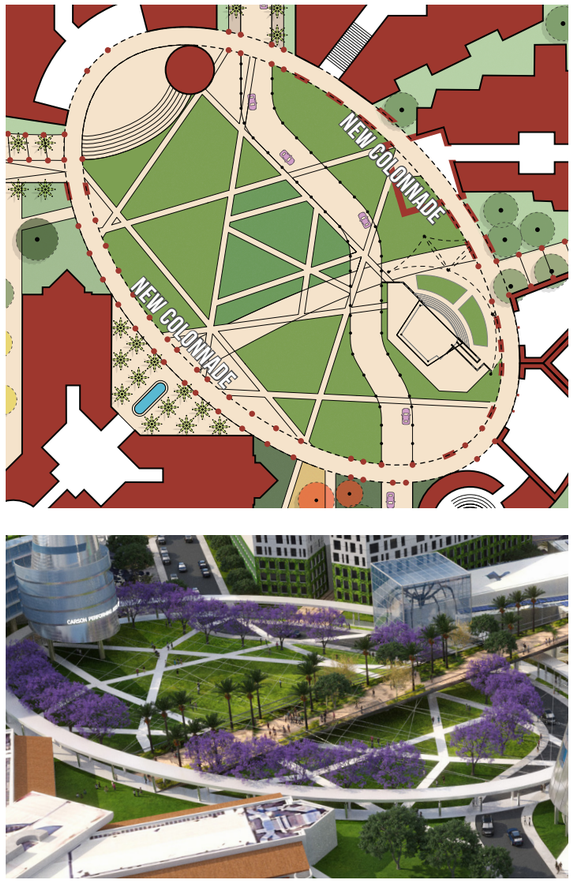
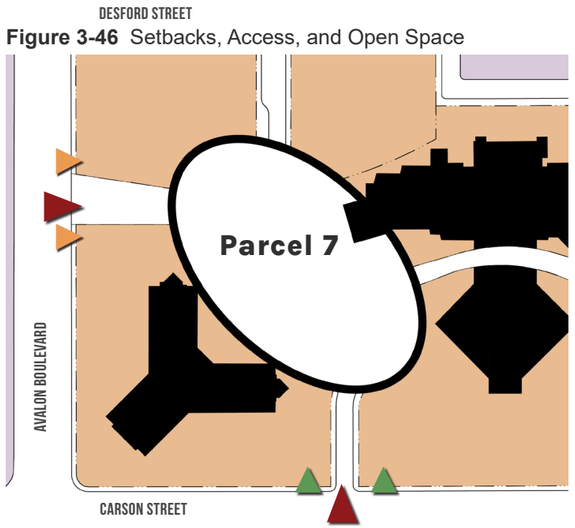


Figure 3-46 Setbacks, Access, and Open Space



A. SETBACKS

1. Parcel Line **A**: Minimum Setback - NA; Maximum Setback - NA
2. Parcel Line **B**: Minimum Setback - NA; Maximum Setback - NA
3. Parcel Line **C**: Minimum Setback - NA; Maximum Setback - NA
4. Parcel Line **D**: Minimum Setback - NA; Maximum Setback - NA
5. Parcel Line **E**: Minimum Setback - NA; Maximum Setback - NA

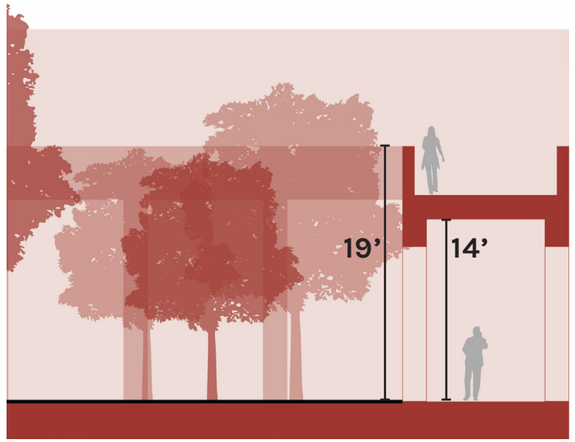
B. ACCESS

1. Primary Access
   a. Pedestrian - From Carson Street
   b. Vehicular - From Carson Street
2. Secondary Access
   a. Pedestrian - From Avalon Boulevard
   b. Vehicular - From Avalon Boulevard
3. Loading
   a. Passenger - NA
   b. Service - NA

C. OPEN SPACE

1. There roof level of the colonnade shall be publicly accessible open space
2. Minimum dimensions for a publicly accessible open space shall be 15’ in width.
3. Allowed publicly accessible open space types: NA

Figure 3-47 Building Height, Profile, and Frontage



D. BUILDING HEIGHT AND COLUMN SPACING

1. Heights
   a. Minimum - 14’ floor to ceiling; 19’ to top of parapet
   b. Maximum - NA
2. Column Spacing
   a. Minimum - 25’ center line to center line spacing. Exceptions include locations for marking entry points to buildings, open spaces, or at other critical geometric points such as vertices and co-vertices of the oval (Jewel Plaza).
   b. Maximum - NA

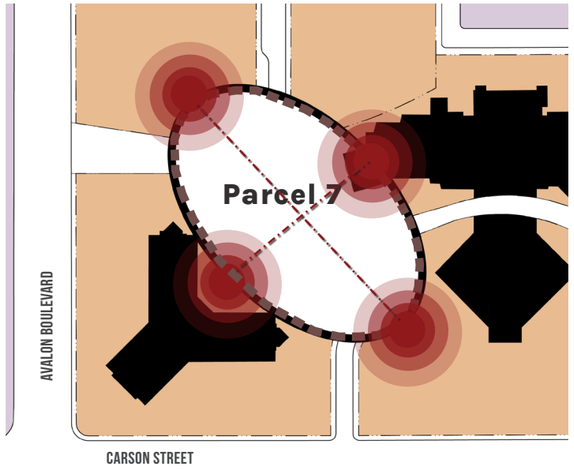
E. BUILDING PROFILE

1. Primary Step-back
   a. Minimum - NA
   b. Maximum - NA
2. Secondary Step-back
   a. Minimum - NA
   b. Maximum - NA

F. FRONTAGE

1. Parcel Line **A**: NA
2. Parcel Line **B**: NA
3. Parcel Line **C**: NA
4. Parcel Line **D**: NA
5. Parcel Line **E**: NA

Figure 3-48 Uses, Parking and Special Conditions



G. USES

1. Civic
2. Open Space
3. Amenities to support active ground floor and rooftop uses shall include at least two of the following: seating, art, activities (e.g. chess tables), and kiosks

H. PARKING

1. Surface Parking - NA
2. Podium Parking - NA
3. Underground Parking - NA

I. SPECIAL CONDITIONS

1. Entry points/gateways to the colonnade at the vertices of the major geometric axis
2. Entry points/gateways to the colonnade at the co-vertices of the minor geometric axis
3. Frontage along the Jewel Plaza

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4: DESIGN STANDARDS

The City's General Plan provides policy guidance for the entire City's development, and the built environment is directly guided by the zoning code and other municipal standards. The Design Standards become a critical tool to address the unique needs and conditions of the Civic Center.

The Design Standards should be used by designers as a framework for decisions made during the design process. Reviewers (i.e., city staff) will use the design principles to provide consistent and fair review of proposed projects. The City recognizes that each project must be considered individually and is committed to a collaborative review process that has the shared objective of ensuring an enduring and sustainable Civic Center and promoting quality design. Flexibility in considering alternative approaches to good design allows the City to encourage design creativity, and avoid possible undue hardships.

4.1. LANDSCAPE PLAN

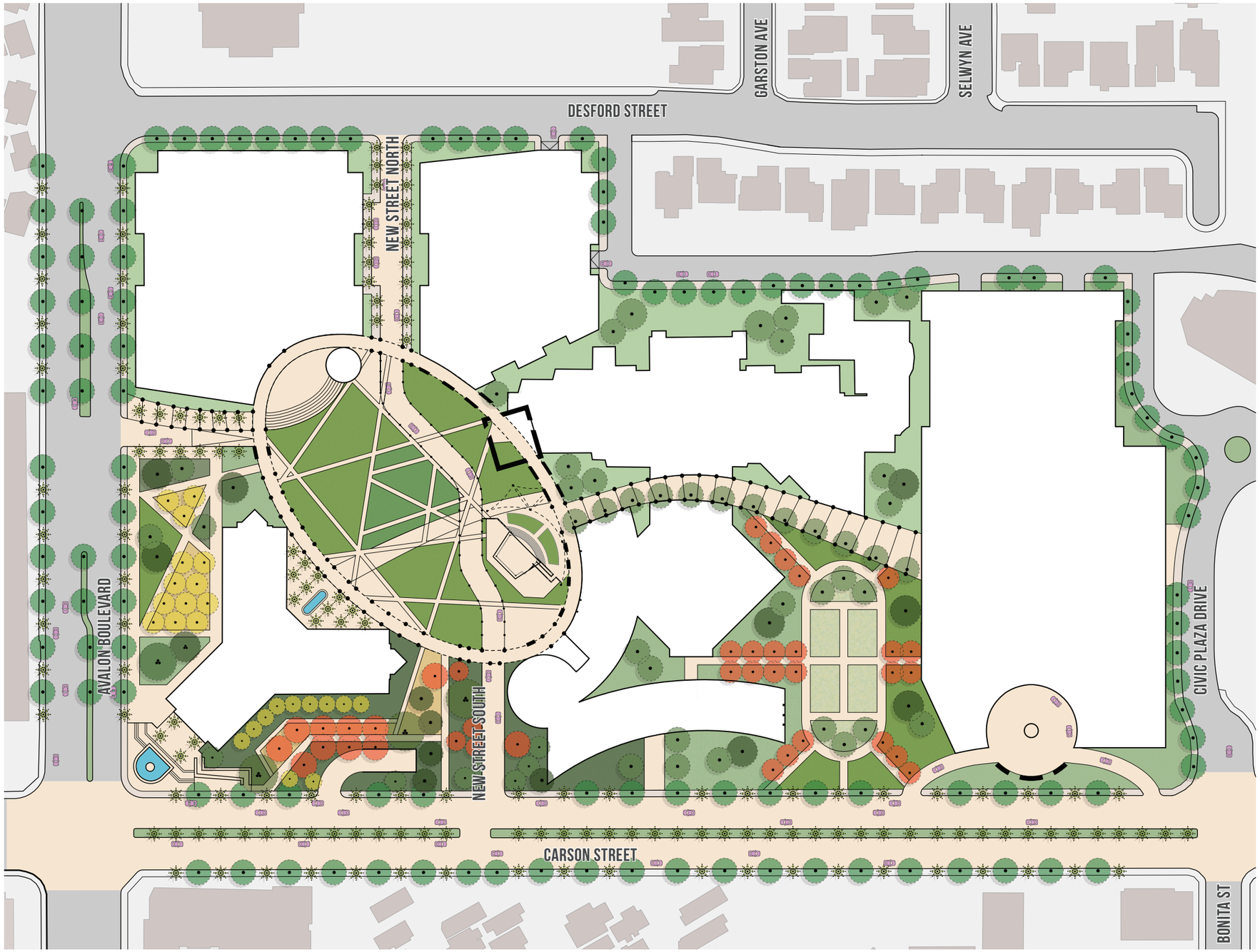
The adjoining pages outline the key landscape elements and details that will occupy the public open spaces within this project. The Landscape Plan (**Figure 4-1**) shows, in general, the location of trees, the diversity of tree species, key planting versus hardscape areas, and the form of the paving throughout the project. Like the Vision Plan, this drawings is also hypothetical in nature in that it seeks to convey intentions and not the exact design details. Paving patterns and planting configurations can change as the project proceeds. The information on these pages seeks to only regulate the key aspects of this project that should not be compromised.

Providing a safe, reliable, and accessible public realm network is a fundamental component of a successful mixed-use civic center environment. The public realm is the armature around which private development will occur over time.

This section provides the regulations for the design of landscape elements in the public realm. They include landscape components in the public right-of-way, including roadways, parkways (landscaping strips), street trees, sidewalks as well as open spaces such as plazas and greens.

Our landscape design standards will conform to the California State Model Water Efficient Landscape Ordinance (MWELO), which promotes water-efficient irrigation, climate-appropriate planting, proper soil management, and landscape practices that minimize waste and support long-term sustainability.

Figure 4-1 Landscape Plan

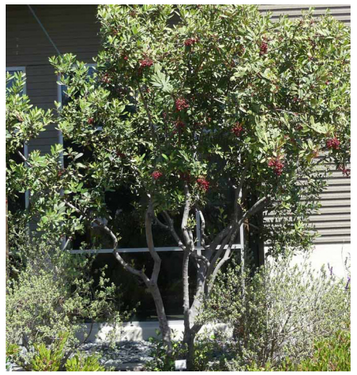


4.2. PLANTING MATRIX
TREES

Botanical Name	Common Name	Water Use	CA Native	Size (HT)	Designation	Imperial Avalon Specific Plan	Carson Street Master Plan
Arbutus unedo 'Marina'	Strawberry Tree	Low		40'-50'	Campus	YES	YES
Calocedrus decurrens	Incense Cedar	Moderate	X	12'-200'	Campus		
Cercis canadensis	Eastern Redbud	Moderate		15'-30'	Sidewalk / Campus	YES	
Cercis occidentalis	Western Redbud	Low	X	10'-20'	Sidewalk / Campus	YES	
Chilopsis linearis	Desert Willow	Very Low	X	15'-40'	Campus		
Geijera parviflora	Australian Willow	Low		20'-30'	Sidewalk / Campus	YES	
Ginkgo biloba	Maidenhair Tree, Ginkgo	Moderate		50'-80'	Campus		
Heteromeles arbutifolia	Toyon	Low	X	6'-10'	Campus		
Koelreuteria bipinnata	Chinese Flame Tree	Moderate		25'-50'	Sidewalk / Campus		YES
Koelreuteria paniculata	Golden Rain Tree	Low		20'-40'	Sidewalk / Campus		YES
Lagerstroemia indica 'Natchez'	Crape Myrtle Natchez	Moderate		20'-25'	Sidewalk	YES	
Lophostemon confertus (Tristania conferta)	Brisbane Box	Moderate		40'-60'	Sidewalk / Campus	YES	YES
Lyonothamnus floribundus	Santa Cruz Island Ironwood	Low	X	20'-30'	Sidewalk / Campus		
Melaleuca quinquenervia	Broad-Leafed Paperbark	Low		25'-40'	Campus		
Olea europaea 'Swan Hill'	Swan Hill Fruitless Olive	Low		20'-30'	Campus	YES	
Parkinsonia x 'Desert Museum'	Desert Museum Palo Verde	Very Low	X	25'	Campus		YES
Phoenix dactylifera 'Medjool'	Date Palm	Low		50'-100'	Median / Campus	YES	YES
Pinus canariensis	Canary Island Pine	Low		80'-90'	Campus		YES
Pistacia chinensis	Chinese Pistache	Low		30'-35'	Campus		
Platanus racemosa	California Sycamore	Moderate	X	20'-115'	Campus	YES	
Platanus x acerifolia 'Columbia'	Columbia London Plane Tree	Moderate		40'-80'	Sidewalk / Median		YES
Quercus agrifolia	Coast Live Oak	Very Low	X	25'-82'	Campus	YES	
Quercus polymorpha	Mexican White Oak	Moderate		40'-60'	Campus		
Quercus tomentella	Island Oak	Low	X	33'-66'	Sidewalk / Campus		
Quercus virginiana	Live Oak	Low		40'-70'	Campus		
Searsia lancea	African Sumac	Low		20'-30'	Campus		
Tabebuia impetiginosa	Pink Trumpet Tree	Moderate		20'-30'	Sidewalk / Campus	YES	YES
Tipuana tipu	Tipu Tree	Moderate		20'-30'	Sidewalk / Campus		
Ulmus parvifolia 'Drake'	Chinese Elm	Moderate		30'-50'	Campus	YES	
Umbellularia californica	California Laurel, Bay Laurel	Low	X	6'-80'	Campus		
Washingtonia robusta	Mexican Fan Palm	Low		40'-100'	Sidewalk / Median		YES
x Chitalpa tashkentensis 'Pink Dawn'	Pink Dawn Chitalpa	Low		25'	Sidewalk		YES

Arbutus 'Marina'
Marina Strawberry

Washingtonia robusta
Mexican Fan Palm



Heteromeles arbutifolia
Toyon

Koelreuteria bipinnata
Chinese Flame Tree

Parkinsonia x 'Desert Museum'
Desert Museum Palo Verde

Platanus racemosa
California Sycamore

Quercus polymorpha
Mexican White Oak

Searsia lancea
African Sumac

Tipuana tipu
Tipu Tree

SHRUBS

Botanical Name	Common Name	Water Use	CA Native	Size (HT)	Imperial Avalon Specific Plan	Carson Street Master Plan
Acacia cognata 'Cousin Itt'	Cousin Itt Acacia	Moderate		24"-36"		
Acacia cultiformis	Knife Leaf Acacio	Moderate		24"-36"		YES
Adenanthos 'Silver Haze'	Silver Haze Woollybush	Low		4'-6'	YES	
Aeonium spp.	Aeonium	Low				
Asarum canadense	Wild Ginger	Moderate		1'	YES	
Carissa macrophylla 'Green Carpet'	Green Carpet Carissa	Low		12"-24"		YES
Ceanothus species & cultivars	Wild Lilac	Low	X	var.		
Ceanothus 'Ray Hartman'	Ray Hartman Ceanothus	Low	X	15'-30'		YES
Ceanothus x 'Concha'	Concha Ceanothus	Low	X	3'-6'		
Chondropetalum tectorum	Small Cape Rush	Low		24"-36"	YES	
Daisylirion wheeleri	Spoon Yucca	Low		4'-6'		
Eucalyptus 'Moon Lagoon'	Fine Leafed Mallee	Low		4'-8'	YES	
Euonymus japonicus 'Microphyllus'	Boxleaf Euonymus	Moderate		1'-2'		YES
Euphorbia characias subsp. Wulfenii	Mediterranean Spurge	Low		3'-4'	YES	
Euphorbia myrsinites	Myrtle Spurge	Low		4"-6"	YES	
Gardenia jaminoides 'Aimee'	First Love Gardenia	Low		5'-6'	YES	
Grevillea species & cultivars	Grevillea	Low		var.		
Grevillea 'Bonfire'	Bonfire Grevillea	Low		8'-12'		
Grevillea lanigera 'Coastal Gem'	Coastal Gem Woolly Grevillea	Low		12"		YES
Hypocalaymma robustum	Swan River Myrtle	Moderate		1'-2'	YES	
Liriope 'Giantea'	Giant Lily Turf	Moderate		2'-3'	YES	
Lavandula dentata	French Lavender	Low		2'-3'	YES	
Lantana camara & cultivars	Lantana	Low		var.		
Lantana 'Lemon Swirl'	Lemon Swirl Bush Lantana	Low		4'-6'		YES
Lantana Montevidensis 'White Lantana'	White Lightinin' Trailing Lantana	Low		8'-10'		YES
Lantana 'New Gold'	New Gold Lantana	Low		12"-18"		YES
Lantana 'Spreading Yellow'	Spreading Yellow Lantana	Moderate		6'-8'		YES
Myrtus communis 'Compacta'	Dwarf Myrtle	Low		24"-36"		
Myrtus communis	Common Myrtle	Low		8'-12'	YES	
Olea 'Little Ollie'	Little Ollie Fruitless Dwarf Olive	Low		6'	YES	
Philodendron xanadu	Philodendron xanadu	Moderate		3'-5'	YES	
Portulacaria afra 'Prostrate Form'	Dwarf Elehpant Food	Low		Prostrate	YES	
Salvia apiana	White Sage	Low		3'-5'	YES	
Salvia clevelandii	Cleavland Sage	Low	X	5'-8'	YES	
Sansevieria species & cultivars	Sansevieria	Low		var.		
Santolina chamaecyparissus	Gray Lavender Cotton	Low		1'-2'	YES	
Teucrium fruticans	Tree Germander	Low		4'-8'	YES	
Westringia 'Aussie Box'	Westringia Aussie Box	Low		36"		YES
Westringia fruticosa	Coast Rosemary	Low		4'-6'		
Westringia fruticosa 'Morning Light'	Morning Light Coast Rosemary	Low		3'-4'		
Westringia fruticosa 'Mundi'	Mundi Coast Rosemary	Low		12"-24"	YES	YES
Yucca species & cultivars	Yucca	Low		var.	YES	

Acacia cognata 'Cousin Itt'
Cousin Itt Acacia

Chondropetalum tectorum
Small Cape Rush

Grevillea 'Bonfire'
Bonfire Grevillea

Lantana montevidensis 'White Lantana'
White Lightnin' Trailing Lantana

Lavandula dentata
French Lavender

Myrtus communis
Common Myrtle

Olea 'Little Ollie'
Little Ollie Fruitless Dwarf Olive

Salvia apiana
White Sage

Teucrium fruticans
Tree Germander

PERENNIALS, SUCCULENTS, AND GRASSES

Botanical Name	Common Name	Water Use	CA Native	Size (HT)	Imperial Avalon Specific Plan	Carson Street Master Plan
Achillea 'Moonshine'	Fern Leaf Yarrow	Low		1'-2'		
Adiantum jordanii	California Maiden Hair Ferd	Moderate		1'-2'	YES	
Aeonium canariense	Canary Island Aeonium	Low		2'-3'	YES	
Agave species & cultivars	Agave	Low		var.		
Agave attenuata	Fox Tail Agave	Low		4'-5'		YES
Agave attenuata 'Boutin Blue'	Blue Fox Tail Agave	Low		3'-4'	YES	
Agave attenuata 'Kara's Stripes'	Variegated Fox Tail Agave	Low		2'-4'		YES
Agave desmettiana	Smooth Agave	Very Low		24"-36"		YES
Agave x 'Blue Flame'	Blue Flame Agave	Low		24"-36"		YES
Agave 'Blue Glow'	Blue Glow Agave	Low		1'-2'	YES	
Aloe vera	Medicinal Aloe	Low		12"-24"	YES	YES
Aloe x spinosissima	Spider Aloe	Low		24"-36"		YES
Aristida purpurea 'Chino Hills'	Purple Three Awn	Low		2'-3'		
Asclepias fascicularis	Narrow-leaved Milkweed	Low		2'-3'		
Bouteloua gracilis 'Blonde Ambition'	Blue Grama	Low	X	6"-24"		
Beschoneria yuccoides 'Flamingo Glow'	Variegated Amole	Low		4'-6'		YES
Carex divulsa	Foothill Sedge	Low		12"-24"		
Carex praegracilis	Clustered Field Sedge, California Field Sedge	Moderate	X	4"-12"	YES	
Cotyledon species & cultivars	Cotyledon	Low		<36"		
Crassula arborescens ssp. Undulatifolia	Ripple Jade	Low		3'-4'		
Crassula 'Blue Bird'	Crassula Blue Bird	Low		2'-3'		
Crassula multicava	Fairy Crassula	Low		<12"		YES
Crassula multicava 'Cape Province'	Cape Province Pygmyweed	Low		<12"		
Dianella species & cultivars	Flax Lily	Low		var.		
Dianella caerulea 'Cassa Blue'	Cassa Blue Flax Lily	Moderate		12"-24"		
Dianella revoluta 'Little Rev'	Little Rev Flax Lily	Low		24"-36"	YES	YES
Dianella tasmanica 'Tasred'	Tasred Flax Lily	Moderate		18"-24"		YES
Dudleya species & cultivars	Dudleya	Very Low	X	var.		
Dudleya lanceolata	Lanceleaf Liveforever	Very Low	X	3"-4"		
Dudleya pulverulenta	Chalk Dudleya	Very Low	X	4"-12"		
Elymus glaucus	Blue Wild Rye Grass	Low	X	1'-5'		
Eriogonum fasciculatum	California Buckwheat	Very Low	X	1'-7'		
Festuca californica	California Fescue	Very Low	X	12"-36"		
Festuca glauca 'Elijah Blue'	Elijah Blue Fescue	Low		8"-1'	YES	
Festuca mairei	Atlas Fescue	Low		24"-36"		
Furcraea macdougallii	MacDougall's Centry Plant	Low		6'-8'		YES
Hemerocallis hybrida	Daylily	Moderate		24"-36"		
Hemerocallis HYB 'Bitsy'	Bitsy Yellow Daylily	Moderate		1'		YES
Hesperaloe parviflora	Red Yucca	Very Low		36"		YES
Iris douglasiana	Coastal Iris, Douglas Iris	Low	X	7"-31"		
Juncus effusus	Common Rush	Moderate		3'-4'	YES	
Leymus condensatus 'Canyon Prince'	Canyon Prince Wild Rye	Low	X	24"-36"	YES	
Leymus triticoides	Creeping Wild Rye	Low	X	2'-4'		
Lomandra species & cultivars	Mat Rush	Low		var.		
Lomandra Longifolia	Spiny-Headed Mat Rush	Moderate		4'-5'	YES	
Lomandra longifolia 'Breeze'	Dwarf Mat Rush	Low		24"-36"		YES
Polystichum munitum	Western Sword Fern	Moderate		4'-5'	YES	
Phormium species & cultivars	phr	Moderate				
Phormium 'Duet'	Dwarf Variegated Flax	Moderate		1'-2'		YES
Phormium 'Firebird'	Firebird New Zealand Flax	Moderate		3'-4'		YES
Phormium tenax 'Jack Spratt'	New Zealand Flax	Low		18"		
Phormium 'Sunset'	Sunset New Zealand Flax	Moderate		4'-5'		YES
Phormium 'Yellow Wave'	Yellow Wave Flax	Moderate		3'-4'		YES
Phormium 'Sea Jade'	Sea Jade Flax	Moderate		4'-6'	YES	
Senecio cylindricus	Narrow-Leaf Chalksticks	Low		12"-24"		
Senecio mandraliscae	Kleinia Chalksticks	Low		12"-36"		
Senecio serpens	Blue Chalksticks	Low		<12"	YES	YES
Sisyrinchium bellum	Blue-Eyed Grass	Low	X	12"-24"		
Zoysia tenuifolia	Korean Grass	Moderate		1"-1.5"		
Portulacaria afra & cultivars	Elephant's Food	Very Low		var.		
Portulacaria afra 'Prostrate Form'	Dwarf Elehpant Food	Low		Prostrate	YES	

Agave attenuata
Fox Tail Agave

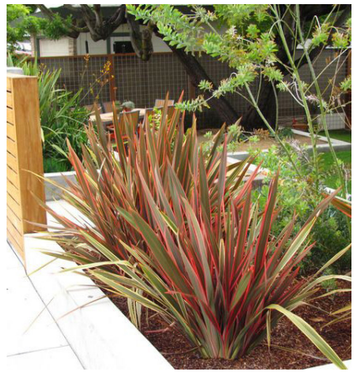
Agave 'Blue Glow'
Blue Glow Agave

Aristida purpurea 'Chino Hills'
Purple Three Awn

Bouteloua gracilis 'Blonde Ambition'
Blue Grama

Crassula 'Blue Bird'
Crassula Blue Bird

Leymus condensatus 'Canyon Prince'
Canyon Prince Wild Rye



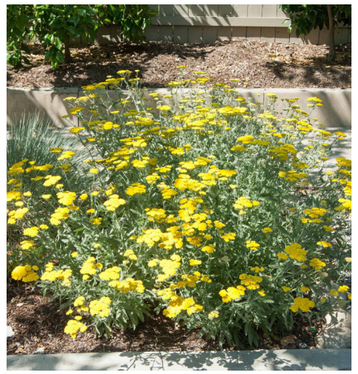
Phormium 'Firebird'
Firebird New Zealand Flax

Phormium 'Yellow Wave'
Yellow Wave Flax

Senecio mandraliscae
Blue Chalksticks

GROUND COVERS

Botanical Name	Common Name	Water Use	CA Native	Size (HT)	Imperial Avalon Specific Plan	Carson Street Master Plan
Acacia redolens 'Low Boy'	Prostrate Acacia	Very Low		12"-24"		YES
Achillea millefolium	Common Yarrow	Low	X	12"-36"		
Achillea 'Moonshine'	Moonshine Yarrow	Moderate		12"-24"		
Arctostaphylos (Prostrate Varieties)	Manzanita	Low	X	<36"		
Arcostaphylos 'Pacific Mist'	Pacific Mist Manzanita	Low	X	12"-24"		
Baccharis pilularis ssp. pilularis 'Pigeon Point'	Pigeon Point Coyote Brush	Low	X	12"-24"		
Baccharis pilularis 'Twin Peaks No. 2'	Dwarf Coyote Brush	Low	X	12"-18"		
Bougainvillea 'La Jolla'	La Jolla Bougainvillea	Low		4'-5'		YES
Bougainvillea 'Oo-la-la'	Oo-La-La Bougainvillea	Low		24"		YES
Bougainvillea 'Rosenka'	Rosenka Bougainvillea	Low		24"-48"		
Carissa macrocarpa 'Green Carpet'	Green Carpet	Low		12"-24"		YES
Chondropetalum tectorum	Small Cape Rush	Low		24"-36"		
Dymondia margaretae	Silver Carpet	Low		<12"		
Eriogonum fasciculatum 'Warriner Lytle'	California Buckwheat	Very Low	X	24"-36"		
Festuca cinerea/Festuca ovina glauca	Blue Fescue	Low		8"-12"		
Festuca rubra	Red Fescue	High	X	12"-36"		
Lantana montevidensis & cultivars	Trailing Lantana	Low		12"-24"		YES
Lantana Montevidensis 'White Lantana'	White Lightinin' Trailing Lantana	Low		8'-10'		YES
Myoporum 'Pacificum' & 'Putah Creek'	Pacific Myoporum	Low		24"		YES
Philodendron 'Xanadu'	Xanadu Philodendron	Moderate		36"	YES	
Rosa White Meidlland	Groundcover Rose	Moderate		12"-24"		
Rosa x 'NOA97400A'	Flower Carpet Amber Rose	Moderate		3'-4'		YES
Salvia leucophylla	Purple Sage	Very Low	X	2'-5'		
Salvia leucophylla 'Point Sal Spreader'	Point Sal Spreader Purple Sage	Very Low	X	2'-3'		
Salvia rosmarinus *(Rosmarinus officinalus;* Prostrate varieties)	Prostrate Rosemary, Trailing Rosemary	Low		Spreading	YES	
Salvia x 'Bee's Bliss'	Bee's Bliss Sage	Low	X	24"		
Trachelospermum jasminoides	Star Jasmine	Moderate		Spreading	YES	



Achillea 'Moonshine'
Moonshine Yarrow

Arctostaphylos 'Pacific Mist'
Pacific Mist Manzanita

Baccharis pilularis 'Twin Peaks No. 2'
Dwarf Coyote Brush

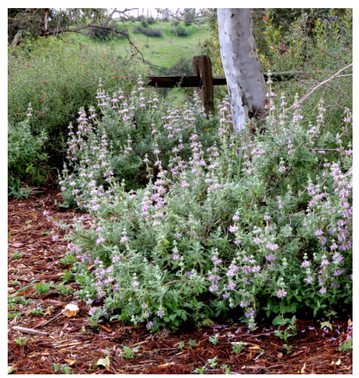
Carissa macrocarpa 'Green Carpet'
Green Carpet Natal Plum

Dymondia margaretae
Silver Carpet

Festuca ovina glauca
Blue Fescue

Lomandra longifolia 'Breeze'
Dwarf Mat Rush

Myoporum 'Pacificum' & 'Putah Creek'
Creeping Myoporum



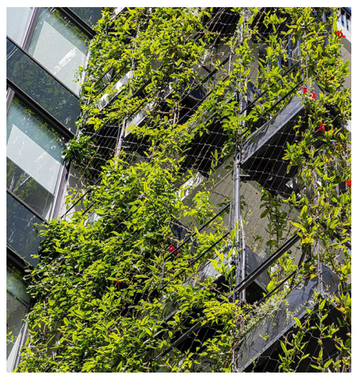
Salvia leucophylla
Purple Sage

VINES

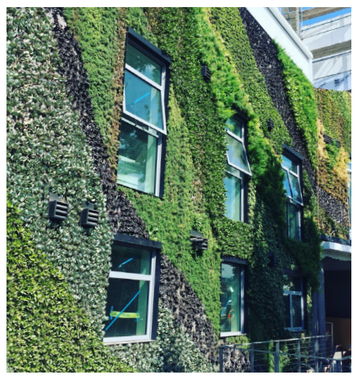
Botanical Name	Common Name	Water Use	CA Native	Size (Spreading)	Designation	Functional Value	Imperial Avalon Specific Plan	Carson Street
Bougainvillea species & cultivars	Bougainvillea	Low		5'-30'	Private	Accent; Flowering		
Bougainvillea 'La Jolla'	La Jolla Bougainvillea	Low		4'-5'	Private	Accent; Flowering		
Cestrum nocturnum	Night Blooming Jasmine	Moderate		8'-10'	Private		YES	
Ficus pumila	Creeping Fig	Low		20'	Private		YES	YES
Grewia occidentalis	Lavender Starflower	Moderate		12'	Private	Accent; Flowering	YES	
Macfadyena unguis-cati	Cat's-Claw Creeper	Low		25'-40'	Private	Flowering		
Petrea volubilis	Queen's Wreath	Moderate		Spreading	Private		YES	
Pandorea jasminoides 'Rosa'	Pink Bower Vine	Moderate		20-30'	Private	Flowering		
Parthenocissus tricuspidata	Boston Ivy	Moderate		30'-60'	Private	Accent		YES
Parthenocissus quinquefolia	Virginia Creeper	Moderate		8'-10'			YES	
Trachelospermum jasminoides	Star Jasmine	Moderate		18-20'	Private	Flowering; Screening	YES	
Vitis californica 'Roger's Red'	Roger's Red California Grape	Low	X	20-40'	Private	Accent; Pollinator Habitat	YES	
Wisteria floribunda	Japanese Wisteria	Moderate		10'-20'		Accent	YES	
Rosa 'Climbing Ibeburg'	Climbing Iceburg Rose	Moderate		18-20'	Private	Flowering; Screening	YES	YES

VERTICAL GREEN WALL SYSTEMS

Beyond the planting palette shown on these pages, the CCC Specific Plan also envisions vertical green walls in various places. Vertical green wall systems insulate buildings, reduce noise, and are an attractive option for privacy screening.



Climbing vines supported by wire cables or trellis structure



Modular soil cells attached to wall

Bougainvillea ssp.

Dolichandra unguis-cati
Cat's Claw Creeper

Parthenocissus tricuspidata
Boston Ivy

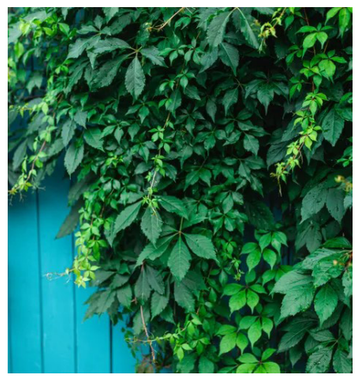
Petrea volubilis
Queen's Wreath

Trachelospermum jasminoides
Star Jasmine

Vitis californica 'Roger's Red'
Roger's Red California Grape

Wisteria floribunda
Japanese Wisteria

Pandorea jasminoides 'Rosea'
Pink Bower Vine



Parthenocissus quinquefolia
Virginia Creeper

4.3. LANDSCAPE STANDARDS

This Chapter provides guidance to both City staff and private developers for the design of streetscape elements in the public realm; these include physical components in the public right-of-way, including roadways, parkways (landscaping strips), street trees, sidewalks, and open space. These public realm guidelines also apply to areas in private setbacks that are publicly accessible, such as plazas, seating areas, and extended sidewalks.

Providing safe, reliable, and accessible public realm networks to and from destinations, including transit, is a fundamental component of a successful civic and commercial environment. As development opportunities are introduced, certain amenities should be added to ensure pedestrians, cyclists, visitors, and commuters are able to safely and comfortably move around the city.

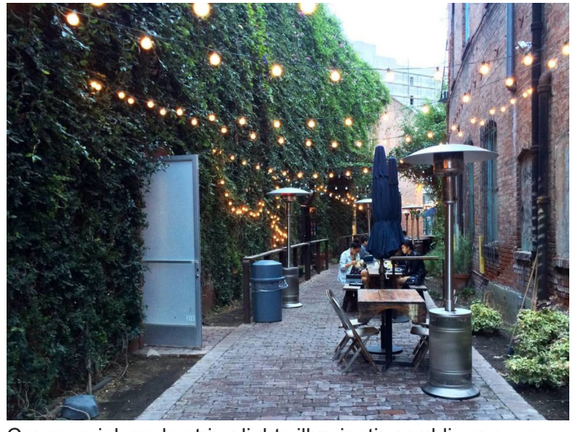
STREET AMENITIES

1. **General**. Street furniture such as benches, trash receptacles, kiosks, bicycle racks, and transit shelters shall be consistent throughout the Specific Plan area with product and design standards developed by the Director of Community Development. Multifunctional elements (e.g., seating integrated with planters) located in common open space or along shared pedestrian pathways shall be included where feasible.
2. **Required Seating**
   a) Seating to accommodate 2 persons for every 250 square feet of common open space.
   b) At least 50% of the seating areas shaded by a permanent shade structure or tree.
3. **Walking Zones**. Street furniture shall be placed outside of the walking zone to avoid creating a hazard for pedestrians. In constrained sidewalk conditions, where the sidewalk is less than 10 feet from curb to property line, street furniture shall be placed on curb extensions or integrated into private development within a required area dedicated to the public realm. Except at bus shelters and when space allows, benches shall face or be perpendicular to the sidewalk creating a seating area.
4. **Waste Receptacles**. Waste receptacles shall be placed near nodes of activity. Providing waste receptacles for recycling shall be considered.
5. **Bicycle Parking**. Secure short-term and long-term bicycle parking shall be located near transit stops, major destinations and bike paths.
   a) All bicycle parking shall follow Association of Pedestrian and Bicycle Professionals (APBP) guidance and include multiple points of contact for each bicycle. Wave racks that lock to a bicycle's front or rear tire and other styles that do not have a point of contact for the frame are prohibited.
   b) All bicycle parking shall comply with the standards established by the Director of Public Works.

Pedestrian, transit, and bicycle streetscape amenities

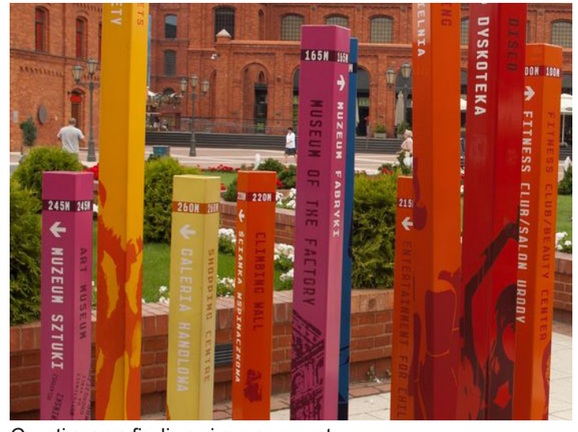
LIGHTING

1. **General**. All site lighting shall be consistent with Illuminating Engineering Society (IES) standards to prevent over-lighting of structures and spaces, uplighting and light trespass.
2. **Street Lighting**. Street lighting shall be placed to accent facades at night, and provide security and wayfinding for building access, and public and private open spaces. Lighting that interferes with residential uses shall be avoided.
3. **Pedestrian-scale Lighting**. Pedestrian-scale lighting shall be provided at building entryways, vehicle and bicycle parking areas, seating areas, and common open space areas. All private pedestrian paths must be lit with pedestrian lights of 14 feet or less in height or bollards on at least one side of the path.
4. **Fixtures**. Low-contrast lighting and energy-efficient bulbs, such as compact fluorescent and light emitting diode (LED) bulbs shall be used for outdoor lighting.
5. **Light Intensity**. On-site pedestrian circulation areas shall be lighted to a minimum level of 0.5 foot-candles, a 1.5 foot-candle average, and a maximum to minimum ratio of seven-to-one.
6. **Screening**. All lighting tubes, bulbs, elements, wiring, conduits, etc. shall be shielded from direct visual view. Special decorative fixtures may be exempt subject to City review and approval.
7. **Exterior Lighting**. Exterior building lighting provides for safety of occupants and users. "Overflow" interior lighting can light portions of walkways etc. thereby reducing the number of fixtures.
8. **Materials and Colors**. Lighting fixture materials and colors shall be consistent throughout building and parking areas.
9. **Illumination**. Commercial lighting, including outdoor dining and along extended sidewalks, must be shielded and directed to avoid light intrusion into the residential units within the building or adjoining the buildings. Light illumination must be provided 3,500-4,000 Kelvin.


Commercial grade string lights illuminating public spaces

SIGNAGE

1. **General**. Wayfinding signage shall be placed in the street furniture zone to help visitors navigate to major destinations, public facilities, and transit connections. Pedestrian wayfinding signage shall be vertical signage or paved markings. Wayfinding signage shall be of three types: 1) Identification signs that mark key destinations and activity centers, 2) Informational signage that provide contextual information on a point of interest, and 3) Directional signage that show the optimal route between key destinations. A successful major destination such as the Carson Civic Center will make use of all three types of signage with an emphasis on directional signage points of interest, such as a shopping district, and informational signage.
2. **Directional and Informative Signage**. A consistent color palette, fonts, materials and graphics shall be used and scaled for its purpose.
3. **Civic Buildings**. Signage on civic buildings shall be located to be visible and readable from a distance.
4. **Letter Signage**. Letter signage on buildings and walls shall be pin-mounted letters.
5. **Key Intersections**. Key intersections such as the Carson Street and Avalon Boulevard junction and gateways such as the approach from the 405 Freeway and Civic Plaza Drive junction require greater attention to detail due to their prominent locations and sensitive relationship to the public realm. The treatment of buildings and the public realm at key locations creates a landmark and establishes a unique sense of identity.
6. **Public Open Space**. There shall be a clear signed point/route of entry, with signage at the public right-of-way clearly stating that the open space is for public use and indicating hours of operation for public use.



Creative wayfinding signage as art

PAVING

1. **Hardscape**. Paving, seating, and retaining walls shall accentuate building features such as a curved building facade by repeating forms and highlighting these forms with specimen trees or accent plant materials.
2. **Asphalt**. Asphalt shall not be used. Integrally colored concrete or acid-based stains are permitted. Water-based stains, which require more-frequent maintenance in exterior settings, shall not be used. Integrally colored precast concrete pavers, and saw-cut joint lines shall be allowed. The maximum spacing shall be 4'.
3. **Creative Treatment**. Creative and permeable paving paving treatments shall be used at unique conditions such as open spaces (e.g. plazas and courtyards), including at civic center pathways, driveways, arcades, etc. Walking surfaces shall remain smooth.
4. **High-Visibility Crossings**. Maintaining high-visibility crossings creates an intuitive and safe environment for all users. Existing crossings shall be upgraded to include continental crosswalks. At any given intersection, all crosswalks shall be of a consistent material and color.
5. **Slght Distance**. Visibility also applies to sight distance. Pedestrians should be clearly visible by motorists up to 250 feet away, which is enhanced by curb extensions.
6. **Pavers**. Pavers may be used within the right-of-way if they are earth-toned and have only subtle variations in color. Pavers shall be square or rectangular and a minimum size of 12 inches by 12 inches. Use of pavers may be subject to an IMA with the City's Public Works Department.
7. **Accents**. Paving accents, such as banding along the curb or perpendicular to the sidewalk, may be used if consistent with the established style for the district as approved by the Public Works Department.

SPECIAL FEATURES

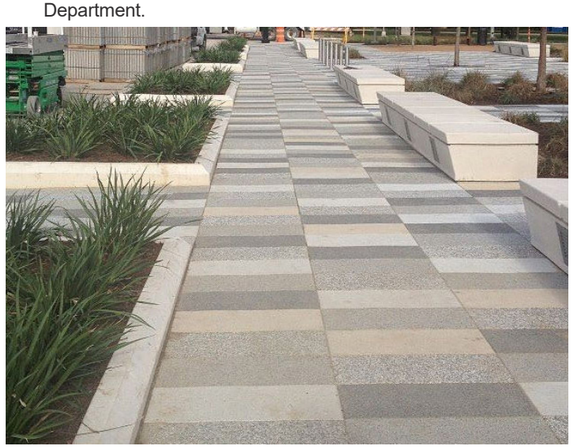
1. **General**. To encourage social interaction, public spaces shall be activated and given a unique identity for an area. Special features such as public art and water elements shall be encouraged. Water elements when used, shall introduce a sense of relaxation and mask traffic noise.
2. **Planning Process**. Project planning shall include public amenities wherever possible – open courtyards seating areas, water features, etc. shall be incorporated to provide congregating areas for local residents or users.
3. **Local Artists**. Local artists shall be commissioned when possible to decorate infrastructure such as utility boxes, blank walls adjacent to or visible from major arterials, and on pavement as part of temporary installations.
4. **Local Culture**. Existing cultural institutions, events, public art, and urban design features shall be preserved wherever possible. Examples of cultural events include farmers markets, art walks, festivals, block parties, holiday parties, etc.

PARKING AREAS

1. **Surface Parking**. Surface parking is not permitted between the building and the primary frontage. Surface parking shall be located behind the building, internal to the block, or wrapped with active uses along the public frontages.
2. **Access**. Access to parking garages, parking lots, and parking structures shall be primarily from side (non-Primary) streets or alleys where available. If access from a side streets street or alley is not possible due to lot location and/or lot/roadway configuration, vehicular entrance/exit shall have an apron configuration to maintain a level sidewalk.
3. **Ground Floor Treatment.** Parking on the ground floor of a building shall be designed as a building facade with openings. The openings shall occupy at least 50% of the facade on all sides, and they shall have a minimum width of 5 feet and a minimum height of 6 feet. The openings shall have screens, metal grills or glass. The walls of the garage shall be finished with the same material as the building above or articulated as a distinct base.
4. **Screening**. Planting shall be used to screen parking areas - such as storage areas, trash enclosures and utility equipment - from public view.
5. **Utility Boxes**. Utility boxes shall be visually hidden in below grade vaults along the primary entry faces of all buildings and on all faces that front a public space.

SERVICE AREAS

1. **Loading and Service Areas**. Loading and service areas shall not face the primary street frontage. Loading and service areas shall not be located adjacent to common open space areas or ground-level residential units.
2. **Screening**. Planting shall be used to screen service areas - such as storage areas, trash enclosures and utility equipment - from public view. A buffer hedge planted in a line, closely enough to form a uniform texture can be an effective screening device. Hedges shall be shockproof, tough and evergreen. Fast-growing species shall be used to adequately screen elements by 50% within the second year of plant establishment.
   a) Mechanical equipment at all levels of the development including rooftop equipment, shall be screened from view (including ground-mounted, wall-mounted, and roof-mounted air conditioning, duct work, utility meters, back-flow preventers, transformers, etc.). Screening strategies for ground-level equipment and service areas shall include walls, landscaping or combinations of materials. Low walls which extend from the building shall screen mechanical equipment or service areas so long as they are on the sides or rear of the buildings and not facing a public street, plaza or green. Chain link fences shall be prohibited.
   b) Waste receptacles and dumpsters shall be screened by an enclosure in compliance with the Carson Municipal Code. Landscaping shall be utilized to screen the trash enclosure on all sides visible from a public right of way or parking lot. The landscaping shall consist of hedges or of trees with a minimum 36" container size to be maintained between four and five feet in height. Trash enclosures and waste receptacles on rooftop open spaces shall be covered and concealed from view.



Special paving for open spaces and pedestrian pathways

Special features as opportunities for unique experiences

Landscaping as surface parking enhancements

Screening of service areas as art

4.4. BUILDING STANDARDS

The design of buildings plays a key role in the attractiveness, activity, and safety of the area. Creating building design that enhances sense of place for the City of Carson Civic Center needs to allow for potential future development that respond to future demand, flexibility, and unique features such as destinations and mixed-use civic activity centers, city landmarks, open space, and other private and public realm components. Thoughtful building design is essential for creating attractive, active, and safe environments for civic resources and activity.

STYLE

All buildings shall be designed in contemporary architectural styles. Traditional or historic styles shall not be allowed. While the building styles depicted in the renderings are not meant to mandate any stylistic direction, they are intended to convey the vision of creating a Civic Center that is not historicist or classical in its aesthetic.

1. **Horizontal Wall Plane Variation**. To break up massing along the building's horizontal axis, facades visible from a public right-of-way and over 50 feet in length shall have a minimum of one (1) horizontal wall plane offset. One (1) additional offset in the wall plane shall be provided for each additional 50 feet.
   a) Each offset shall have a depth of at least three (3) feet from the adjacent wall plane and a minimum horizontal length of ten (10) feet.
   b) Each offset shall span, at a minimum, at least 80% of the floors overall up to, and including, the 5th floor.

Flexibility of style expresses a contemporary iconic aesthetic

FACADE ARTICULATION

The following standards apply to all projects in the Specific Plan area.

1. **Blank Walls**. The maximum width of a bay of blank wall (defined as a wall area without a feature in relief or protrusion of at least 6 inches) shall be limited according to the standards below. The standards apply to all stories on all facades that are visible from a street, sidewalk, or other public right-of-way.
   a) For building frontages of 100 feet or more, the maximum width of a bay of blank wall shall not exceed 25 feet, measured horizontally.
   b) For building frontages of less than 100 feet, the maximum width of a bay of blank wall shall not exceed 25% of the overall façade width, measured horizontally.

ALL-SIDED ARCHITECTURE

Buildings shall be designed with common treatments on all sides visible from a public right-of-way, including architectural themes, detailing and articulation, massing, and materials.

Articulation can vary in form, massing, and material

GROUND FLOOR TREATMENT

1. **Commercial Storefronts**. The primary entrance to each commercial space on the ground floor shall be located on the front facade and be larger in size than the secondary entrance.. Each ground-floor commercial tenant space adjacent to the sidewalk shall locate the primary entrance on the front facade, with direct at-grade access from the sidewalk.
2. **Shopfront frontages**. Clear, nonreflective glass shall comprise at least 60 percent of the ground-floor street facade.
3. **Ground Floor Height**. Ground-floor height (floor-to-ceiling) for non-residential principal floor area shall be a minimum of twelve feet (12'). Ground-floor height for residential shall be a minimum ten feet (10').
4. **Entries, Doors and Windows**. All ground-floor windows shall have an external reflectance of less than 15%, and a transparency higher than 80%.
   a) Entries, doors and windows can be highlighted with awnings, bright colors, special paving, or coordinated graphics to clearly indicate building access and provide relief from flat, blank continuous facades.

Engaging the ground floor through variation

DESIGN STANDARDS FOR ACTIVE GROUND-FLOOR USES

Active, building frontages in these locations shall incorporate design standards, presented in this Section, that can accommodate active and pedestrian-oriented ground floor uses.

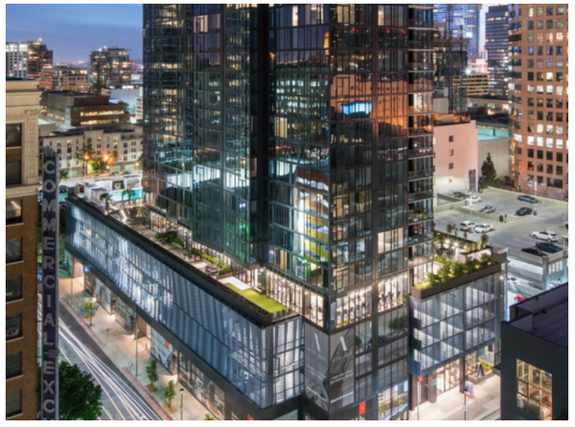
1. **Commercial Storefronts**. The primary entrance to each commercial space on the ground floor shall be located on the front façade and open onto the pedestrian-oriented frontage. Each ground-floor commercial tenant space adjacent to the sidewalk shall locate the primary entrance on the front façade, with direct at-grade access from the sidewalk.
2. **Ground Floor Height**. Ground-floor height (floor-to-ceiling) for non-residential principal floor area shall be a minimum of twelve feet (12'). Ground-floor height for residential principal GFA shall be minimum ten feet (10'). Accessory GFA shall be exempt from the ground-floor height requirement.
3. **First-Floor Elevation.**
   a) The first level of buildings that require active, pedestrian-oriented uses shall have a floor elevation that is level with the elevation of the adjacent sidewalk at entries.
   b) Residential uses may have a ground floor level above the adjacent sidewalk grade, only when creating a stoop or porch frontage directly accessible from the sidewalk.
4. **Transparency**.
   a) For areas with active, pedestrian-oriented uses, nonreflective glass shall comprise at least 60 percent of the ground-floor street facade. Interior blinds, drapes, posters, signage, and interior shelving for product displays visible for the public right-of-way shall obscure no more than 20 percent of the transparent areas of each respective storefront.
   b) To satisfy the above requirements, glass shall have an exterior daylight reflectance of no more than 8%.

FENESTRATION

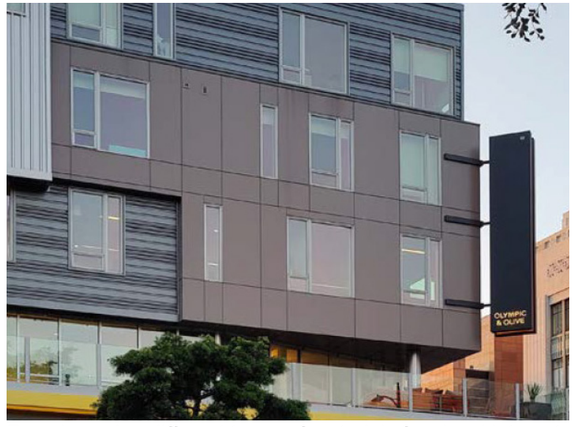
1. **General**. Buildings shall minimize wall expanses without glazed openings, by complying with one of the following standards:
   a) For building facades 100 feet or more in length, the maximum horizontal width of wall without a glazed opening shall not exceed 25 feet, applicable to all floors.
   b) For building facades less than 100 feet long, the maximum horizontal width of wall without a glazed opening shall not exceed 25% of the overall facade.
2. **Security Doors/Grilles**. Metal security doors and exterior security grilles are prohibited.
3. **Display Windows**. The height of the bottom sill of required windows shall not exceed 30 inches above the adjacent sidewalk or walkway. The minimum head height for storefronts and windows at the ground floor shall be a minimum of 96 inches above the adjacent sidewalk or walkway.
4. **Tinted Glass**. Clear or tinted glass in metal frames are permitted. Bronze or black-tinted glass is not permitted.
5. **Reflectivity**. Non highly reflective glass (30% maximum reflectivity).
6. **Ground Floor Glazing**. Ground Floors, along pedestrian routes, are to be a minimum of 60% glazed with clear glass.

MATERIALS

1. **Material and Color Variation**. Each building elevation shall contain a combination of at least two (2) – but no more than four (4) – different colors and/or materials (including wall planes and trim).
   a) Trim color/material may be used to satisfy up to two (2) of the individual color/material elements.
   b) Glass used in windows and doors is excluded from satisfying this requirement, except glass used as part of a curtain wall facade area may qualify as a material variation.
   c) Each color or material (excluding trim) shall cover at least ten (10) percent of the facade area.
   d) Changes in material shall not occur at the outside corners of intersecting walls.
2. **Materials/Finishes Allowed**. Precast concrete, GFRC, Cast in place architecturally exposed concrete, Metal cladding, Stone cladding, Glass curtain wall, high-quality fiber cement, and terracotta.
3. **Accent Materials/Finishes Allowed.** GFRC Trims, Finished Metal.
4. **Accessory Structures**. On-site accessory structures, such as bus shelters, kiosks, gazebos, etc., shall incorporate two colors and materials from the palette used for the principal structure.
5. **Stucco – Residential Buildings**. Stucco is not permitted at the ground level but can be integrated into upper floors. Smooth, fine-textured finishes including Sand Float 30/30, smooth finish steel trowel are permitted on upper floors. Not permitted are irregular, medium, or coarse-textured finishes like heavy lace, Sand Float 16/20 or 20/30, machine dash, or light lace.
6. **Stucco – Non-Residential and Mixed-Use Buildings**. Stucco is not permitted.
7. **Wood siding**. Horizontal wood siding and wood trim are prohibited except for residential-only structures four stories or less, and window and door frames (typically found in the older residential neighborhoods of Downtown).
8. **Architectural Foam**. The use of architectural foam shall be limited to exterior trim and moldings. Architectural foam density shall have a minimum density of 1.5 pounds per cubic feet (PCF).
9. **CMU - Residential Buildings**. Concrete Masonry Units (CMUs) shall be finished with a smooth or textured treatment (e.g., glazed, burnished, polished, raked, or light sandblast) at the ground floor.
10. **CMU - Non-Residential and Mixed-Use Buildings**. Concrete masonry units shall have a ground face and be burnished and honed.
11. **Graffiti Resistance**. Materials at the pedestrian level shall use materials that are graffiti resistant or easily repainted.


Bridging ground floor activity with upper floor treatment


Fenestration along pedestrian routes to provide transparency


Facades using different types of materials for visual interest


Stucco should have a smooth, not coarse, texture.

ARCHITECTURAL LIGHTING

A. BUILDING LIGHTING

Buildings shall be designed to use minimal external lighting (limited to pedestrian safety needs) and to minimize direct upward light, spill light, glare, and artificial night sky glow. Buildings shall also be designed to minimize light pollution from interior lighting to the maximum feasible extent. Lighting Design shall comply with the following standards:

1. **Light Trespass.**
    a. Building lighting shall be shielded and directed downward. Up-lighting is prohibited.
    b. Exterior lighting shall be designed and located to not project off-site or onto adjacent uses.
    c. Red and blue lights shall be limited to only those necessary for security and safety warning purposes, warm-white lights or filtered LEDs designed to minimize blue emissions shall be used.

SIGNAGE

Signage for the Civic buildings such as the new City Hall and the Performance Arts Center, signage for Retail uses, and signage for residential buildings shall be individually mounted letters.

AWNINGS, CANOPIES, AND MARQUEES

1. **Minimum Vertical Clearance**. The minimum vertical clearance between the ground or street level and any projecting awning or canopy shall be eight (8) feet.
2. **Zero Build-to Line**. In areas of zero-foot build-to lines, awnings, canopies, and marquees shall not project more than 4 feet into public right-of-way. Encroachments that are designed to require ground support are prohibited. In areas where setbacks are required, awnings, canopies, and marquees shall not project past the setback line.

PARKING STRUCTURE DESIGN

These standards apply to 1) parking structures integrated with the main building (e.g., "parking podiums"), 2) parking structures attached to a main building (including "wrapped" parking structures), and 3) freestanding parking structures. Parking structures shall comply with applicable sections of the Zoning Regulations, in addition to the standards below.

A. ACTIVE GROUND-FLOOR USES

On building street frontages, at least 50 percent of the overall linear frontage shall incorporate ground-floor uses.

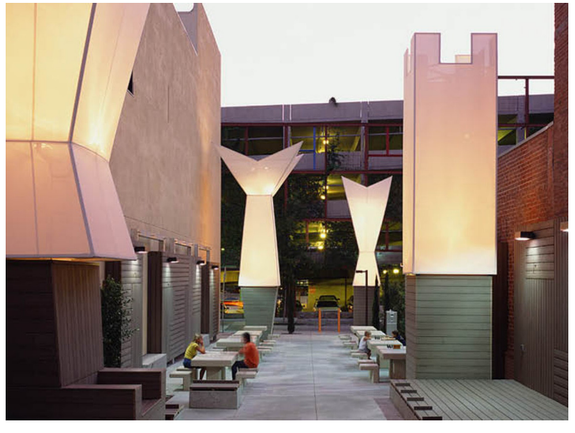
B. ACCESS AND CIRCULATION

1. **Access**. Access to parking structures/levels, including underground parking, shall be from side streets, driveways, or alleys to the degree possible. Garage entrances shall not exceed 25 feet in width.
2. **Parking Gates**. All parking gates located on frontages facing a public right-of-way shall have a minimum operating speed of 32 inches per second (opening) and 24 inches per second (closing), applicable for gates that open vertically or horizontally.
3. **Pedestrian Circulation**. Vertical circulation (elevator and stairs) shall be located along the primary pedestrian frontage(s) and be highlighted architecturally so visitors can easily find and access these entry points.
4. **Pedestrian Entries**. Pedestrian entries along street, alley, or paseo frontages, or facing a common or publicly accessible open space.
5. **Signage**. Signage and wayfinding shall be integrated with the architecture of the parking structure.
6. **Interior Lighting**. Lighting fixtures in parking areas, ingress/egress areas, and all internal circulation areas shall be directed and shielded appropriately to not illuminate surrounding properties, while promoting visibility for users.

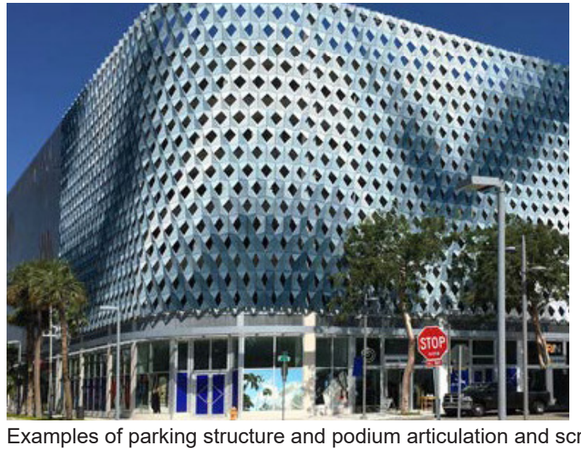
C. ARCHITECTURAL TREATMENT AND SUSTAINABILITY

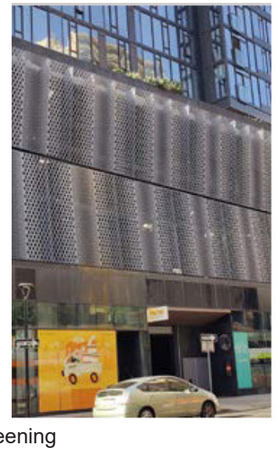
Whether public or private, freestanding parking structures and integrated parking podiums will be treated as buildings and shall comply with the following standards:

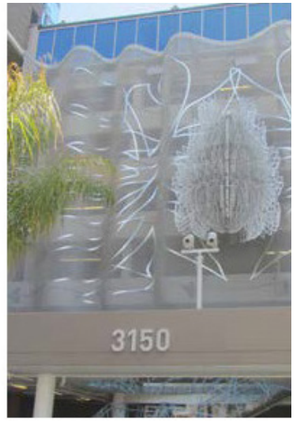
1. **Building Design Standards**. Parking structures shall comply with all other applicable Building Design Standards in this Section and in applicable sections of the Zoning Regulations.
2. **External Treatment**. Parking structures shall have an external skin designed to improve the building's appearance over the basic concrete structure of ramps, walls, and columns. This can include heavy-gauge metal screens, precast concrete panels, laminated glass, photovoltaic (solar) panels, landscape features, architecturally articulated walls, murals, or a combination of these features.
3. **Compatibility with Associated Buildings**.
    a. Parking structure facades integrated with – or attached/adjacent to – a primary building visible from a public right-of-way shall employ materials, colors, textures, and façade treatments that are consistent with the primary building.
    b. Parking structure levels integrated into the lower levels of mid-rise buildings or towers shall be designed with consistent main treatments, materials, and textures as the other building facades.



Signage integrated into the design of buildings







Examples of parking structure and podium articulation and screening

4.5. ENVIRONMENTAL DESIGN

SITE AND BUILDING DESIGN

1. **Energy-Efficient Designs**. Passive solar and ventilation techniques, as well as specification of "green" materials shall be incorporated in building design and site planning.
2. **Topography-Appropriate Design**. The site and buildings shall be designed to capitalize on unique topographic features, where applicable, such as terracing when there are shifts in ground slope.
3. **Building Orientation for Solar Efficiency**. Buildings shall orient most windows in the north-south direction which is ideal for solar orientation. New and substantially renovated developments shall orient not less than 65% of windows and glazing in the north-south direction.
4. **Solar Panels**. The use of solar panels for the generation of electricity and water heating is encouraged.
5. **Lighting**.

    c) **Dark Sky Standards**. To minimize light pollution, reduce glare and light trespass, conserve energy, and protect human health, light shall only be applied where needed, limit light at night, use warm-colored light (3,500 to 4,000K) where possible, and lighting fixtures shall be shielded to prevent light from escaping upwards and sideways.

    d) **Lighting Fixtures**. New and substantially renovated development shall use high energy efficiency exterior lighting fixtures. Solar powered exterior lighting fixtures are encouraged.

SMART INFRASTRUCTURE

1. **Emerging Technologies**. There are many emerging technologies that could be implemented in a way to help improve the pedestrian environment and livability of places. These technologies may include:

    a) Smart lighting for public safety within the Civic Center.

    b) Parking occupancy information to assist Civic Center visitors in efficiently and safely locate available parking stalls.

    c) Multi-modal data collection to better assist the City of Carson in prioritizing a balanced approach for providing Civic Center access to all modes of transportation.

    d) WiFi access points.

    These technologies can enable the City to make proactive decisions on corrective measures. As technology continues to evolve, the addition of Smart City Infrastructure shall be evaluated at the time a detailed streetscape designs and engineering are prepared.

STORMWATER MANAGEMENT

1. **Sustainable Stormwater Treatment.** Site and buildings shall be designed to capitalize, where feasible, on low impact sustainable infiltration techniques and mitigation measures for sustainable stormwater facilities, as described below. Low impact sustainable design mimics the natural hydrologic process by controlling stormwater at the source and allowing it to slowly infiltrate and filter through plants and soils.

    a) **Swales**. Swales are long, narrow landscaped depressions that are gently sloped along their length. They are primarily used to collect and convey stormwater while slowing down and filtering runoff. Swales are ideal for long, uninterrupted linear spaces, such as along streets, in parking lots, between buildings, in parkways, and in medians.

    b) **Infiltration Trenches**. Infiltration trenches are subsurface facilities designed to provide onsite stormwater retention in areas of good infiltration by collecting and recharging stormwater runoff into the ground. Infiltration trenches are relatively low maintenance and can be easily retrofitted into existing sidewalk areas and medians.

    c) **Rain Gardens**. Rain gardens are landscaped detention or bio-retention facilities designed to slow down and treat stormwater. Rain gardens are often found in the public realm located within curb extensions, medians, and parking lane planters. Rain gardens can also be used in front of homes or buildings to capture rooftop runoff from disconnected downspouts.

    d) **Permeable Paving**. Permeable paving systems can provide the structural integrity necessary for cars, trucks, and pedestrian areas while reducing direct runoff by absorbing rainfall and providing temporary storage. Pervious paving is best suited for parking lots and parking lanes, low-traffic and low-speed streets, alleys, patios, driveways and emergency access roadways.

    e) **Runnels**. Runnels are concrete or stone lined rainwater conveyance systems, and reduce the need for buried drain pipe by conveying surface water to other stormwater facilities. Runnels are appropriate for most street and open space types.

    f) **Flow-Through Planters**. Flow-through planters only absorb as much water as soil and plants in the planter can accommodate. Infiltration planters are used to collect, filter, and infiltrate runoff from roofs, streets, sidewalks, driveways and patios.

    g) **Curb Extensions**. Curb extensions are an extension of the street edge into the street. They are often used to promote traffic calming but can provide stormwater benefits as well. Stormwater flowing along the street is slowed, filtered, and allowed to infiltrate before reaching storm drain networks. Curb extensions can take on the characteristics of bio-retention areas, swales, or planters.

Energy efficient design through materials and orientation

Smart infrastructure efficiently lights wayfinding signage

Sustainable stormwater collection beautifies and enhances streetscapes and open spaces in the public and private realms

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5: MOBILITY PLAN

The Carson Civic Center area is a central hub of activity in the City of Carson – business, tourism, housing, and civic resources all coexist within and adjacent to the CCC Specific Plan area. The diversity of land uses and transportation options help make the Civic Center a desirable destination that strives to be accessible to all. The Civic Center area has seen an increase in residential density and mixed-uses in recent years, and the mobility and streetscape plan will continue to emphasize the compact footprint and interconnectivity between social, civic, economic, and local attractions that make the Civic Center unique. The strategies outlined in this chapter provide guidance and a framework for the specific regulations set forth in Chapters 3 and 4 for Development and Design Standards. Overall, the mobility and streetscape plan will be in service of achieving the mobility, land use, and sustainability goals as outlined in the General Plan.

This chapter describes the Mobility Plan for the Civic Center Specific Plan Area, which includes recommendations for improving pedestrian, bicycle, transit, and vehicular circulation as well as parking management. The plan focuses on opportunities to enhance connectivity, including safe, efficient, and accessible solutions within and outside the Specific Plan area.

This Chapter supports providing multimodal improvement and connectivity considerations within both Specific Plan area, as well as supporting the appropriate Goals and Objectives of the Plan.

A planning context review of other planning efforts undertaken by the City or County are included in the introduction chapter. From these documents, the applicable strategies and/or policies that relate to the Carson Civic Center Specific Plan area were prioritized for the development of the Mobility Plan.

5.1. MOBILITY STRATEGY

The mobility plan puts connectivity and parking considerations at the center of the analysis recognizing their importance for meeting land use, economic development, and quality of life goals. The plan underlined in this chapter presents strategies that support reductions in vehicle miles traveled (VMT) by:

A. Creating a quality walking experience through improving pedestrian connectivity to support new development

B. Encouraging the use of active transportation and public transit

C. Establishing an effective parking management plan

The following summarizes the multi-modal components under the mobility strategy as described in this section.

1. **Streets:** This section describes the proposed configurations of the roadways in the Specific Plan Area. They include proposed streetscape and complete streets (i.e., bicycle, pedestrian, and transit) designs, and are mapped in the diagrams on the adjoining page.

2. **Pedestrian Circulation:** This section presents the project's influence on the pedestrian realm including recommendations for improving circulation and safety. These measures are focused around providing a "complete streets" approach, and includes enhanced pedestrian infrastructure along Carson Street and Avalon Boulevard. Figures in the following pages show proposed locations of the pedestrian enhancements in the Specific Plan Area, reflecting the final streetscape components.

3. **Access to Transit:** This section provides an assessment of how the land use will influence access to transit, particularly the transit hubs along Avalon Boulevard and the new Civic Center Drive. This section shows the proximity of transit lines and stations to proposed development.

4. **Vehicular Mobility**: This section describes considerations related to vehicular mobility, based on the proposed land Use and circulation network modifications. The vehicular mobility considerations are developed in support of the Specific Plan's vision and goals.

5. **Parking**: This section focuses on strategies and policies related to required parking for land uses included within the Plan. A summary of any potential impacts to on-street and off-street parking, as a result of both circulation network and land use changes, is outlined in this section. See Chapters 3 and 4 Development and Design Standards for parking requirements.

5.2. EXISTING STREETS

The general characteristics of the existing roadways within the study area, including number of lanes, roadway classification, posted speed limit, and orientation, are described in this section:

Avalon Boulevard, oriented in a north-south direction, is designated as a Major Highway. The roadway consists of three lanes in each direction north of Carson Street and two lanes in each direction south of Carson Street. The roadway has a posted speed limit of 35 mph, with on-street parking permitted south of Carson Street and prohibited north of Carson Street. Direct access to I-405 is provided along Avalon Boulevard via northbound and southbound off/on-ramp intersections.

Carson Street, oriented in an east-west direction, is designated as a Major Highway. The roadway generally consists of two lanes in each direction in the study area, with the exception of a short segment between Bonita Street and the I-405 Southbound Ramps where three lanes in each direction are provided. The roadway has a posted speed limit of 40 mph. The roadway is a Class III bike route (i.e., with sharrows) in the study area. On-Street parking is generally prohibited in the immediate study area, though is permitted west of Via Verde. Direct access to I-405 is provided along Carson Street via northbound and southbound off/on-ramp intersections.

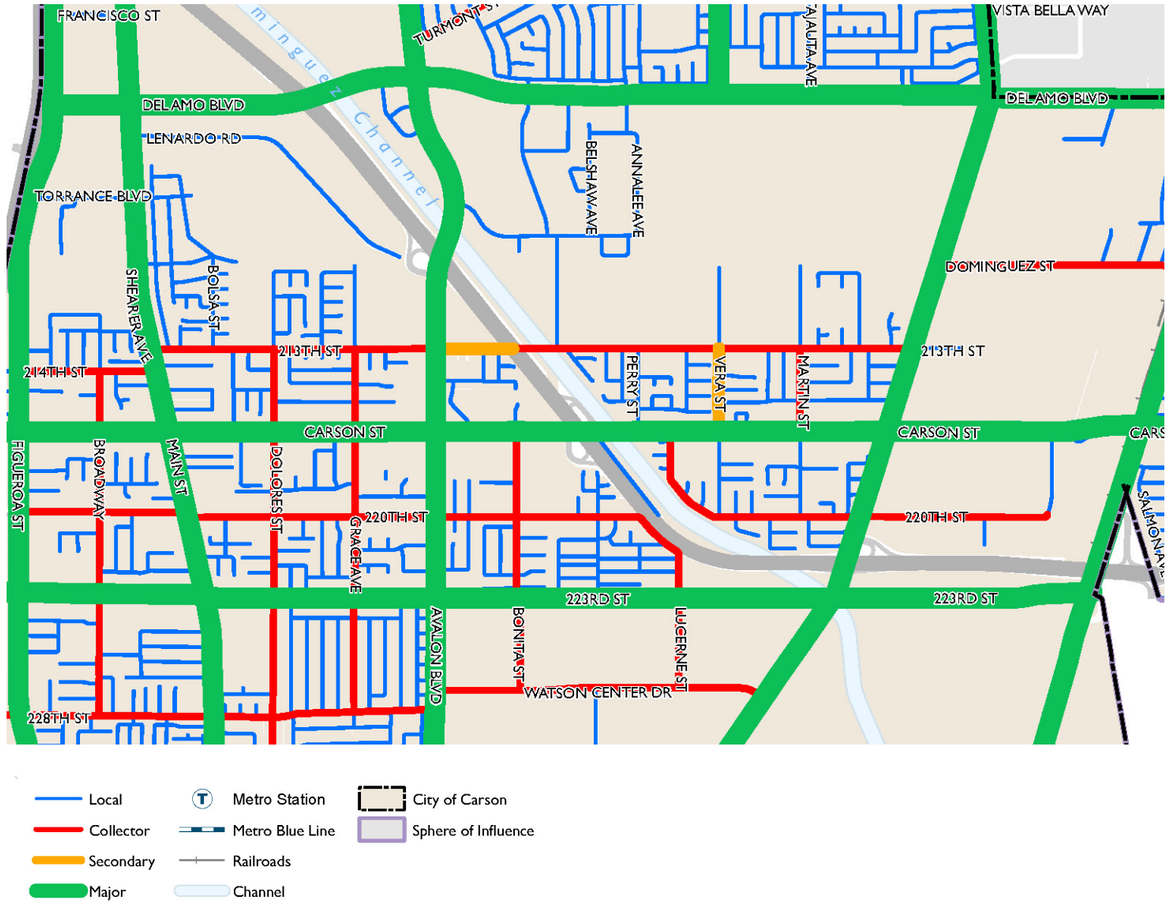
213th Street, oriented in an east-west direction, is designated as a Collector west of Avalon Boulevard and as a Secondary street east of Avalon Boulevard (to the I-405 freeway). The roadway consists of two lanes in each direction in the near vicinity of the Avalon Boulevard intersection and transitions to one lane in each direction further away on each side. The roadway has a posted speed limit of 30 mph and on-street parking is generally permitted, with the exception of the south side of the street east of Avalon Boulevard.

Civic Center Drive, oriented in a north-south direction, is designated as a Local Street. The roadway consists of one lane in each direction and runs between Desford Street and Carson Street. The roadway has a posted speed limit of 40 mph. Civic Center Drive provides direct access to City Hall.

Desford Street, oriented in an east-west direction, is designated as a Local Street with direct residential frontage. The roadway consists of one lane in each direction with on-street parking permitted on both sides. Within the study area, Desford Street is discontinuous on the west at Avalon Boulevard and on the east at Bonita Street.

Carson Street, Avalon Boulevard, Desford Street, Civic Center Drive and Civic Plaza Drive are roadways that are adjacent to the project site. Carson Street and Avalon Boulevard both provide approximately 6 to 10-foot wide sidewalks with or without landscaping on both sides of the roadways. Civic Plaza Drive also provides a short segment of 6-foot wide sidewalks on both sides of the roadways into the existing sidewalks built internally within the site to connect to the existing buildings. In contrast, Civic Center Drive consists of a sidewalk only on the east side of the roadway, while the west side lacks pedestrian infrastructure, resulting in a gap that may affect pedestrian safety.

Figure 5-1 Carson General Plan Street Classification



Avalon Boulevard

Carson Street

5.3. PROPOSED STREET CONFIGURATIONS

Figure 5-2 Carson Street

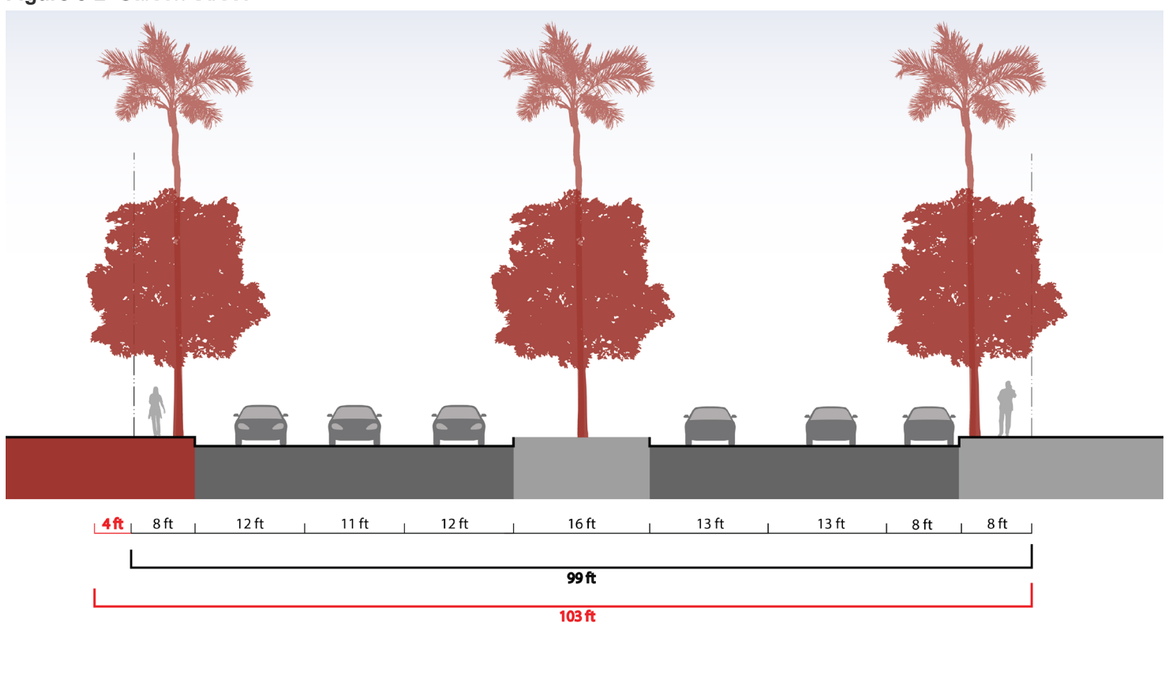


Figure 5-3 Avalon Boulevard

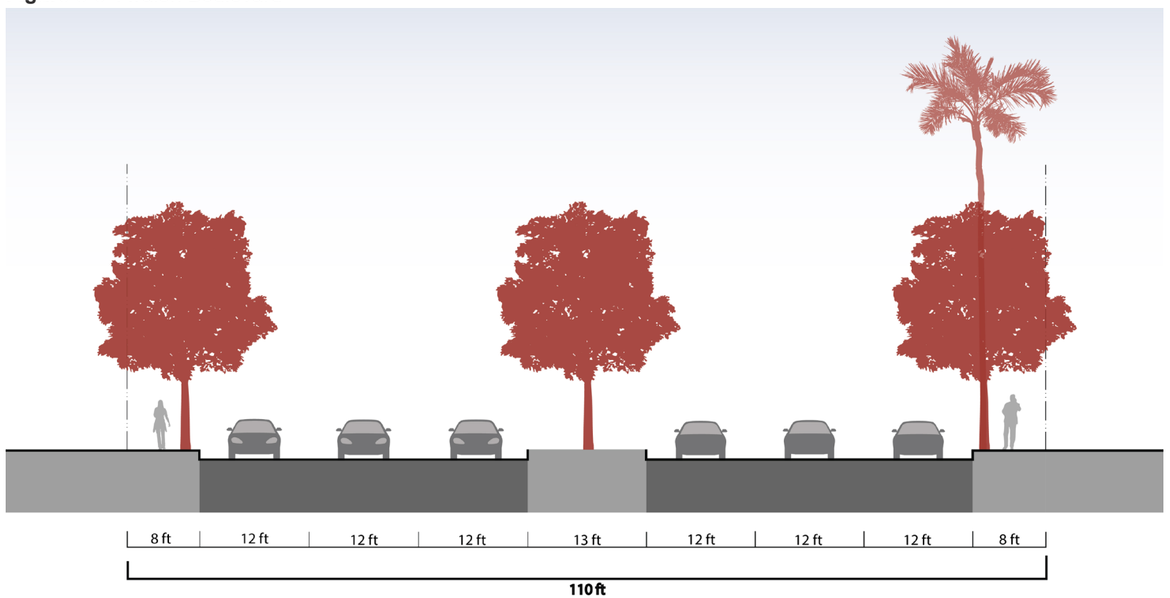


Figure 5-4 New Street North

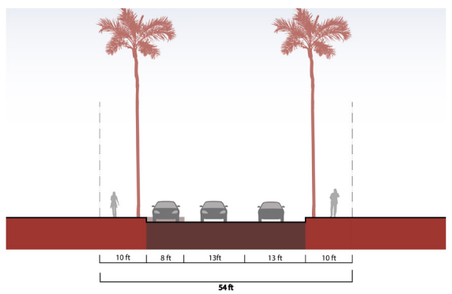


Figure 5-5 New Street Jewel Plaza

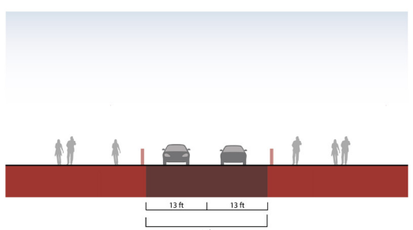


Figure 5-6 New Street South

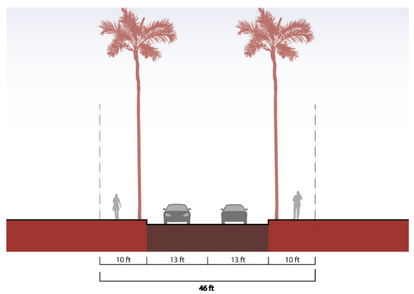


Figure 5-7 Desford Street

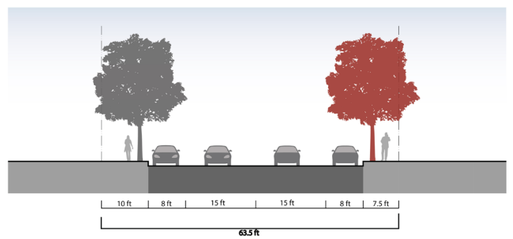


Figure 5-8 Private Roadway

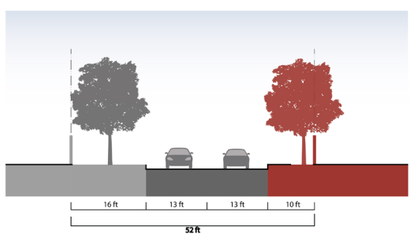


Figure 5-9 Civic Plaza Drive

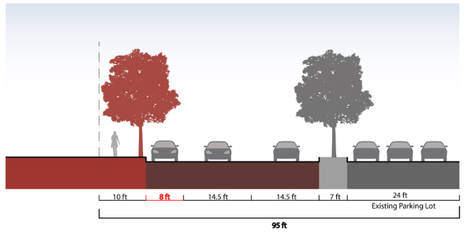
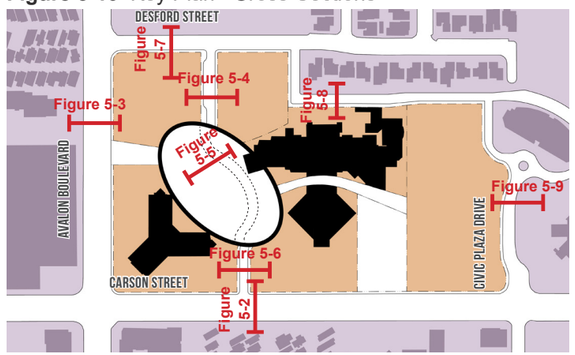


Figure 5-10 Key Plan - Cross-Sections



Proposed

Existing

5.4. PEDESTRIAN CIRCULATION & IMPROVEMENTS

The strategies in this section are developed in support of the project's Goals and Objectives to improve connectivity to key destinations, and to enhance the public realm and streetscapes.

Sidewalk/Parkway Widths

The Carson streetscape is equipped with approximately eight-foot-wide sidewalks in both eastbound and westbound directions. There are no parkways and few shade trees that separate the sidewalks from the roadways. Sidewalks are generally in good condition, but due to the narrow width, there are few streetscape amenities.

The Avalon Boulevard streetscape has sidewalks in both northbound and southbound directions, also with approximately eight-foot-wide sidewalks. The sidewalks are generally in good condition which also includes trees in tree wells, utility poles, and signage. Raised planted medians are installed along Avalon Boulevard from 223rd Street north to the South Bay Pavillion Mall past the 405 Freeway. Overall, Avalon Boulevard is walkable, but lacking a pedestrian-friendly environment.

All sidewalks are observed to be in good condition, but parkways are only installed along Desford Street. Sidewalks need to provide at least four feet of clear space to allow pedestrians and those in wheelchairs to pass. However, this is the absolute minimum specification, and most corridors would benefit from at least five to ten feet of clear space, plus additional space for street trees, street lighting, signage, bus stops, and utility poles as necessary.

For highly trafficked areas, such as Carson Street and Avalon Boulevard, a minimum of 8 feet of sidewalk shall be provided in order to support increasing pedestrian volumes in the proposed mixed-use area and to also be able to accommodate the street trees, benches, outdoor seating, and other amenities in support of storefront frontage within commercial or mixed-use designated zones.

For other streets within the Specific Plan Area, sidewalks can be a minimum width of ten feet to accommodate moderate levels of pedestrian activity and some pedestrian amenities.

Curb Ramps

While most intersections already include curb ramps, curb ramps shall be updated to include tactile warning strips and be oriented to align with the pedestrian travel path that is perpendicular to crossing streets, which in many instances leads to dual curb ramps at each corner. This is preferable to the existing condition of a single curb ramp at the corner of an intersection that opens to the diagonally opposite corner.

Pedestrian Visibility

Maintaining high-visibility crossings creates an intuitive and safe environment for all users. Existing crossings shall be upgraded to include continental crosswalks. Continental crosswalks use striped bands to mark the crossing area in order to provide the highest visibility for both pedestrians and motorists. They indicate where pedestrians shall cross streets and indicate to motorists where pedestrians have the right-of-way. This is especially true for those junctions along Carson Street and Avalon Boulevard. Visibility also applies to sight distance. Pedestrians should be clearly visible by motorists up to 250 feet away, which is enhanced by curb extensions as noted below.

Curb Extensions (Bulb-outs)

A curb extension is a portion of the sidewalk that is extended into the on-street parking lane, typically at intersections. Where there is on-street parking approaching an intersection along Carson Street or Avalon Boulevard, a curb extension should be considered. Curb extensions reduce the distance that pedestrians need to walk to cross the street, make pedestrians more visible to motor vehicles, cause drivers to reduce speed by narrowing the roadway, and provide space for pedestrian amenities (e.g., street furniture, bike racks, etc.) and environmental elements (e.g., bioswales).

Curb extensions are optimal at intersections where right-turning volumes are limited, as the design precludes the ability to provide a dedicated right-turn lane.

Pedestrian Scale Lighting

A dark, unlit sidewalk is a deterrent to many when considering a short walk to or from a mixed-use environment including recreational open space. Pedestrian scale lighting can create a more aesthetically pleasing and comfortable environment to walk in. Street lighting improves streetscapes by improving security and visibility for pedestrians and rolling modes. As the Specific Plan Area is developed and redeveloped and streetscape design and engineering drawings are proposed for the conceptual improvements shown in this Plan, pedestrian scale lighting should be evaluated to ensure lighting uniformity within the Carson Civic Center Specific Plan Area. Multi-use paths can also benefit from pedestrian-scale lighting. Intersections often require additional lighting to allow motorists to see pedestrians crossing. Future lighting should also be integrated with potential smart city infrastructure.

Street Amenities

Street furniture should be utilized to promote walkable and active corridors, and enhance a sense of place. Benches, water fountains, trash receptacles, and bicycle parking racks are recommended types of street furniture because they address needs that a pedestrian may have, such as a place to rest. Street furniture should be placed outside of the walking zone as to not create a hazard to pedestrians. In constrained sidewalk conditions, street furniture should be placed on curb extensions or integrated into private development within a required area dedicated to the public realm.

In addition, transit stop amenities such as shelters with overhead protection, seating, and lighting are important amenities for encouraging people to make use of public transit.

Street Trees

The City of Carson was recognized as a 2021 Tree City USA by the Arbor Day Foundation for its commitment to urban forestry and tree management. Street trees serve a variety of urban design functions such as acting as a pedestrian buffer from vehicular traffic, accentuating spaces, creating a sense of enclosure, improving air quality, reducing of heat island effect by providing shade and filtered light, and improving visual aesthetics along corridors. Street trees shall be incorporated whenever possible in accordance with the landscape standards. The preservation of mature, healthy trees is a goal for the Specific Plan Area. It is recommended that in cases where streetscape improvements require relocation of mature trees, they be moved to curb extensions where conditions permit, and/or within the width of the dedicated portion of sidewalk in the adjacent private property setbacks.

Pedestrian Signals

Pedestrian push buttons, countdown signals, and signal timing modifications provide additional control and information for pedestrian crossing decisions. Pedestrian push buttons shall be in compliance with the Accessible Pedestrian Signals (APS). APS shall include countdown timing functionality in order to improve pedestrian safety by displaying the amount of time available to finish crossing before the end of the signal phase, as well as audible walk indications and beaconing.

Wayfinding

Key intersections and gateways such as the Carson Street and Avalon Boulevard junction require greater attention to detail due to their prominent locations and sensitive relationship to the public realm. Wayfinding improvements can help visitors navigate to major destinations and transit connections. Special wayfinding signage can mark the entrance or direction to a particular destination. Wayfinding signage can be divided into three categories. Identification signage marks important destinations, while informational signage provides more background information on a point of interest. Directional signage shows the optimal route between key destinations. A successful strategy will incorporate all three types.

In addition, the treatment of buildings and the public realm at key locations creates a landmark and establishes a unique sense of identity.

Smart City Infrastructure

There are many emerging technologies that could be implemented in a way to help improve the pedestrian environment and livability of places. These range from smart lighting to parking occupancy information, multi-modal data collection, WiFi access points, and traffic safety monitoring solutions. These technologies can enable the City to make proactive decisions on corrective measures. As technology continues to evolve, the addition of Smart City Infrastructure shall be evaluated at the time a detailed streetscape design and engineering are prepared.

Connectivity Enhancements

For the proposed transit hub at the Civic Center, first/last mile connections from the station will enhance transit ridership and providing alternatives to vehicular modes.

The City of Carson should be proactively involved in seeking partnerships and funding opportunities to help fund the anticipated public realm and infrastructure improvements. Adjustments may need to be made to accommodate the improvements identified in first/last mile plans produced by the transit agencies serving the Specific Plan Area.

5.5. ACCESS TO TRANSIT

EXISTING TRANSIT INFRASTRUCTURE

The roadways in the Civic Center study area are served by the following transit providers:

- **Los Angeles Metro** - Route 246 providing weekday and weekend service
- **Long Beach Transit** – Routes 2 and 4, providing weekday and Saturday service
- **Torrance Transit** – Route 3 providing weekday and weekend service, Route R3 providing weekday service only

The locations of the bus stops for each provider, per intersection in the vicinity of the Civic Center, are summarized in Table 4 and shown on Figure 4.

TRANSIT ACCESS IMPROVEMENTS

The strategies for improved access to transit and increased transit usage will be developed in support of the project's goal to foster transit use and its associated objectives which include establishing Carson Street and Avalon Boulevard as transit priority corridors and inclusion of new bus shelters and seating at bus stops. Where feasible, the Plan recommends adding bus shelters at all bus stop locations within the area. This will depend on the balance between available right-of-way and sidewalk widths at each individual location.

Consideration of first/last mile connectivity will be important. The planned pedestrian crossings will be located near current transit stops to facilitate easier access. For example, new pedestrian crossings are proposed at the Carson Street/Avalon Boulevard intersection with a stop in both directions.

There is a desire for improved transit service and reliability, which could ultimately lead to increased usage. As the land use plan builds out, the City, with the transit agencies, could continue to study transit demand and patterns.

Figure 5-11 Pedestrian and Vehicular Circulation

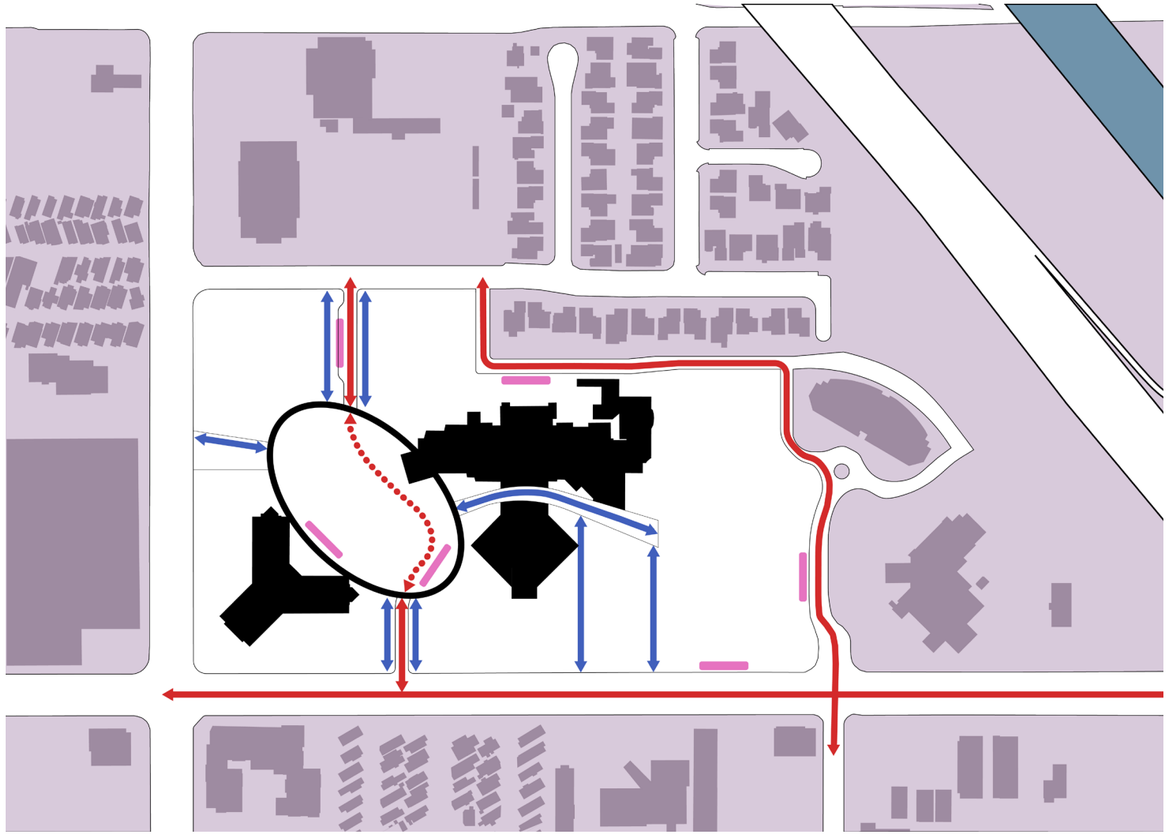
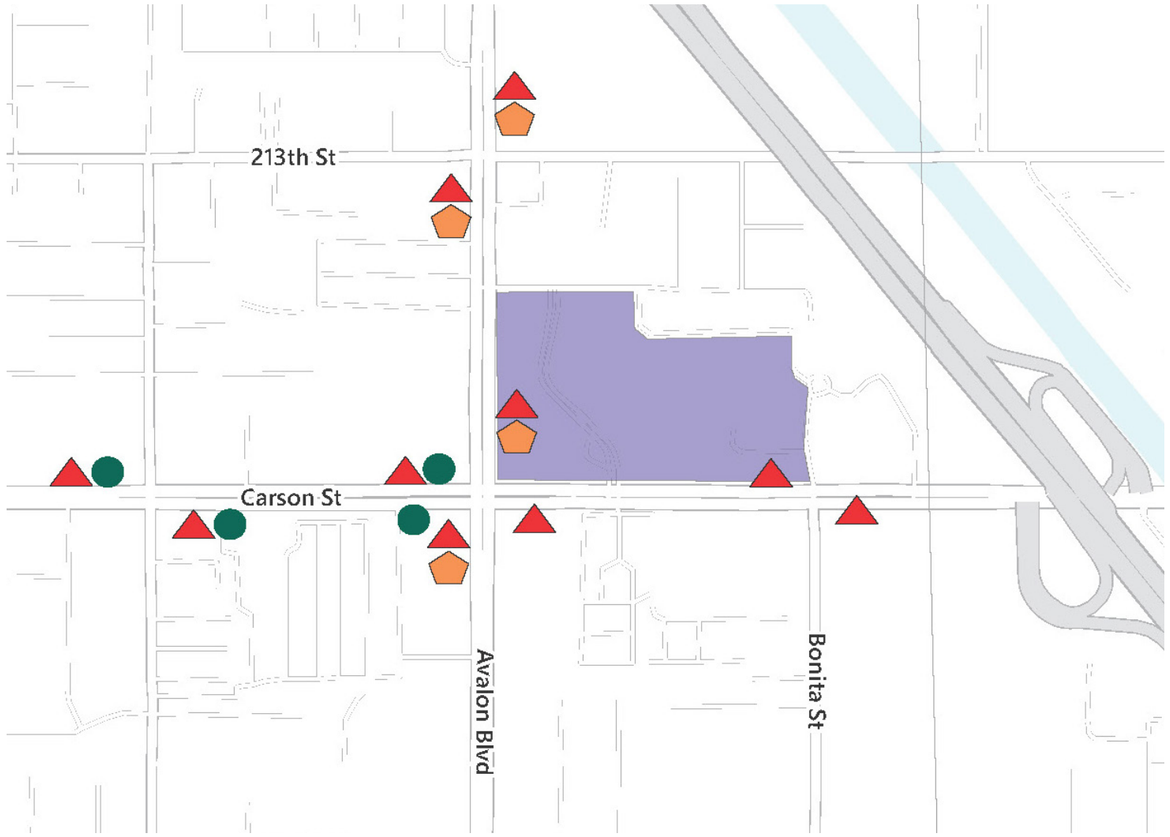


Figure 5-12 Transit Access



5.6. VEHICULAR MOBILITY

5.6.1 EXISTING TRAFFIC CONDITIONS

This section presents the existing traffic volumes and operations at key intersections in the vicinity of the Civic Center Specific Plan area. The Civic Center Specific Plan was evaluated to determine the project's effects on local transportation. Existing traffic counts were collected in May 2025 (during a typical weekday), forecasted future intersection traffic volumes were developed based on the existing counts, and local intersection operations were evaluated. Traffic operations are characterized using the concept of level of service (LOS). Level of service is defined by a range of grades from A (best) to F (worst). Traffic analysis was performed at seven (7) key intersections in the vicinity of the SP, including I-405 freeway interchange intersections along Avalon Boulevard and Carson Street. Based on consultation with the City of Carson, the following seven (7) intersections were selected for operations analysis:

1. Avalon Boulevard/I-405 Northbound Ramps;
2. Avalon Boulevard/I-405 Southbound Ramps;
3. Avalon Boulevard/213th Street;
4. Avalon Boulevard/Carson Street;
5. Bonita Street/Carson Street;
6. I-405 Southbound Ramps/Carson Street; and
7. I-405 Northbound Ramps/Carson Street.

Figure 1 shows the study intersection locations in relation to the Civic Center Specific Plan area.

5.6.2 EXISITNG TRAFFIC VOLUMES

Existing traffic counts were collected in May 2025, during a typical weekday with local schools in session. All counts were conducted during the morning peak period (7:00 – 9:00 a.m.) and evening peak period (4:00 – 6:00 p.m.). The existing conditions LOS analysis is based on the highest single hour of traffic during each time period at each location. Figure 2 shows the existing peak hour traffic volumes at the intersections. In addition, Iteris obtained 24-hour roadway segment volumes from the City of Carson. The following summarizes key takeaways from the collection of vehicle volumes:

- Traffic volumes along Avalon Boulevard in the study area were consistent across both north and south of Del Amo Boulevard with more than 25,000 daily trips.
  - Avalon Boulevard between 223rd Street and Del Amo Boulevard – 25,180 ADT
  - Avalon Boulevard between Del Amo Boulevard and Victoria Street – 27,820 ADT
- Daily traffic volumes along Carson Street were higher by approximately 8,000 daily trips west of Avalon Boulevard than east Avalon Boulevard in the study area (23,600 ADT west of Avalon Boulevard and 16,900 east of Avalon Boulevard).

5.6.3 TRAFFIC ANALYSIS METHODOLOGY

The quality of traffic operations is characterized using the concept of level of service (LOS). Level of service is defined by a range of grades from A (best) to F (worst). At intersections, LOS "A" represents relatively free flow operating conditions with little or no delay. LOS "F" is characterized by extremely unstable flow conditions, severe congestion and delays with traffic volumes at or near the intersection's design capacity. This typically results in long vehicular queues extending from all approaches of an intersection.

Per the City's guidelines, LOS analysis is performed using the Highway Capacity Manual (HCM) methodology, which uses vehicular delay criteria to determine LOS. The City aims to achieve LOS D or better as the minimum operating thresholds for intersections, with exceptions of the following:

- Transit Priority Areas
- High quality transit corridors
- Central/neighborhood business districts with multimodal access critical to local travel
- Locations currently operating at LOS E/F without projects

Table 2 presents a brief description of each LOS letter grade.

In order to estimate the number of new trips expected to be generated by the SP, the net trip generation for the proposed project was calculated based on trip rates published in Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition. Given the mixed-use nature of the development consisting of diverse types of facilities, trips are expected to be made internally from one facility to another. For example, it is likely that a hotel visitor may use the fine-dining restaurant or one of the retail stores within the development. Internal trip capture rates from ITE Trip Generation Handbook, 3rd Edition were used to develop the internal trip capture numbers. These internal trips were then used to reduce both the a.m. and p.m. peak hour trip generation. The proposed SP is forecast to generate approximately 507 net a.m. peak hour trips and 496 net p.m. peak hour trips.

5.6.4 INTERSECTION LOS ANALYSIS

Based on the traffic counts and methodology as described, the existing levels of service at the study intersections were evaluated. In addition, Iteris acquired the most recent traffic signal timing information, from the City of Carson and Caltrans, to utilize in the analysis. The existing intersection levels of service are summarized in Table 3. Figure 3 shows the intersection lane configurations. Level of service calculation worksheets are included in Appendix B.

As shown in Table 3, all study intersections currently operate at LOS C or better during both the a.m. and p.m. peak hours, with the exception of the Avalon Boulevard/Carson Street intersection. The Avalon Boulevard/Carson Street intersection is the only intersection that operates at LOS D, with an average intersection delay of 45.1 seconds during the a.m. peak hour and 49.4 seconds during the p.m. peak hour. This is a key intersection in the City where two major roadways intersect, adjacent to the project site. Carson Street also provides a direct access to the freeway; thus, northbound right-turning movement and westbound left-turning movement are both heavily utilized during both a.m. and p.m. peak hours. All study intersections operate at LOS D or better under the existing conditions during both a.m. and p.m. peak hours, and are considered acceptable.

5.6.5 CONCLUSION

The purpose of the LOS analysis is to identify locations where additional traffic volumes could potentially result in deficient operations. The proposed Specific Plan is forecast to generate approximately 507 net a.m. peak hour trips and 496 net p.m. peak hour trips. The study intersections in the vicinity of the SP are forecast to generally experience slight increases in average vehicle delays and LOS with the proposed project. However, all study intersections are anticipated to continue to operate at acceptable levels of service during both the a.m. and p.m. peak hours. Among the intersections analyzed, the Avalon Boulevard/Carson Street intersection is forecast to operate at LOS D while the other intersections are forecast to operate at LOS C or better. An intersection operating at LOS D is considered an acceptable condition.

5.6.6 REGIONAL MOBILITY

The Civic Center SP was evaluated to determine the project's effects on regional mobility, consistent with California Environmental Quality Act (CEQA) guidelines. Under current CEQA guidelines, projects are generally measured against four criteria (T-1 through T-4, per Appendix G Environmental Checklist), which utilize a combination of qualitative and quantitative analyses. Three of the four criteria (T-1, T-3, T-4) involve qualitative analyses, which evaluate whether the project would be inconsistent with other transportation plans, whether the project would result in hazards due to geometric design, and whether the project would result in inadequate emergency access. The SP is forecast to result in less than significant CEQA impacts under these three criteria.

For impact criteria T-2, the SP project's effects on Vehicle Miles Traveled (VMT) was quantitatively evaluated in conjunction with the City's thresholds of significance. The technical analysis was performed using the Southern California Association of Governments (SCAG) model, a computerized travel demand model. Iteris utilized the latest version of the SCAG Activity-Based Model (ABM) to generate the VMT statistics, consistent with previous CEQA analyses performed within the City of Carson.

Using the SCAG model, citywide VMT outputs were prepared for an existing scenario and an existing plus project scenario (which included the land use projections for the project). In addition, the project includes multiple strategies to reduce vehicle trips and VMT, such as, but not limited to, transportation demand management (TDM), increased land use densities, reduced residential parking requirements, and pedestrian network improvements. To account for these project features in the "plus project" scenario, off-model adjustments were prepared using guidance from the California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions Assessing Climate Vulnerabilities, and Advancing Health and Equity: Designed for Local Governments, Communities, and Project Developers.

Based on the traffic modeling, the existing citywide VMT per service population is currently 15.50, which results in a significant impact threshold of 13.17 (i.e., 15% below 15.50) per the City's guidelines. The existing plus project VMT per service population including the Specific Plan land uses, is forecast to be 15.24. Thus, while the "plus Specific Plan project" scenario VMT per service population is forecast to improve compared to the existing citywide VMT per service population, the project is still forecast to exceed the City's CEQA threshold. Thus, this impact is considered significant and unavoidable. This finding is consistent with previous CEQA-level analyses in Carson, including the City's General Plan Update Environmental Impact Report (EIR).

Figure 5-13 Study Location and Project Intersections

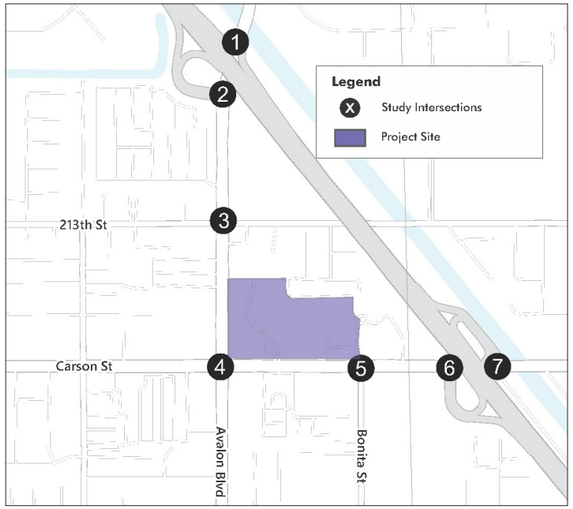


Figure 5-14 Existing Intersection Configurations

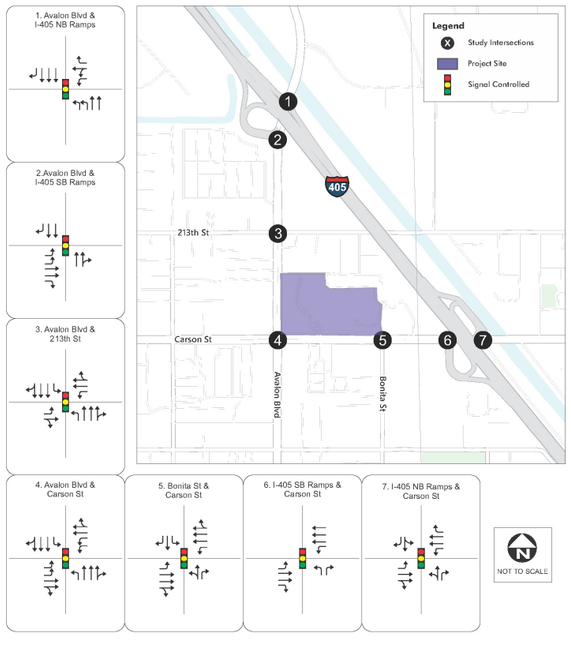


Figure 5-15 Existing Peak Hour Intersection Volumes

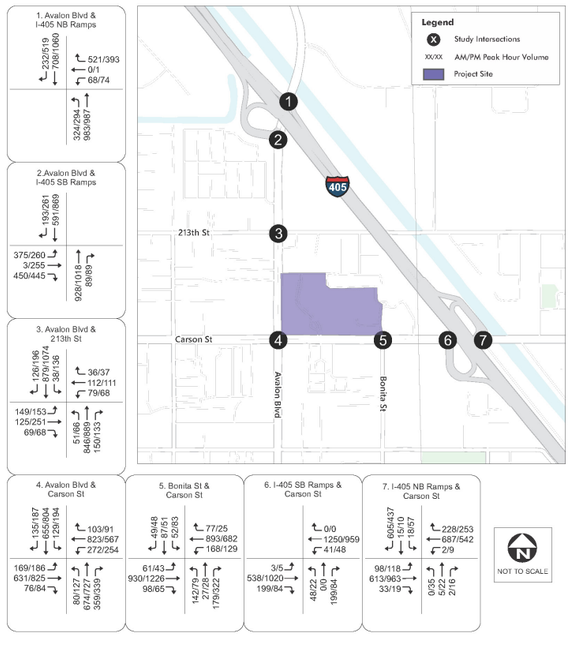


Table 5-1 Intersection Level of Service Definitions - HCM Methodology

Level Of Service	Description	HCM Average Delay (sec) - Signalized Intersections	HCM Average Delay (sec) - Unsignalized Intersections
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤ 10	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10-20	>10-15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20-35	>15-25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>35-55	>25-35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>55-80	>35-50
F	Forced flow. Represents jammed conditions. Backups form locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	>80	>50

Table 5-2 Existing Intersection Peak Hour Levels of Service

	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay (s)	LOS	Delay (s)	LOS
1	Avalon Boulevard/I-405 Northbound Ramps	Signalized	27.8	C	18.6	B
2	Avalon Boulevard/I-405 Southbound Ramps	Signalized	17.9	B	18.1	B
3	Avalon Boulevard/213th Street	Signalized	21.2	C	25.3	C
4	Avalon Boulevard/Carson Street	Signalized	45.1	D	49.4	D
5	Bonita Street/Carson Street	Signalized	26.3	C	20.2	C
6	I-405 Southbound Ramps/Carson Street	Signalized	6.4	A	7.2	A
7	I-405 Northbound Ramps/Carson Street	Signalized	17.8	B	11.6	B

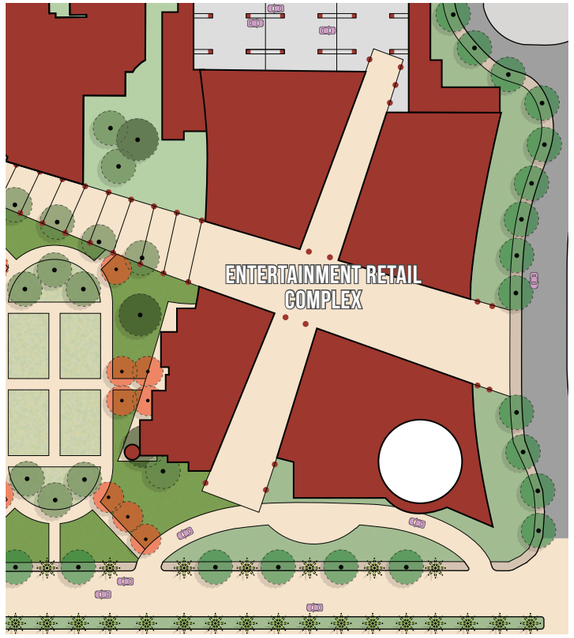
Notes:
s = seconds, LOS = Level of Service.

5.7 PROJECT ALTERNATIVE

The project alternative, consisting of an entertainment/retail complex in place of the hotel, was qualitatively assessed based on its potential vehicle trip characteristics in comparison to the preferred alternative. An entertainment complex with retail, restaurant, and sports bar uses will consist of a larger amount of employees than a hotel site, resulting in a larger daily trip generation. The sports bar use has the potential to be regional draw, resulting in longer trip distances. Thus, the overall VMT generated by the project alternative would be higher, therefore the project alternative is anticipated to result in a similar significant and unavoidable CEQA transportation impact.

In terms of peak hour trip generation affecting local mobility (intersections, roadways, freeways), the entertainment complex alternative would only generate minimal a.m. peak hour trips as compared to the preferred alternative with the hotel. Retail, restaurants, and sports bars typically do not operate in the morning hours. However, trip generation in the p.m. peak hour is anticipated to be larger than that of the preferred alternative, potentially resulting in worsened intersection operations (LOS and queue). The Avalon Boulevard/Carson Street intersection would likely be most affected by the traffic generated by the project alternative during the evening peak hour. During busiest times, such as major events drawing large crowds at the sports bars, the intersection could potentially degrade operations to LOS E (compared to LOS D with the preferred alternative).

Figure 5-16 Entertainment/Retail Complex Alternative



5.8 PARKING

EXISTING PARKING INFRASTRUCTURE

Several of the large surface parking lots within the Civic Center which abut the major corridors are underutilized throughout the weekday, and City staff indicated that these parking lots are underutilized year-round. Parking availability in and near the study area was also a major concern, such as community residents parking at the Civic Center to pick up their children from the local school across Carson Street. Support for more business-friendly parking requirements are desired.

PARKING IMPROVEMENTS

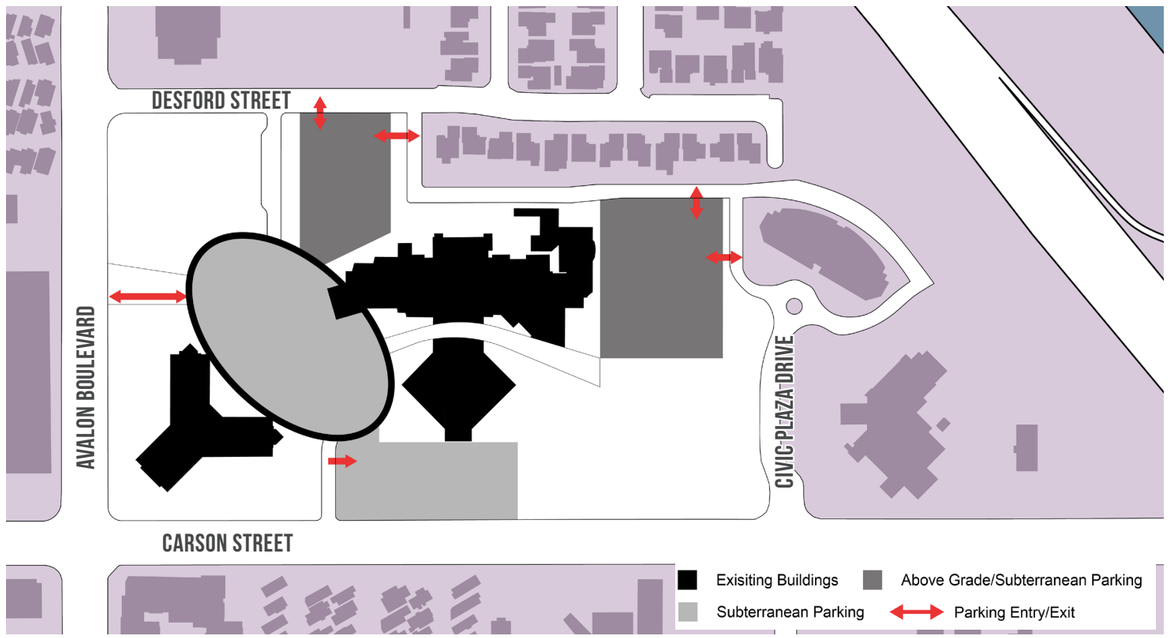
On-street parking capacity may be reduced with roadway reconfiguration that prioritizes other modes of transportation, while off-street parking capacity may be reduced with new development. Thus, this section discusses the potential for shared parking, as well as either reduced or no parking minimums in the vicinity of a major transit stop (consistent with AB 2097).

The parking strategies are developed in support of the project's goal to adopt innovative parking strategies and its associated objectives which include establishing a shared parking structure, among other potential measures.

Parking management strategies include the following:

- **Parking Demand Tools**: address the demand for parking and include elements such as travel demand management interventions, promoting alternative modes, establishing intervention thresholds based on parking occupancy, parking compliance, and parking ratios among several other considerations that impact the demand for parking.
- **Location Tools/Considerations**: address who parks where with the premise of spreading the demand over a larger area such as utilizing remote parking facilities, signage strategies, etc.
- **Time Considerations**: that use parking frequency, turnover, and time stays as part of a parking management toolbox.
- **Pricing Tools**: those that consider paid parking programs and demand-based pricing.
- **Supply Considerations**: include maximizing the number of available parking spaces typically by the provision of new parking spaces off-street.
- **Shared Parking Lots**: incentivize development by lowering the cost of providing shared parking structures or lots by identifying and developing a strategy for City acquisition of ideal sites to help align parking supply and transition to more transit-oriented and pedestrian friendly uses.
- **Parking-in-lieu fees**: collect fees as an alternative to the developer/property owner building the parking on site; the fees fund additional public parking to satisfy parking demand and enhance the vitality of businesses.

Figure 5-17 Parking Strategy



6: INFRASTRUCTURE

The City of Carson is exploring the utilization of the 20 acres of Carson Civic Center site to better serve current and future community needs and expectations through a new Vision Plan.

At the time of this report, the Civic Center site consists of Carson City Hall, Carson Community and Event Center, surface parking lots, and open space areas. The project consists of the development of a new Civic Center Master Plan and a clear action plan through 2030 and beyond. The proposed development programming includes a theme based multi-story luxury resort hotel, an experiential interactive museum, a vibrant mixed-use development, a new performing art center, a modern community/event center, a variety of indoor and outdoor gathering spaces, convention halls, an outdoor theater, and shopping and dining facilities.

This technical report provides a high-level analysis of the broad effects of the Vision Plan on sewer, storm drain, and water infrastructure. The recommendations in this report are based on the estimated capacities of existing facilities and projected infrastructure needs based on the review of available record drawings, service maps, public master plan documents, and a high-level study of the increased demands limited to the study areas.

6.1. SEWER INFRASTRUCTURE

EXISTING SEWER INFRASTRUCTURE

The ownership of the sewer infrastructure in Carson is split between the Los Angeles County Sanitation Districts (LACSD) who maintains the trunk lines, and the Los Angeles County Department of Public Works (LADPW) Consolidated Sewer Maintenance District who owns the rest of the public mains.

The site is adjacent to three sewer pipes, which have been labeled as follows for the purpose of this report. Refer to Attachment A1 for a map of the existing sewer lines serving the site.

- **SS1**: 15-inch LACSD vitrified clay pipe (VCP) trunk line along Avalon Blvd. flowing north and turning west on East 213th St.
- **SS2**: 12-inch LACSD VCP trunk line flowing west along Carson St. and tying into the 15" trunk line mentioned above at the intersection of Carson St. and Avalon Blvd.
- **SS3**: 8-inch LADPW VCP main running along Desford St. to the north, flowing west towards Avalon Blvd, where it joins into the 15" VCP mentioned above.

Both SS2 and SS3 are tributary to SS1. Therefore, any new development tying into SS2 and SS3 will also impact SS1.

Flow monitoring data could not be obtained from LADPW for SS3. LACSD loading factors were used to estimate the proposed flows in SS1 and SS2; thus, LACSD loading factors were also used to estimate the current and proposed sewage flow in SS3 for consistency. Refer to Table 1 for the breakdown of sewer flows assumed to be tributary to SS3.

Per the LA County Land Development Division Sewer Capacity Memo, pipes smaller than 15-inch diameter are considered to be at maximum capacity when they are 50% full.

the review of available record drawings, service maps, public master plan documents, and a high-level study of the increased demands limited to the study areas.

Table 1. Estimated Existing Sewer Flow in SS3

Existing Building	LADPW land use	Sewage generation factor	Quantity	Average Daily Sewer Flow (GPD)
Double Tree Hilton Hotel	Hotel	125 GPD/room	225 rooms	28,125
Community & Event Center	Convention Center	10 GPD/average daily attendance	2,100 people	21,000
Panda Logistics	Office Building	200 GPD/1,000 SF	155,800	31,160
Single Family Homes	Single Family Homes	260 GPD/house	54 houses	14,040
Jack in the Box	Restaurant	1 GPD/SF	3,665 SF	3,665
			TOTAL	97,990 GPD

LACSD provided flow monitoring data for this report for SS1 and SS2. Refer to Table 2 for the maximum capacity and current flow data that were last recorded on September 14, 2015.

Table 2. Existing Sewer Pipes Capacities

Pipe ID	Ownership	Diameter (in)	Material	Slope (%)	Max capacity (CFS)	Last Measured/Estimated Flow (CFS)	% full
SS1	LACSD	15	VCP	0.10	2.2	0.92	47.0
SS2	LACSD	12	VCP	0.10	1.1	0.70	57.1
SS3	LADPW	8	VCP	0.32	0.34	0.15*	31.9

* As estimated in Table 1 above.

The existing sewer flows for the Carson City Hall and the Community and Event Center were estimated by using the LACSD loading factors and are detailed in Table 3. Refer to Attachment A3 for the LACSD loading factors.

Table 3. Estimated Existing Sewer Flows from the Project Site

Existing Building	LADPW land use	Sewage generation factor	Quantity	Average Daily Sewer Flow (GPD)	Sewer main
Carson City Hall	Office Building	200 GPD/1,000 SF	64,000 SF	12,800	SS1
Community & Event Center	Convention Center	10 GPD/average daily attendance	2,100 people	21,000	SS3

VISION PLAN IMPACTS

The LACSD sewage loading factors were used to estimate the sewer flow that would result from the proposed development. The sewer flows from the existing City Hall and Community Center are assumed to remain the same. Because the renovation of these facilities is not expected to cause an increase in sewer flows, they have been excluded from the analysis below.

Based on the proposed site layout provided by Gruen Associates on June 24, 2025, the new development is assumed to be connected to the existing sewer mains as shown in Table 4. Refer to Attachment A2 for an exhibit showing the proposed sewer connections.

Table 4. Estimated Proposed Sewer Flows

Proposed Building	LADPW land use	Sewage generation factor	Quantity	Sewer Flow (GPD)	Sewer Main
New City Hall + retail/restaurant	Office Building Shopping Center	200 GPD/1,000 SF 350 GPD/1,000 SF	187,000 SF 10,000 SF	37,400 3,500	SS2
Performing Arts Center	Indoor Theatre	125 GPD/1,000 SF	124,000	15,500	SS1
Resort Hotel + retail/restaurant	Hotel Shopping Center	125 GPD/room 350 GPD/1,000 SF	400 rooms 20,000 SF	50,000 7,000	SS2
Hotel Amenity Deck	Shopping Center	350 GPD/1,000 SF	120,000 SF	42,000	SS2
Interactive Museum	Shopping Center	350 GDP/1,000 SF	25,000 SF	8,750	SS2
Mixed-Use Housing	Residential – 5+ units Shopping Center	156 GPD/unit 350 GPD/1,000 SF	140 units 10,000 SF	3,500 21,840	SS3

Based on this analysis, the sewer generation of the site would increase by 189,490 GPD. Refer to Table 5 for the increase of flow in each existing sewer pipe. The percentage full was calculated by using Manning's formula and a roughness coefficient of 0.013 for vitrified clay pipe. The total proposed flow was calculated by adding the estimated flow increase to the existing sewer flows.

Table 5. Estimated Increased Flows in Surrounding Sewer Mains

Pipe ID	Increased flow (CFS)	Total Proposed Flow (CFS)	Proposed % full
SS1	0.29	1.21	55.4
SS2	0.23	0.93	69.2
SS3	0.04	0.19	36.1

SUMMARY AND SUGGESTED IMPROVEMENTS

Based on the analysis described above, the existing sewer system has enough capacity to support the proposed development. Additional gauging data is recommended to confirm the actual capacity of SS3.

Future proposed developments will be reviewed and evaluated by LACSD through the Will Serve Program at the time of plan check.

6.2. STORM DRAIN INFRASTRUCTURE

EXISTING WATERSHED SETTING AND DRAINAGE FACILITIES

The project site lies within the Dominguez Channel Watershed, which is part of the South Santa Monica Bay Watershed in Los Angeles County. The broader watershed drains into the Pacific Ocean and is subject to regional water quality regulations.

Stormwater within the City of Carson is regulated under the jurisdiction of the Los Angeles Regional Water Quality Control Board. The City operates under a Municipal Separate Storm Sewer System (MS4) permit as a medium-sized municipality, which mandates implementation of best management practices (BMPs) to reduce pollutants in stormwater discharges.

The study area includes two significant existing drainage facilities that are both owned and maintained by the Los Angeles County Flood Control District (LACFCD). These facilities represent components of local and regional stormwater conveyance infrastructure, serving to collect and transport stormwater runoff generated within the watershed. Refer to Attachment B3 for a map of the existing storm drain facilities detailed below.

The BI 0540 – U2 Line – South Torrance is a large rectangular reinforced concrete box (RCB) culvert with interior dimensions of 8 feet 10 inches wide by 10 feet 5 inches tall. The large size of this culvert indicates its importance as the major regional storm drain to the Dominguez Channel. Despite the shallow slope of 0.10%, the large cross-sectional area allows the facility to convey an estimated full-flow capacity of approximately 594.5 CFS. This large rectangular reinforced concrete box plays a critical role in reducing flood risk, particularly during large storm events.

The 213th Street Drain is a smaller facility comprised of a 24-inch diameter Reinforced Concrete Pipe (RCP), indicating that it serves more localized drainage needs. With a slope of 0.11%, this pipe can convey an estimated maximum of 7.50 CFS under full-flow conditions. A facility of this size is typically designed to handle a portion of the northwestern runoff.

Refer to Table 6 for a summary of the existing storm drain flows. Manning's equation was used to estimate the full flow capacity.

Table 6. Existing Storm Drain Flows

Pipe ID	Ownership	Dimensions	Material	Slope (%)	Full Flow Capacity (cfs)
BI 0540 – U2 LINE B – SOUTH TORRANCE	LACFCD	106" X 125"	RCB	0.10	594.5
213TH STREET DRAIN	LACFCD	24" DIA	RCP	0.11	7.5

EXISTING FLOODPLAIN MAPPING

Floodplain delineation is managed by the Federal Emergency Management Agency (FEMA) under the National Flood Insurance Program. FEMA creates Flood Insurance Rate Maps (FIRMs) to determine the location and extent of Special Flood Hazard Areas which designate areas with special flood, mudflow or flood-related erosion hazards.

According to the FIRM in Attachment B4, the Carson Civic Center site lies within Zone X, which designates areas outside of the 500-year floodplain and/or areas protected from the 100-year flood by certified levees, such as the Dominguez Channel levee system. As such, the project site is at minimal risk of flooding.

HYDROLOGY

The hydrologic effects of the Vision Plan were evaluated by comparing the existing and proposed land cover conditions at the project site. The analysis was conducted using the rational method.

The following methodology and assumptions were used in developing the hydrology analysis:

I. The impervious percentage for both existing and proposed conditions were determined by delineating land cover using Google Maps aerial imagery and the site plan provided for the Revised Vision Plan Alternative (refer to Attachments B1 and B2). The change in the impervious percentage is assessed for the project site only.

II. Areas designated as green roofs in the proposed site plan were categorized as pervious due to their ability to slow down runoff.

III. Runoff coefficients used in the rational method were sourced from the State Water Resources Control Board's Runoff Coefficient Fact Sheet:

a) Impervious areas: C = 0.9

b) Pervious areas: C = 0.1

The Vision Plan will result in moderate changes to the site's impervious and pervious surfaces. A comparison between existing and proposed land use is summarized in Table 7.

Table 7. Land Cover of Existing and Proposed Site

Land cover	Existing Conditions	Proposed Conditions
Roofs/Balcony (AC)	*3.0*	*7.0*
Concrete Pavement (AC)	*4.1*	*4.7*
Asphalt/Misc. (AC)	*7.2*	*1.1*
Landscape/Trees/Grass (AC)	*5.7*	*7.1*
Percent Impervious (%)	***71.5***	***64.4***
Percent Pervious (%)	***28.5***	***35.6***

Although the footprint of impervious surfaces is being redistributed with increased rooftop coverage and reduced asphalt, the overall impervious area will decrease, which positively influences runoff rate and water quality. The estimated pervious cover in the existing and proposed conditions is shown in Attachments B1 and B2, respectively.

The estimated runoff generated from the project was calculated using the rational method. The precipitation intensity of 0.247 inches per hour was gathered from the National Weather Service (refer to Attachment B6). As shown in Table 8, the calculated runoff from a 50-year, 24-hour storm is expected to decrease with the implementation of the Vision Plan. The proposed increase in pervious cover would lower the runoff coefficient, resulting in a decreased runoff compared to existing conditions.

WATER QUALITY

The City of Carson regulates stormwater discharge through the National Pollutant Discharge Elimination System (NPDES) permit program, which is authorized by the federal Clean Water Act. The Vision plan project will be required to comply with NPDES requirements during both the construction and post-construction phases. Compliance is achieved through coverage under the Construction General Permit (CGP) and the Municipal Separate Storm Sewer System (MS4) Permit, respectively.

Prior to the commencement of any construction activities, projects that will disturb one acre or more of land are required to prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the CGP. The SWPPP outlines the use of construction Best Management Practices (BMPs) that are designated to minimize the discharge of pollutants from the site.

Construction activities such as clearing, excavation, grading, and construction have the potential to impact hydrology and water quality.

$$Q = CiA$$

Table 8. Rational Method for Calculating Runoff

	Existing	Proposed
Σ C (UNITLESS)	0.67	0.61
i (IN/HR)	0.247	0.247
A (AC)	20	20
Q (50-YEAR, 24-HR) (CFS)	**3.32**	**3.03**

These impacts include:

- Erosion of exposed soils or disturbed soils
- Sediment deposits entering nearby storm drains or water bodies
- Increased pollutant loading from construction equipment and materials

While natural erosion occurs from rainfall and wind, disturbed soils during construction are more vulnerable to accelerated erosion rates, potentially resulting in downstream sedimentation and water quality degradation. To mitigate these effects, construction-phase BMPs, such as silt fences, stabilized entrances, and sediment traps, should be implemented. Post-construction BMPs should also be incorporated to manage long-term site runoff and improve water quality. The selection and implementation of BMPs should be consistent with the California Stormwater Quality Association (CASQA) BMP Handbook and the City of Carson's stormwater requirements.

Post-construction stormwater quality is addressed through the implementation of Low Impact Development (LID) standards. LID strategies are recommended to improve water quality and drainage to meet storm water quality standards from the City of Carson NPDES MS4 permit. LID strategies are designed to mimic natural hydrologic conditions by capturing, infiltrating, and/or treating stormwater runoff onsite to reduce pollutant loads and runoff volume. Complying with LID standards for stormwater quality is required for developments and redevelopments over a certain threshold as defined by the 2013 Los Angeles County LID Ordinance2, which improvements under the Vision Plan are expected to exceed. LID strategies for the Vision Plan will be evaluated by the local entities through the plan check process.

SUMMARY AND SUGGESTED IMPROVEMENTS

Based on the analysis above, the proposed increase in pervious cover under the Vision Plan is expected to cause a decrease in stormwater runoff. Therefore, downstream adverse impacts at each storm drain lines are not anticipated.

6.3. WATER INFRASTRUCTURE

WATER SUPPLY

The Project lies within the California Water Service (Cal Water) Dominguez District service area. According to the 2020 Urban Water Management Plan for the Dominguez District (the "UWMP"), the water supply originates from a combination of the following sources:

- Groundwater pumped from the West Coast Subbasin and the Central Subbasin
- Imported water purchased from Metropolitan Water District of Southern California (MWD), sourced from the Colorado River and the State Water Project in northern California
- Treated desalted water produced in the C. Marvin Brewer Desalter
- Recycled wastewater produced by the West Basin MWD

Table 9 shows the water supply sources and volumes for the year 2020 and projected volumes anticipated for the year 2045, as published in the UWMP. Volume is expressed in Acre-Feet (AF). Despite an anticipated 7.7% increase in population, the water demand is expected to decrease. This reduction in water demand is mostly due to the implementation of water use reduction programs and the rise of water-efficient plumbing fixtures.

Table 9. 2020 Water Supply

Water Supply Source	2020 Volume (AF)	2045 Volume (AF)
Purchased/Imported	23,673	22,140
Groundwater	4,271	5,622
Desalinated water	438	438
Recycled water	4,587	4,737
Total:	**32,968**	**32,937**

Based on this analysis, the Domiguez district's water supplies are sufficient to support the proposed development of Carson City Hall.

EXISTING WATER DISTRIBUTION AND SIZING CRITERIA

Under the existing conditions, the site is served by a variety of water lines ranging from 6 inches to 10 inches in diameter. The pipes serving the site have been labeled W1 through W7 as shown in Attachment C1.

While the capacity of water distribution pipes depends on the available pressure in the system, the minimum size of the pipes was estimated using the Los Angeles Department of Water and Power (LADWP) sizing criteria shown in Table 10, for both domestic water (DW) and fire water (FW) pipes.

Table 10. Sizing Criteria for Water Pipes

Pipe size	DW max. flow (GPM)	FW max. flow (GPM)
4"	400	600
6"	700	1,400
8"	1,500	2,500
10"	2,500	5,000

DOMESTIC WATER

The future water demand was estimated by using the projected sewer generation with a 1:1 conversion factor. Refer to Table 4 for how the estimated flows were calculated.

Similarly to the sewer capacity analysis, the renovation of the existing City Hall and Community Center is not expected to cause a change in water demand and was excluded from the analysis below. Based on the land uses proposed in the Vision Plan, the future water demand is estimated to increase by 189,190 GPD. Table 11 shows where the increase is expected to occur. Flows were converted to gallons per minute (GPM) to compare with the sizing criteria described in the section above.

Table 11. Estimated Increase in Water Demand in Each Pipe

Proposed Land Use	Estimated Water Demand (GPD)	Estimated Water Demand (GPM)	Nearest Ex. Distribution Main	Anticipated Max. DW Flow* (GPM)
New City Hall + retail/restaurant	40,900	28.4	W6 (8")	1,500
Performing Arts Center	15,500	10.8	W2 (8")	1,500
Resort Hotel + retail/restaurant	57,000	39.6	W4 (10")	2,500
Hotel Amenity Deck	42,000	29.2	W4 (10")	2,500
Interactive Museum	8,750	6.1	W5 (6")	700
Mixed-Use Housing	25,340	17.6	W1 (6")	700

** Based on Table 10 above.*

Based on Table 11, all surrounding water distribution mains are anticipated to have the capacity to accommodate the increased domestic water demand.

FIRE WATER

In accordance with the Section B105 of Appendix B of the California Fire Code, the fire flow requirements for the proposed development are shown in Table 12. Construction type IIIA was assumed in order to provide a conservative analysis. Existing buildings that are proposed to remain were assumed to have appropriate fire water protection and were excluded from this analysis.

SUMMARY AND SUGGESTED IMPROVEMENTS

Based on the analysis above, a portion of the distribution main W1 may require an upsize from a 6-inch to an 8-inch minimum to support the increased fire flow requirement generated by the mixed-use housing development. Refer to Attachment C2 for a map of the proposed water connections and suggested improvements. Fire flow requirements may be reduced if the actual construction type is classified as type IA or IB.

The analysis is dependent on the current water pressure in the existing water distribution system and is expected to be verified during the design process of the proposed improvements.

As discussed in section 4.1, the water supply is expected to be sufficient to support the future development and growth of the Dominguez district.

Table 12. Estimated Fire Flow Requirements and Proposed Main Connections

Proposed New Development	Square footage	Min. Fire Flow (GPM)	Nearest Existing Distribution Main	Anticipated Max. FW Flow** (GPM)
New City Hall	197,000	1,500	W6 (8")	2,500
Performing Arts Center	124,000	1,250	W2 (8")	2,500
Resort Hotel*	380,000	1,500	W4 (10")	5,000
Hotel Amenity Deck	120,000	1,250	W4 (10")	5,000
Interactive Museum	25,000	1,000	W5 (6")	1,400
Mixed-Use Housing*	440,000	1,500	W1 (6")	1,400
Subterranean Parking	251,000	1,500	W3 (12")	>5,000

* Type R occupancy.
** Based on Table 10.

REFERENCES

California Water Service, 2020 Urban Water Management Plan – Dominguez District, June 2021.

LADWP, "Application for Water Pressure – Flow Report", July 2023. www.ladwp.com/sites/default/files/2023-09/SAR%20Application%20Form%20%2007-01-2023%20v1_0.pdf.

6.4. PROJECT ALTERNATIVE - SEWER INFRASTRUCTURE

Based on the proposed site layout provided by Gruen Associates on June 24, 2025, the new development is assumed to be connected to the existing sewer mains as shown in Table 4. Refer to Attachment A2 for an exhibit showing the proposed sewer connections.

Table 6. Estimated Proposed Sewer Flows – Alternate Programming

Proposed Building	LADPW land use	Sewage generation factor	Quantity	Sewer Flow (GPD)	Sewer Main
New City Hall + retail/restaurant	Office Building Shopping Center	200 GPD/1,000 SF 350 GPD/1,000 SF	187,000 SF 10,000 SF	37,400 3,500	SS2
Performing Arts Center	Indoor Theatre	125 GPD/1,000 SF	124,000	15,500	SS1
Resort Hotel + retail/restaurant	Hotel Shopping Center	125 GPD/room 350 GPD/1,000 SF	400 rooms 20,000 SF	50,000 7,000	SS2
Entertainment/Retail Complex	Shopping Center Restaurant	350 GPD/1,000 SF 1 GPD/SF	130,000 SF 80,000 SF	45,500 80,000	SS2
Interactive Museum	Shopping Center	350 GDP/1,000 SF	30,000 SF	10,500	SS2
Mixed-Use Housing	Residential – 5+ units Shopping Center	156 GPD/unit 350 GPD/1,000 SF	140 units 10,000 SF	3,500 21,840	SS3

Based on this analysis, the sewer generation of the site would increase by 217,740 GPD under the alternate plan. Refer to Table for the increase of flow in each existing sewer pipe. The percentage full was calculated by using Manning's formula and a roughness coefficient of 0.013 for vitrified clay pipe. The total proposed flow was calculated by adding the estimated flow increase to the existing sewer flows.

Table 7. Estimated Increased Flows in Surrounding Sewer Mains – Alternate Programming

Pipe ID	Increased flow (CFS)	Total Proposed Flow (CFS)	Proposed % full
SS1	0.34	1.26	56.8
SS2	0.27	0.97	71.5
SS3	0.04	0.19	36.1

6.5. PROJECT ALTERNATIVE - WATER INFRASTRUCTURE

4.2.2.2.1 Domestic Water

The future water demand was estimated by using the projected sewer generation with a 1:1 conversion factor. Refer to Table 4 for how the estimated flows were calculated.

Similarly to the sewer capacity analysis, the renovation of the existing City Hall and Community Center is not expected to cause a change in water demand and was excluded from the analysis below. Based on the land uses proposed in the Vision Plan, the future water demand is estimated to increase by 217,740 GPD. Table shows where the increase is expected to occur. Flows were converted to gallons per minute (GPM) to compare with the sizing criteria described in the section above.

Table 85. Estimated Increase in Water Demand in Each Pipe – Alternate Programming

Proposed Land Use	Estimated Water Demand (GPD)	Estimated Water Demand (GPM)	Nearest Ex. Distribution Main	Anticipated Max. DW Flow* (GPM)
New City Hall + retail/restaurant	40,900	28.4	W6 (8”)	1,500
Performing Arts Center	15,500	10.8	W2 (8”)	1,500
Entertainment/Retail Complex	125,500	87.2	W4 (10”)	2,500
Interactive Museum	10,500	7.3	W5 (6”)	700
Mixed-Use Housing	25,340	17.6	W1 (6”)	700

** Based on Table 12.*

Based on Table , all surrounding water distribution mains are anticipated to have the capacity to accommodate the increased domestic water demand.

4.2.2.2.2 Fire Water

In accordance with the Section B105 of Appendix B of the California Fire Code, the fire flow requirements for the proposed development are shown in Table 14. Construction type IIIA was assumed in order to provide a conservative analysis. Existing buildings that are proposed to remain were assumed to have appropriate fire water protection and were excluded from this analysis.

Table 96. Estimated Fire Flow Requirements and Proposed Main Connections – Alternate Programming

Proposed New Development	Square footage	Min. Fire Flow (GPM)	Nearest Existing Distribution Main	Anticipated Max. FW Flow** (GPM)
New City Hall	197,000	1,500	W6 (8”)	2,500
Performing Arts Center	124,000	1,250	W2 (8”)	2,500
Resort Hotel*	380,000	1,500	W4 (10”)	5,000
Entertainment/Retail Complex	210,000	1,500	W4 (10”)	5,000
Interactive Museum	30,000	1,000	W5 (6”)	1,400
Mixed-Use Housing*	440,000	1,500	W1 (6”)	1,400
Subterranean Parking	251,000	1,500	W3 (12”)	>5,000

* Type R occupancy.

** Based on Table 12.

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7: ECONOMICS

Prior to this Carson Civic Center Specific Plan effort, Gruen Associates prepared a Vision Plan for the Carson Civic Center that explored the future utilization of 20 acres of the Civic Center to not only better serve the needs of the community but also to be a source of inspiration and pride for local residents. This Carson Civic Center Specific Plan translates the inspirations articulated in the Vision Plan into policy guidelines to be implemented over the next decade or two.

Land Econ Group (LEG), the real estate economist on the Z&K and Gruen team, was tasked to examine the market feasibility of the high-rise hotel and multi-family residential components suggested in the Vision Plan. Our research, analysis and conclusions are summarized in this section.

7 ECONOMICS

7.1. EXECUTIVE SUMMARY

HOTEL MARKET CONCLUSIONS

Given the current supply and demand outlook and a review of comparable hotels, our recommendation for hotel development on the Civic Center campus is for a three-to-four star property in the 240 to 300 room range, or slightly larger than the Double Tree, with 8,000 to 10,000 square feet of conference and/or event space. This recommendation is predicated on the Specific Plan's ability to create a destination for this civic center location. Visibility from Carson Street and the I-405 will be important. The target market segment is expected to be business people visiting employment centers in the South Bay, including the Ports of Los Angeles and Long Beach, fans attending games at SoFi Stadium in Inglewood, competitors and sports teams and their entourage visiting Dignity Health Sports Park and out of town visitors to the revamped Carson Event Center and to CSU Dominguez Hills.

MULTI-FAMILY MARKET CONCLUSIONS

Land Econ's multi-family market forecast is that the City of Carson will absorb between 1,400 and 2,100 multi-family units over the next two decades, although approximately 1,600 new units have been approved. Assuming that the renovated Civic Center campus will provide attractive amenities for residential development, the approximately 140 units suggested in the Vision Plan should be pursued. Assuming excellence in the design and construction of this campus, a condominium project is likely marketable at this location either as urban townhomes or as stacked flats over the parking structure. However, a condominium development will require fee simple land disposition to the developer and subsequently to the homeowners. Condominium development on leased City property is not recommended as the units would not be salable. If the Civic Center Property is available to developers only on a lease basis, then the market potential is for rental apartments.

HOTEL IMPLEMENTATION AND FINANCIAL IMPACT

The financial feasibility of the high-rise hotel was tested on a preliminary basis without the benefits of architectural design or cost consultant support. The conclusions from the feasibility testing are that private development of such a hotel will require financial support from the City of Carson, and that support can come in several forms:

- A favorable land lease to the hotel developer. The current land value for the Civic Center site with Carson Street frontage is in the vicinity of $100 per square foot, and a favorable land lease could be an annual payment of five percent of appraised land value with CPI adjustments every five years.
- Our pro forma also suggest this hotel is not able to support the construction of its own parking structure. We suggest a publicly funded parking structure that allows the hotel to reserve a number of spaces for its guests. The City and hotel could share the parking revenue on an equitable basis.
- If the conference or event space can be designed as a separate portion of the hotel, the use of public financing may also be a strategy although the savings to the hotel developer may not be major.

While some City incentives are likely required for this hotel to materialize in the near term, this hotel provides a number of important economic development benefits to Carson:

- Once this hotel reaches stabilized operation, it is expected to generate $1.5 million or more per year in transient occupancy tax revenue and an additional half million in land lease revenue for a total of approximately $2.0 million annually. This number will increase over time with inflation. As a point of comparison, the City's total transient occupancy tax receipts for fiscal year 2023/24 was only $2.4 million.
- Using a five percent bond rate, this $2.4 million per year will support approximately $48 million in new Civic Plaza and public parking garage construction.
- The two hotels combined, the DoubleTree and this new hotel, will make Carson Civic Center a significantly stronger hotel destination in the South Bay market.
- The hotel guests from these two properties will increase the demand for restaurants, bars and coffee shops locally which will contribute to satisfying the City's objective of creating a new pedestrian oriented Civic Center campus and downtown district.

7.2. DEMOGRAPHICS AND ECONOMICS

OVERVIEW

Located in the South Bay portion of Los Angeles County, Carson was largely rural until the conclusion of World War II. The post-war economic boom in Los Angeles, fueled by the aerospace industry and ocean-going commerce at the Ports of Los Angeles and Long Beach, drove residential development in Carson. Freeway construction linking Carson not only to the ports but also to Downtown Los Angeles, Los Angeles International Airport and Long Beach Airport, accelerated not only residential but also commercial and industrial development during the 1970s and 1980s. Today the Carson economy is highly diversified and the largest employers include California State University Dominguez Hills (CSUDH), Carson Health Center, Watson Land Company, Toyota Motor Sales USA and Dignity Health Sports park.

When compared to its neighboring cities, such as Gardena, Compton, Torrance and Long Beach, Carson's demographics stands out in several ways (Table 1). According to mid 2023 Census Bureau estimates, Carson had by a large margin the highest owner-occupied housing percentage of the five cities at 74 percent. Its median household income at $107,400 was second only to Torrance at $113,100. It had the second lowest median home value but the second highest median rent, suggesting a need for more rental housing; and many units have been completed in recent years. Carson also had the second highest retail sales per capita at $30,847 trailing only Torrance's $41,383 which contains the large Del Amo Mall and numerous high-end automobile dealerships.

Table 1: Comparison of Demographic Characteristics of Carson and Neighboring Cities

	Carson	Gardena	Comption	Torrance	Long Beach
Population Estimate 7.1.2023	91,139	58,377	90,986	139,224	449,468
Percentage Hispanic	38.9%	43.9%	71.2%	19.3%	43.4%
Percent Asian	26.9%	24.9%	1.2%	38.7%	12.8%
Percent Black	22.5%	18.9%	25.3%	3.5%	11.9%
Households	26,406	20,893	24,227	55,317	171,309
Persons per Household	3.48	2.82	3.84	2.56	2.61
Owner Occupied Rate	74.0%	48.9%	57.4%	54.6%	40.9%
Median Household Income	$107,391	$79,291	$74,270	$113,105	$83,969
Median Home Value 2018-2022	$645,600	$667,600	$546,700	$1,036,600	$762,200
Median Rent	$1,914	$1,761	$1,601	$2,214	$1,803
Retail Sales per Capita in 2017	$30,847	$20,453	$11,031	$41,383	$10,749

Source: US Census Bureau, American Community Survey and California State Department of Finance

7.3. THE HOTEL MARKET

From a global perspective, some hotel executives, like Marriott International President and CEO Tony Capuano, were bullish on the market going forward. "Pre-pandemic, you saw a younger demographic really start to shift their spending away from hard goods toward travel and experiences," he said. "Now when we look at the data, it is clear that the pandemic acted as an accelerant to that trend across demographics." Some thought the revenge travel phenomenon would be short lived, but it's still going, he said. There seems to have been a fundamental psychographic change that should support the hotel industry for decades to come.1 That perspective was conveyed prior to the recent economic uncertainty created by the fluctuating Federal policy on trade and tariffs. Should the US tariff policies eventually settle to approximately the levels before the recent disruptions, as some economists expect, long term travel and hotel demand remains positive.

While the longer-term global trend may be favorable for travel and hotel demand, hotel development in Carson must compete in the South Bay subregion of Los Angeles County. Carson is bisected by I-405 and framed by I-110 on the west, I-710 on the east, SR 91 on the north and SR 1 (Pacific Coast Highway) on the south. This highway network makes Carson a convenient location for regional access to many major employment centers and transportation hubs include the Port of Los Angeles, Port of Long Beach, Long Beach Airport and Los Angeles International Airport. In addition to outstanding regional access, Carson has some local visitor activity generators:

- California State University Dominguez Hills (CSUDH) – A Cal State campus with approximately 18,000 students will generate hotel demand from family and friends visiting students, visiting sports team and faculty visiting for academic purposes.
- Dignity Health Sports Park (DHSP) – This sports park includes a soccer stadium, a track and field facility, a tennis complex and a velodrome. This major regional sports facility will generate visitation from competitors and their entourage, opposing team visiting for games or meets and fans traveling some distance to attend events.
- Carson Event Center – Owned by the City, this center has mostly hosted events for the local community. However, with renovation, rebranding and a change in mission, it will host more events that attract from a wider geography resulting in some hotel room-night generation.
- Porsche Experience – This facilitate is owned by Porsche of North America and is designed to enhance brand loyalty. It includes a road course, an off-road course, some skid pads and a speedway plus some food and beverage venues and a gift shop. While it does not generate a large number of visitors, many come from long distance and will need hotel accommodations.
- Long Beach Airport (LGB) – Located only 20 minutes and eight miles from the Carson Civic Center, the Long Beach Airport is a potential room-night generator for the Civic Center hotels. In March of 2024 this airport registered 182,400 passenger departure which was an all-time record.

HOTEL INVENTORY AND LACK OF NEW COMPETITION

A major new upscale hotel located at the Carson Civic Center would not only compete with other hotels in Carson but also with upscale hotels in nearby cities. Within a three-mile radius of Carson Civic Plaza, there are 15 hotels with a total room count of 1,697 rooms[2]. One-third of these rooms are in economy properties (Table 2 see next page). Of these 15 properties, only one was built after 2000, and it is the Miyako Hybrid Hotel built in 2009 which caters to an Asian clientele and is in the market area because of the major Toyota facility in Carson and a Honda facility in Torrance. Its restaurants only serve Japanese food, and its television programs target guests from Asia. While a number of the economy properties have been renovated within the past five years, there has not been a new upscale hotel built in this market since the Miyako. In addition to the Miyako, there is only the Double Tree by Hilton located at Two Civic Plaza that is rated as an upscale hotel[3].

A review of the longer-term performance of hotels in this market indicate that the pandemic of 2020 and 2021 had an adverse impact on the less than competitive smaller and older inventory. Since January of 2019, the number of hotel properties has dropped from 19 to 16 and the number of rooms has declined from nearly 1,897 to 1,559. The revenue for this group of hotels has yet to fully recover from the pandemic and the average occupancy over the 12-month ending in January 2025 is at 65.5 percent down from a peak of 76.2 percent during the period ending in January 2017 (Table 3). In contrast to the performance of this market area that includes portions of Torrance, Gardena and Harbor City, the transient occupancy tax collected by the City of Carson for Carson hotels indicates full recovery from the high level reached before the Covid pandemic (Table 4). The tax revenue increase was 16.2 percent from FY 2022/23 to FY 2023/24. However, the recent monthly tax receipts data indicate declining room revenue, which was particularly noticeable in December of 2024 (Table 5 see next page).

Even though the climate in Southern California is mild year-round, there is seasonality to seasonality to hotel demand in Carson (Figure 1 see next page). During the past 12 months, the highest occupancy was achieved from July through September in 2024. For nine out of the past twelve months, the occupancy rate has been over 70 percent and for six out of those months the occupancy rate has been over 75 percent.

The examination of the local hotel inventory and the limited recent revenue growth indicate a mismatch between supply and demand. In the recent pandemic recovery years, South Bay hotel demand appears to be much stronger for the newer and higher quality properties. By expanding the areas of analysis to a five-mile radius from Carson Civic Plaza and only considering properties of at least 25 rooms, we were able to detect a strong market preference for higher quality properties. As shown, over the past two years the upper and upper midscale hotels enjoyed an occupancy rate that hovered around 80 percent while the midscale and economy hotels were only able to achieve occupancy rates of 65 to 67 percent (Figure 2 see next page). This data strongly suggests that the opportunity for new hotel development at Carson Civic Center is for a higher quality hotel rather than a standard select service hotel.

After two years of strong market recovery from the pandemic, the South Bay hotel market growth appears to have paused, possibly due to the uncertainties created by the recent volatile Federal government policies. However, in the near- and medium-term future, several local events and policy changes will drive Carson's hotel demand forward:

- In 2026 the Soccer World Cup will play a number games in the Los Angeles basin with SoFi Stadium in Inglewood being a key venue. These games will bring thousands of international visitors into Southern California to spend millions of dollars in local hotels and restaurants.
- In 2027 the National Football League championship Super Bowl game will also be played in SoFi Stadium in Inglewood. This event typically brings many millions of dollars of visitor spending into the local economy.
- In 2028 Los Angeles will host the Summer Olympic Games, and this two plus week event will have a greater impact than either the World Cup or the Super Bowl due to the variety of events, length of the games and its international appeal.
- The Carson Event Center, owned by the City, has to date primarily hosted local community events. Recent policy changes will lead to the renovation and rebranding of the facility to target more business and institutional events that will draw from a larger geography. When complemented by meeting space in both the Double Tree and this new high-rise hotel, the Civic Center complex will become a stronger destination for conference attendees and hotel guests.

NEW HOTEL DEVELOPMENT IN CARSON

According to information provided by the City, there is only one new hotel in the development pipeline. A 111-room hotel has been approved for 888 E. Dominguez Street resulting from a lot split on the parcel of the current Motel 6. Given its location, if built this hotel would likely be another economy grade property and not a direct competitor to the high-rise hotel envisioned in the Vision Plan.

PROGRAM RECOMMENDATIONS AND FEASIBILITY TESTING

Considering the scarcity of appropriate comparison hotel in the local market, we expanded the research to a radius of 5.5 miles and identified six hotel that are comparables to the potential subject hotel in the Civic Center (Table 6). In addition to the DoubleTree, the other five were all in the city of Torrance. On average each of these six hotels occupied 3.8 acres of land, had 230 rooms, contained 6,300 square feet of meeting space and had 196 parking stalls for a ratio of 0.85 stall per guest room.

Table 2: Current Inventory of Hotels within Three Miles of Carson Civic Plaza

Count	Name	Address	City	CoStar Class	Year Opened Renovated	Rooms	Meeting Space in SF	Parking Stalls	Parking Ratio
1	Hampton by Hilton Inn	767 E Albertson St	Carson	Upper Midscal	1989	136	-	NA	
2	Motel 6 Gardena	111 W Albertson St	Gardena	Economy	1987/2017	60	-	54	0.90
3	Plaza Hotel Torrance	1720 Cabrillo Ave	Torrance	Economy	1923/2001	36	-	13	0.36
4	Rodeway Inn	1325 Carson St	Carson	Economy	1984	31	-	23	0.74
5	Cali Inn	415 W Carson St	Carson	Midscale	1991	35	-	NA	
6	**DoubleTree by Hilton**	**2 Civic Plaza**	**Carson**	**Upscale**	**1988**	**225**	**8,750**	**212**	0.94
7	Motel 6 Carson	888 E Dominguez St	Carson	Economy	1974/2023	95	500	61	0.64
8	Extended Stay America	Harborgate Way	Torrance	Midscale	1999	122	-	165	1.35
9	Travelodge Inn & Suites	18606 S Normandie A	Gardena	Economy	1989	40	-	40	1.00
10	Motel 6 Harbor City	820 Sepulveda Blvd	Harbor City	Economy	1978/2022	57	-	57	1.00
11	Extended Stay America LA Sou	18602 S Vermont Ave	Gardena	Economy	1998/2022	136	-	125	0.92
12	Holiday Inn Torrance	19800 S Vermont Ave	Torrance	Upper Midscal	1986	339	6,423	397	1.17
13	Redac Gateway Hotel	20801 S Western Ave	Torrance	Economy	1985	102	500	116	1.14
14	**Miyako Hybrid Hotel**	**21381 S Western Ave**	**Torrance**	**Upscale**	**2009**	**208**	**2,410**	**280**	1.35
15	Motel 6 Carson	888 E Dominguez St	Carson	Economy	1974/2023	75	-	203	2.71
	Total Existing					**1,697**		**1,746**	**1.09**
	Total Economy					**557**			

Source: CoStar

Table 3: Long Term Hotel Market Data within Three Miles of Civic Plaza

Period	Inventory Rooms	Existing Buildings	Per Building	12 Mo Revenue	12 Mo ADR	12 Mo RevPAR	Occupancy	Market Sale Price/Room	Market Cap Rate
Jan 2025	1,559	16	97	$61,148,357	$142.14	$103.92	65.5%	$177,777.00	8.2%
Jan 2024	1,666	17	98	$64,086,003	$141.77	$105.06	65.8%	$154,597.00	8.2%
Jan 2023	1,740	17	102	$64,167,636	$135.27	$99.44	66.3%	$141,081.00	7.9%
Jan 2022	1,801	17	106	$54,351,411	$117.93	$82.69	62.8%	$138,381.00	7.6%
Jan 2021	1,800	17	106	$39,651,448	$100.45	$57.80	55.0%	$147,950.00	7.8%
Jan 2020	1,896	19	100	$66,245,492	$120.17	$95.72	73.7%	$163,567.00	7.9%
Jan 2019	1,897	19	100	$65,657,737	$119.71	$94.84	72.5%	$167,083.00	7.6%
Jan 2018	1,893	19	100	$66,900,312	$119.39	$96.80	73.8%	$156,419.00	7.7%
Jan 2017	1,893	19	100	$66,417,279	$117.20	$96.10	76.2%	$137,771.00	8.0%
Jan 2016	1,894	19	100	$61,204,940	$108.94	$88.85	73.5%	$121,047.00	8.2%
Jan 2015	1,883	19	99	$53,817,297	$99.73	$78.30	70.9%	$107,387.00	8.3%
Jan 2014	1,877	19	99	$48,998,804	$94.30	$71.53	70.2%	$101,867.00	8.4%
Jan 2013	1,876	19	99	$45,165,565	$90.17	$65.99	70.0%	$90,747.00	8.5%
Jan 2012	1,874	19	99	$41,270,362	$85.33	$60.37	65.0%	$82,600.00	8.6%
Jan 2011	1,872	19	99	$36,958,855	$81.39	$54.09	63.6%	$77,350.00	8.8%
Jan 2010	1,872	19	99	$30,362,660	$81.25	$48.95	56.9%	$66,204.00	9.3%

Source: Co

Table 4: Transient Occupancy Tax and Room Revenue within Carson (Thousands of Dollars)

Year	Tax Collection TOT Rate = 9%	Room Revenue	Annual Percentage Change
FY 2023/24	$2,413	$26,810	16.2%
FY 2022/23	$2,077	$23,079	2.5%
FY 2021/22	$2,026	$22,515	23.0%
FY 2020/21	$1,647	$18,301	-7.8%
FY 2019/20	$1,787	$19,850	-20.4%
FY 2018/19	$2,246	$24,951	0.2%
FY 2017/18	$2,242	$24,913	0.8%
FY 2016/17	$2,225	$24,727	4.1%
FY 2015/16	$2,138	$23,760	15.6%
FY 2014/15	$1,850	$20,560	NA

Source: City of Carson - 9% TOT Rate

Table 5: Recent Monthly Transient Occupancy Trend (Dollars in Thousands)

	FY 2022-23	FY 2023-24	Change	FY 2024-25	Change
July	$172.4	$218.1	26.5%	$218.6	0.2%
August	$165.2	$217.4	31.6%	$205.2	-5.6%
September	$153.0	$199.7	30.5%	$179.3	-10.2%
October	$182.0	$217.6	19.6%	$196.0	-9.9%
November	$157.1	$183.2	16.6%	$167.1	-8.8%
December	$151.2	$175.4	16.0%	$132.9	-24.2%
January	$166.4	$192.1	15.4%		
February	$184.3	$192.1	4.2%		
March	$197.4	$221.1	12.0%		
April	$174.2	$187.9	7.9%		
May	$166.0	$203.4	22.5%		
June	$173.0	$204.1	18.0%		

Source: City of Carson - 9% TOT Rate

Table 6: Six Comparables for the Target Hotel in Carson Civic Center

Count	Name	Address	City	Year Opened Renovated	Land Area	Rooms	Meeting Space in SF	Parking Stalls	Parking Ratio
1	DoubleTree by Hilton	2 Civic Plaza	Carson	1988	1.44	225	8,750	212	0.94
2	Sonesta Select	1925 W 190th St	Torrance	1990/2011	2.91	151	1,526	143	0.95
3	Marriott Torrance	3635 Fashion Way	Torrance	1985/2020	8.47	491	23,418	216	0.44
4	Ascend Collection Bluesten	2448 Sepulveda Blvd	Torrance	1984	0.82	58	798	53	0.91
5	Residence Inn Torrance	3701 Torrance Blvd	Torrance	1984/2010	6.26	248	816	272	1.10
6	Miyako Hybrid Hotel	21381 S Western Av	Torrance	2009	2.73	208	2,410	280	1.35
	Average				3.77	230	6,286	196	0.85

Source: CoStar

Figure 1: Hotel Occupancy Rates for the Past 12 Month – Hotels within Three Miles of Civic Plaza

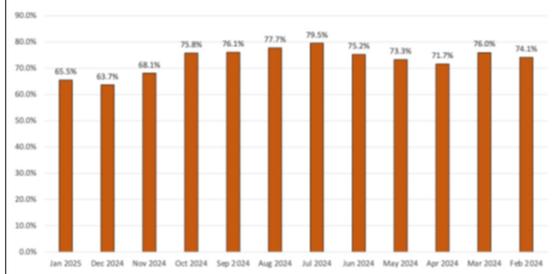
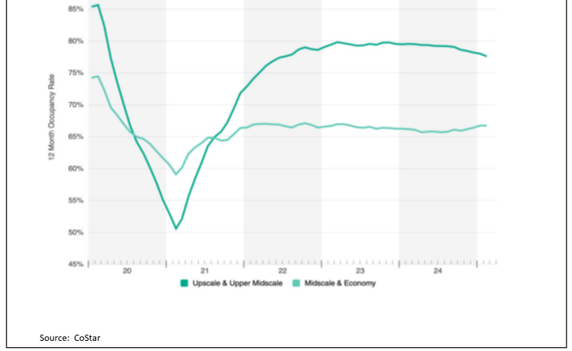


Figure 2: South Bay Hotel Occupancy by Class – 61 Hotels within Five Miles of Civic Plaza



Source: CoStar

7.4. MULTI-FAMILY HOUSING MARKET

Given the current supply and demand outlook and a review of comparable hotels, our recommendation for hotel development on the Civic Center campus is for a three-to-four star property in the 240 to 300 room range, or slightly larger than the Double Tree, with 8,000 to 10,000 square feet of conference and/or event space. The market potential for the hotel is enhanced by the creation of a destination via the Specific Plan. Visibility from Carson Street and the I-405 will be important. The target market segment is expected to be business people visiting employment centers in the South Bay, including the Ports of Los Angeles and Long Beach, fans attending games at SoFi Stadium in Inglewood, competitors and sports teams and their entourage visiting Dignity Health Sports Park and out of town visitors to the revamped Carson Event Center and to CSU Dominguez Hills.

AN IMPORTANT ECONOMIC DEVELOPMENT STRATEGY

While some City incentives are likely required for this hotel to materialize in the near term, this hotel provides a number of important economic development benefits to Carson:

- Once this hotel reaches stabilized operation, it is expected to generate $1.5 million a year in transient occupancy tax revenue and an additional half million in land lease revenue for a total of approximately $2.0 million annually. This number will increase over time with inflation. As a point of comparison, the City's total transient occupancy tax receipts for fiscal year 2023/24 was only $2.4 million.
- Using a five percent bond rate, this $2.4 million per year will support approximately $48 million in new Civic Plaza and public parking garage construction.
- The two hotels combined, the DoubleTree and this new hotel, will make Carson Civic Center a significantly stronger hotel destination in the South Bay market.
- The hotel guests from these two properties will increase the demand for restaurants, bars and coffee shops locally which will contribute to the City's objective of creating a new pedestrian oriented Civic Center campus and downtown district.

Carson historically has had relatively few multi-family units; however, that has changed during the past few years. From 2018 to 2020, Carson added over 800 multi-family units4 (Table 6). Even with this level of recent construction, rents have continued to increase and the vacancy rate has remined low. From 2020 to 2025, the average per square foot rent has grown from $2.31 to $2.74; and the current vacancy rate is a low 2.7 percent suggesting continued strong demand for multi-family housing in Carson. The Carson market absorbed on average approximately 80 units per year over the past decade.

The two notable multi-family projects completed during the past five years include:

- Evolve South Bay at 285 E. Del Amo Blvd – This 300-unit apartment complex was completed in 2020, and asking rent per unit was $3,431 per month. It is built on 11.7 acres for a modest density of 26 units per acre and offers two parking spaces per unit on average.
- Union South Bay at 615 E. Carson Street – This complex contains 357 units and was also completed in 2020. It is a mixed-use project that offer commercial space as well. Built on 5.5 acres, its density is 65 units per acre. With an average asking rent of $2,773 per unit, this project enjoys a low vacancy rate of 3.8 percent.

When the area of analysis was expanded beyond the city boundaries to a three-mile radius of Carson Civic Plaza, the market conclusions do not differ significantly (Table 9). This larger market area added 1,548 units since 2018, and the overall vacancy is still a very low 3.6 percent. This expanded market area absorbed approximately 150 units per year over the last decade.

Figure 3 615 E. Carson – Union South Bay

NEW PROJECTS IN THE DEVELOPMENT PIPELINE

The multi-family development momentum appears to be continuing in Carson. According to the City, three multi-family development projects have been approved and a fourth is under review. They are as follows:

- 20207 South Avalon Boulevard – This 1,213-unit project has been approved was scheduled to start construction in March of 2025. It includes 653 units of apartments, 180 age-restricted senior independent living units and 380 townhouses.
- 21212 to 21240 S. Avalon Boulevard – Another approved project is at this location and consists of 283 townhomes and 32 very low-income affordable rental units.
- 21611 S. Perry Street – A 62-unit condominium development has been approved at this location.
- 215 W. Carson Street – A 35-unit condominium development was under review.

These four projects will add approximately 1,600 units to Carson's housing stock over the next several years. Given the large number of rental apartments built over the past five or six years, developers are shifting their interest to condominiums and townhomes.

MARKET CONCLUSIONS AND DEVELOPMENT RECOMMENDATIONS

Land Econ's forecast is that the City of Carson will absorb between 1,400 and 2,100 multi-family units over the next two decades. The four projects described above will provide a total of 1,625 units. This supply addition will cover the low demand forecast but will fall 475 units short of the high demand forecast. Considering that the renovated Civic Center campus will provide attractive amenities for residential development, the approximately 140 units suggested in the Vision Plan should be pursued. Assuming excellence in the design and construction of this campus, a condominium project is marketable at this location. However, a condominium development will require fee simple land disposition to the developer and subsequently to the homeowners. Condominium development on leased City property is not recommended as the units would not be salable. If the Civic Center development parcel is available to developers only on a land lease basis, then rental apartments would be the correct strategy.

Table 8: Carson Multi-Family Market History

Period	Inventory Bldgs	Inventory Units	Inventory Avg SF	Effective Rent Per Unit	Effective Rent Per SF	Vacant Units	Vacancy Percent	Occupied Units	Occupancy Percent	Absorption Units	Deliveries Units
2025 YTD	12	1,410	854	$2,370	$2.74	38	2.7%	1,372	97.3%	(3)	-
2024	12	1,410	854	$2,286	$2.65	35	2.5%	1,375	97.5%	13	-
2023	12	1,410	854	$2,270	$2.63	47	3.3%	1,363	96.7%	(20)	-
2022	12	1,410	854	$2,319	$2.68	28	2.0%	1,382	98.0%	59	-
2021	12	1,410	854	$2,143	$2.48	86	6.1%	1,324	93.9%	376	-
2020	12	1,410	854	$1,992	$2.31	463	32.8%	947	67.2%	272	702
2019	9	708	829	$2,102	$2.43	33	4.7%	675	95.3%	26	51
2018	8	657	828	$2,009	$2.33	8	1.2%	649	98.8%	69	65
2017	7	592	847	$1,911	$2.21	13	2.2%	579	97.9%	(2)	-
2016	7	592	847	$1,817	$2.10	10	1.7%	582	98.3%	6	-
2015	7	592	847	$1,719	$1.99	16	2.7%	576	97.2%	18	-
2014	7	592	847	$1,679	$1.94	33	5.6%	559	94.4%	112	80
2013	5	512	847	$1,648	$1.91	65	12.7%	447	87.3%	103	150
2012	4	362	816	$1,633	$1.89	18	5.0%	344	95.0%	53	65
2011	3	297	797	$1,605	$1.86	7	2.4%	290	97.8%	82	85
2010	2	212	875	$1,588	$1.84	4	1.9%	208	98.3%	-	-
2009	2	212	875	$1,587	$1.84	4	1.9%	208	97.9%	(1)	-
2008	2	212	875	$1,733	$2.01	4	1.9%	208	98.2%	(3)	-
2007	2	212	875	$1,736	$2.01	2	0.9%	210	99.1%	-	-
2006	2	212	875	$1,639	$1.90	2	0.9%	210	99.2%	-	-
2005	2	212	875	$1,565	$1.81	3	1.4%	209	98.8%	-	-

Source: CoStar 4.17.2025

Table 9: Multi-Family Market History within Three Miles of Civic Plaza

Period	Inventory Bldgs	Inventory Units	Inventory Avg SF	Effective Rent Per Unit	Effective Rent Per SF	Vacancy Units	Vacancy Percent	Occupied Units	Occupancy Percent	Absorption Units	Deliveries Units
2025 YTD	32	3,664	896	$2,320	$2.56	132	3.6%	3,532	96.4%	49	99
2024	31	3,565	892	$2,289	$2.52	81	2.3%	3,484	97.7%	160	165
2023	29	3,400	889	$2,261	$2.49	76	2.2%	3,324	97.8%	96	114
2022	27	3,286	894	$2,279	$2.52	58	1.8%	3,228	98.2%	54	-
2021	27	3,286	894	$2,116	$2.34	111	3.4%	3,175	96.6%	460	-
2020	27	3,286	894	$1,978	$2.18	569	17.3%	2,717	82.7%	244	702
2019	24	2,584	899	$2,028	$2.24	111	4.3%	2,473	95.7%	49	51
2018	23	2,533	900	$1,933	$2.13	110	4.3%	2,423	95.7%	356	417
2017	21	2,116	877	$1,889	$2.08	50	2.3%	2,066	97.7%	1	-
2016	21	2,116	877	$1,802	$1.99	50	2.4%	2,066	97.6%	(2)	-
2015	21	2,116	877	$1,715	$1.89	48	2.3%	2,068	97.7%	257	246
2014	20	1,870	878	$1,716	$1.89	60	3.2%	1,810	96.8%	117	80
2013	18	1,790	880	$1,603	$1.77	96	5.4%	1,694	94.6%	106	150
2012	17	1,640	875	$1,583	$1.75	51	3.1%	1,589	96.9%	57	65
2011	16	1,575	874	$1,554	$1.71	43	2.7%	1,532	97.3%	84	85
2010	15	1,490	894	$1,541	$1.70	42	2.8%	1,448	97.2%	5	-
2009	15	1,490	894	$1,539	$1.70	47	3.1%	1,443	96.9%	(8)	-
2008	15	1,490	894	$1,677	$1.85	39	2.6%	1,451	97.4%	(12)	-
2007	15	1,490	894	$1,680	$1.85	28	1.9%	1,462	98.1%	(3)	-
2006	15	1,490	894	$1,589	$1.75	24	1.6%	1,466	98.4%	4	-
2005	15	1,490	894	$1,515	$1.67	28	1.9%	1,462	98.1%	6	-

Source: CoStar 4.17.2025

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8: HISTORIC PRESERVATION

This section focuses on the historic preservation priorities of this Plan. In particular, it focuses on celebrating the value and identitiy of the existing City Hall as an important building within the community and the CIty.

8 HISTORIC PRESERVATION

8.1. INTRODUCTION & STRATEGY

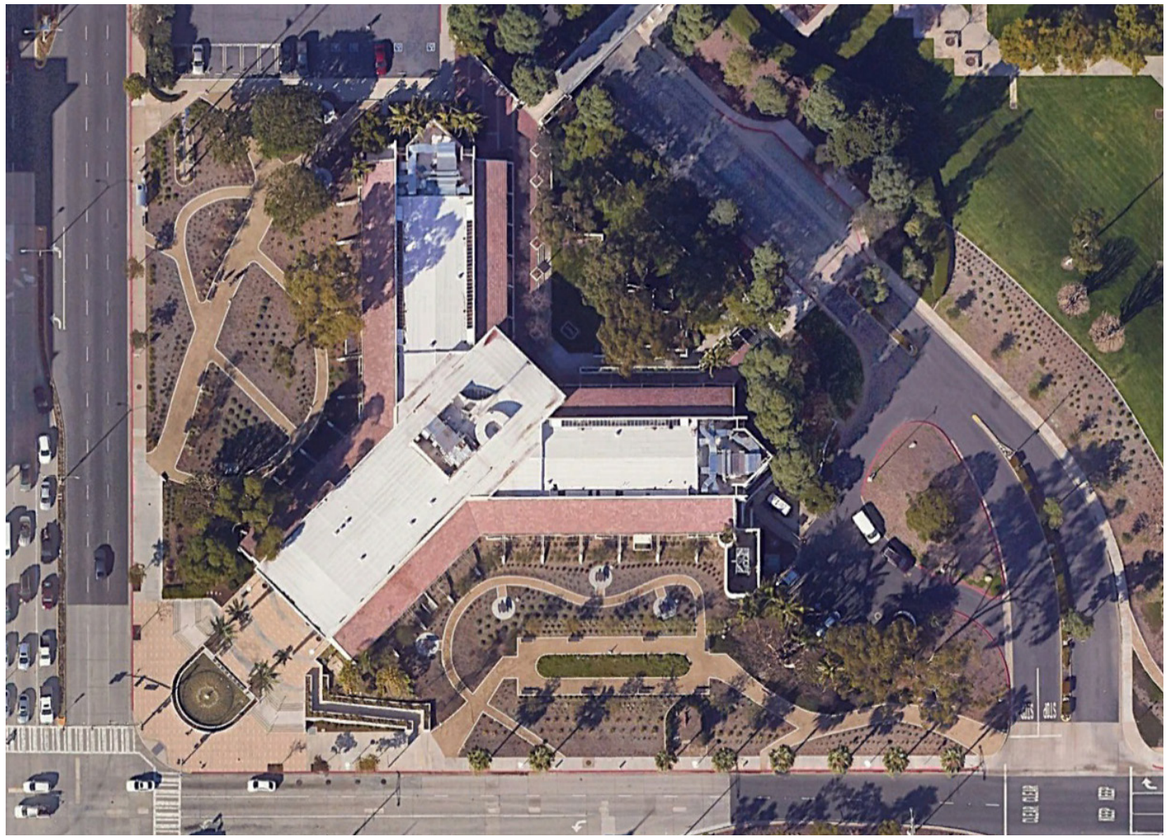
The CCC Specific Plan acknowledges the heritage value of the Carson City Hall. The Carson City Hall embodies a unique Late Modern design aesthetic with Spanish Colonial Revival influences. Completed in 1976, the building also represents Carson's first purpose-built city hall and is emblematic of the nascent city's forward-thinking optimism and strive to create a better and more equitable future for its residents This Section of the report outlines preservation-related goals to guide a community's efforts in protecting its cultural resources.

The CCC Specific Plan identifies and acknowledges the existing Carson City Hall building as one with historic and heritage value. It embodies a unique Late Modern design aesthetic with Spanish Colonial Revival influences. The California Preservation Foundation, elaborates on the "Community Importance" of the building:

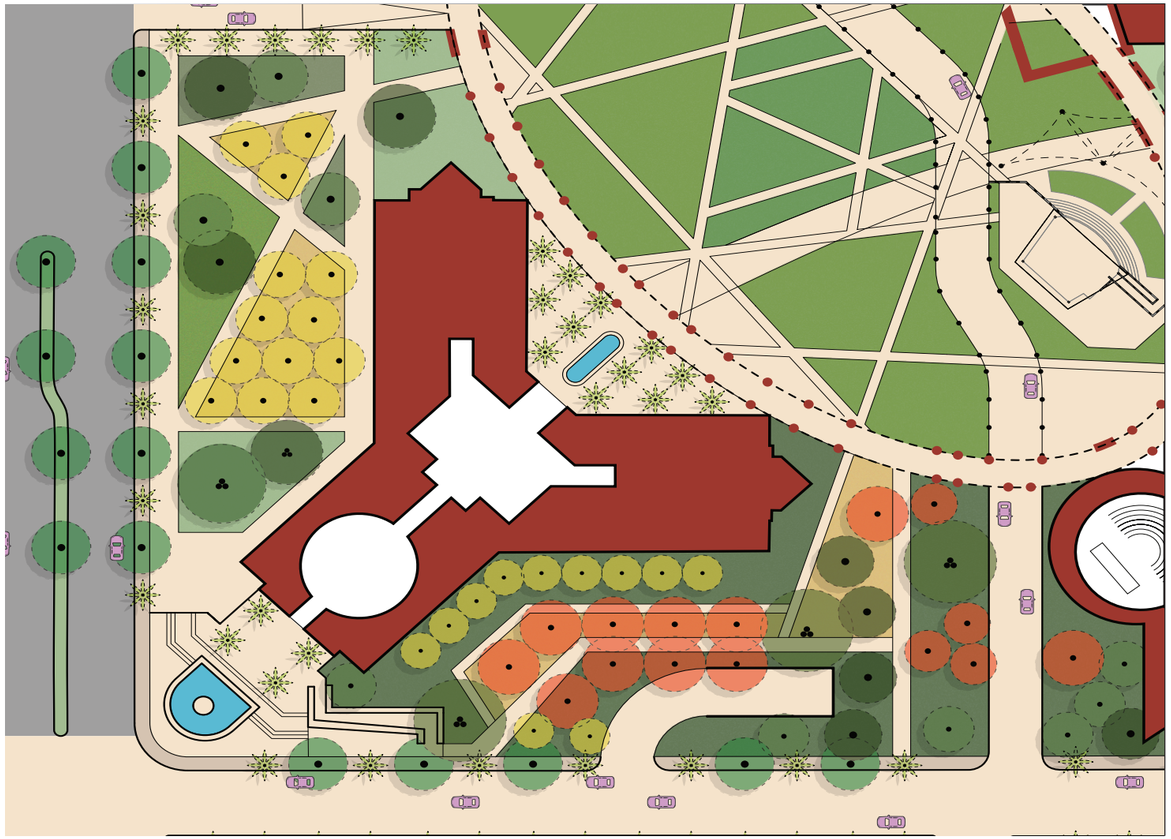
"In an effort to have City Hall's design team reflect the multi-ethnic population of Carson, the City hired a diverse joint venture group, including African American architect Robert Kennard, Japanese American architect Frank Sata, Robert E. Alexander, Japanese American landscape architect Yoshito Kuromiya, and Latino interior and graphic designer Michael Sanchez, to design the building. The City Hall design team employed the popular Late Modern style, while also aiming to reflect the Spanish heritage of the Dominguez Hills area. Completed in 1976, City Hall symbolized the transformation of Carson's existing landscape into a new vision for the future. It marked a significant shift from industrial sprawl to thoughtful urban development in the two decades following incorporation, embodying the city's motto: "Future Unlimited."

The CCC Specific Plan proposes that the building be protected, conserved and reused into a new public facility with uses that are compatible with those of the Civic Center. Following the building and shift of city staff to the new City Hall building, this historic building and its immediate grounds can be upgraded and preprogrammed. The diagrams on the adjoining page show our proposed intentions and concepts for the open spaces around the protected and reused building.

Historic photos of Carson City Hall



EXISITING CONDITION



PROPOSED CONDITION

9: IMPLEMENTATION

The following pages map out a list of short and long term strategies that will implement the CCC Specific Plan. The various projects have been categorized into 3 sections for clarity as follws:

1. Street Enhancement Projects
2. Open Space Enhancement Projects
3. Building Projects

9.1. IMPLEMENTATION STRATEGIES

The adjoining charts provide a short description of each project and offer suggestions on their potential schedule under the following categories:

Short Term 0 - 5 years

Mid Term 5 - 10 years

Long Term 10 - 20 years

TABLE 9-1 PROJECTS

STREET ENHANCEMENT PROJECTS

	NAME	TIMEFRAME	LOCATION	DESCRIPTION
1	Carson Street	Mid Term	Between Avalon Boulevard and Civic Center Plaza	For descriptions of projects 1-9, see Chapter 3 Development Standards and Chapter 5 Mobility
2	Avalon Boulevard	Short Term	Between Carson Street and Desford Street	
3	Desford Street	Short Term	Between Avalon Boulevard and eastern boundary of the Civic Center along Desford Street	
4	Private Roadway	Short Term	Private Roadway along northeastern boundary of the Civic Center	
5	Civic Plaza Drive	Short Term	Private Roadway along eastern boundary of the Civic Center between Carson Street and the Private Roadway	
6	Civic Center Drive	Mid to Long Term	Between Carson Street and Desford Street	
7	New Street North	Mid to Long Term	Between Desford Street and the Jewel Plaza	
8	New Street Jewel Plaza	Mid to Long Term	Within the Jewel Plaza	
9	New Street South	Mid to Long Term	Between Carson Street and the Jewel Plaza	

OPEN SPACE PROJECTS

	NAME	TIMEFRAME	LOCATION	DESCRIPTION
1	The Jewel Plaza	Short to Long Term	Civic Center	For descriptions of projects 1-5, see Chapter 3 Development Standards
2	Existing City Hall Open Spaces	Short Term	Civic Center	
3	New City Hall Green	Mid to Long Term	Civic Center	
4	New Pedestrian Walkway	Mid to Long Term	Civic Center	
5	New Civil Rights Garden	Mid to Long Term	Civic Center	

TABLE 9-1 PROJECTS

BUILDING PROJECTS

	NAME	TIMEFRAME	LOCATION	DESCRIPTION
1	Existing City Hall Restoration and Reuse	Mid to Long Term	Civic Center	• 64,000 square feet • Community Services • Cultural Resources Center • Parking provided by shared subterranean parking structure
2	New City Hall	Mid to Long Term	Civic Center	• 197,000 square feet • City Hall Offices • Retail/Restaurant • Parking provided by shared subterranean parking structure (#9 below) • Lease Office Space
3	Existing Events Center Enhancement	Short Term	Civic Center	• 90,000 square feet • Community Center • Event Center • Parking provided by shared subterranean parking structure (#9 below)
4	New Performing Arts Center	Mid to Long Term	Civic Center	• 124,000 square feet • Main 2,000-seat Theater • 150-seat Black Box Theater • Parking provided by shared subterranean parking structure (#9 below)
5	New Mixed-Use Housing with Bus Depot and Above-Ground Parking Garage	Mid to Long Term	Civic Center	• Housing (140,000 square feet) • Retail/Restaurant • Bus Depot (Ground Level - 60,000 square feet) • Podium parking structure (podium above bus depot and below housing - 240,000 square feet)
6a	New Hotel and Podium Parking	Mid to Long Term	Civic Center	• 380,000 square feet (240,000 square foot hotel + 140,000 square foot podium parking structure) • 120,000 square foot amenity deck (not included within the 380,000 total building square footage) • Retail/Restaurant • Entertainment
6b	ALTERNATIVE: Entertainment Retail Pavilion Complex	Mid to Long Term	Civic Center	• 130,000 square feet of retail space • 30,000 square feet of restaurant space • 30,000 square feet of museum space (interactive museum) • 50,000 square foot “Mega Sports Bar” (similar to Cosm) • Parking in attached above-grade podium
7	New Jewel Plaza Colonnade	Mid to Long Term	Civic Center	For descriptions of project, see Chapter 3 Development Standards

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