CITY OF CARSON HOUSING AUTHORITY/ SUCCESSOR AGENCY/ PUBLIC FINANCING AUTHORITY/ CITY COUNCIL AGENDA



** Revised **

TUESDAY, MARCH 4, 2025 701 East Carson Street City Hall

5:00 PM

Lula Davis-Holmes, Mayor

Jawane Hilton, Mayor Pro Tem and District 1 Councilmember

Cedric L. Hicks, Sr., District 3 Councilmember

Jim Dear, District 2 Councilmember

Arleen Bocatija Rojas, District 4 Councilmember

Dr. Khaleah Bradshaw, City Clerk

Monica Cooper, City Treasurer

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

PUBLIC INFORMATION

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

PUBLIC VIEWING AVAILABLE BY:

- · Livestream on the City's website: The meeting will be streamed live over the internet via: www . c a r s o n c a . g o v o r o n Y o u t u b e : www.youtube.com/c/CityofCarsonCaliforniaOfficialYouTubePage
- Cable TV: Spectrum (Channel 35) and ATT (Channel 99)

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

- Email: Public comments can be emailed to cityclerk@carsonca.gov. The cut-off time to submit any email communications is 3:00 p.m. on the day of the meeting.
- · Written: Written comments can be dropped off at the City Clerk's Office at City Hall. The cut-off time to submit any written communications is 3:00 p.m. on the day of the meeting. Written comments dropped off at the City Clerk's Office or any email received will not be read aloud at Council Meeting but will be circulated to the City Council and incorporated into the record.

RULES OF DECORUM:

- 1. No person attending a Public Meeting shall engage in disorderly or boisterous conduct, including but not limited to applause, whistling, stamping of feet, booing, or making any loud, threatening, profane, abusive, personal, impertinent, or slanderous utterance-that disturbs, disrupts, or otherwise impedes the orderly conduct of the meeting.
- 2. All remarks by members of the public shall be addressed to the Mayor or the Chair and not to any other member of the public or to any single Council, Board or Commission Member unless in response to a question from that Member.
- 3. Signs, placards, banners, or other similar items shall not be permitted in the audience during a Public Meeting if the presence of such item disturbs, disrupts or otherwise impedes the orderly conduct of the meeting.

- 4. All persons attending a Public Meeting shall remain seated in the seats provided, unless addressing the body at the podium or entering or leaving the meeting.
- 5. All persons attending a Public Meeting shall obey any lawful order of the Presiding Officer to enforce the Rules of Decorum.
- Treat everyone courteously
- Listen to others respectfully
- Exercise self-control
- · Give open-minded consideration to all viewpoints
- · Focus on the issues and avoid personalizing debate
- Embrace respectful disagreement and dissent as democratic rights that are inherent components of an inclusive public process and tools for forging sound decisions

CALL TO ORDER: CITY COUNCIL/SUCCESSOR AGENCY/HOUSING AUTHORITY/PUBLIC FINANCING AUTHORITY TUESDAY, MARCH 4, 2025

ROLL CALL (CITY CLERK)

FLAG SALUTE

INVOCATION (Item 1)

1. PASTOR HAROLD MITCHELL, GREATER EMANUAL BAPTIST CHURCH

CLOSED SESSION (Items 2-6)

REPORT ON ANY PUBLIC COMMENTS ON CLOSED SESSION ITEMS (CITY CLERK)

ANNOUNCEMENT OF CLOSED SESSION ITEMS (CITY ATTORNEY)

RECESS INTO CLOSED SESSION UNTIL 6:00 P.M. OR UNTIL THE END OF CLOSED SESSION, WHICHEVER OCCURS FIRST

2. CONFERENCE WITH LABOR NEGOTIATOR (CITY COUNCIL)

— A closed session will be held, pursuant to Government Code 54957.6, with City Manager, Assistant City Manager, and Human Resources Officer, its negotiators(s), regarding labor negotiations with AME, CPSA, and, AFSCME Local 809 and 1017 as well as Unclassified Management.

3. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (CITY COUNCIL)

— A closed session will be held, pursuant to Government Code Section 54956.9(d)(1), to confer with legal counsel regarding pending litigation to which the City of Carson is a party. The title of such litigation is as follows: CAM-Carson, LLC v. Carson Reclamation Authority, City of Carson and Successor Agency to the Carson Redevelopment Agency, Los Angeles Superior Court Case No. 20STCV16461.

4. CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION (CITY COUNCIL)

— A closed session will be held, pursuant to Government Code Section 54956.9(d)(2) or (d)(3) and (e)(1), because there is a significant exposure to litigation in 2 case(s)

5. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (CITY COUNCIL)

— A closed session will be held, pursuant to Government Code Section 54956.9(d)(1), to confer with legal counsel regarding pending litigation to which the City of Carson is a party. The title of such litigation is as follows: PHILLIPS 66 v. CITY OF CARSON, LOS ANGELES SUPERIOR COURT CASE NO. 23STCV14355

6. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (CITY COUNCIL)

— A closed session will be held, pursuant to Government Code Section 54956.9(d)(1), to confer with legal counsel regarding pending litigation to which the City of Carson is a party. The title of such litigation is as follows: Tesoro Refining & Marketing Company et al. v. City of Carson, Case # B335686

RECONVENE TO OPEN SESSION AT 6:00 P.M. OR AT THE END OF CLOSED SESSION, WHICHEVER OCCURS FIRST

REPORT ON CLOSED SESSION ACTIONS (CITY ATTORNEY)

INTRODUCTIONS (MAYOR) (Items 7-8)

- 7. REPORT FROM CAPTAIN NORMAN OF CARSON SHERIFF'S STATION
- 8. REPORT FROM ASSISTANT CHIEF KANE OF LOS ANGELES COUNTY FIRE

PRESENTATIONS (Items 9-10)

- 9. PROCLAMATIONS RECOGNIZING MARCH AS WOMENS HISTORY MONTH
- 10. UPDATE FROM WOMEN'S ISSUES COMMISSION

ORAL COMMUNICATIONS FOR MATTERS LISTED ON THE AGENDA (MEMBERS OF THE PUBLIC) (LIMITED TO ONE HOUR)

The public may address the members of the City Council/Housing

Authority/Successor Agency on any matters within the jurisdiction of the City Council/Housing Authority/Successor Agency or on any items on the agenda of the City Council/Housing Authority/Successor Agency, other than closed session matters, prior to any action taken on the agenda. Speakers are limited to no morethan three minutes, speaking once. Oral communications will be limited to one (1) hour unless extended by order of the Mayor with approval of the City Council.

APPROVAL OF MINUTES (Item 11)

11. APPROVAL OF THE FOLLOWING CARSON CITY COUNCIL-SUCCESSOR AGENCY-HOUSING AUTHORITY MINUTES: FEBRUARY 18, 2025 (CITY COUNCIL)

RECOMMENDED ACTION

— APPROVE the minutes as listed.

CONSENT (Items 12-24)

ANY ITEM OR ITEMS MAY BE REMOVED FOR DISCUSSION

These items are considered to be routine items of business and have, therefore, been placed on the CONSENT CALENDAR. For items remaining on the CONSENT CALENDAR, a single motion to ADOPT the recommended action is in order.

12. CONSIDER ADOPTING RESOLUTION NO. 25-027, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON RATIFYING CLAIMS AND DEMANDS IN THE AMOUNT OF \$6,592,640.15, DEMAND CHECK NUMBERS 229, 177555 THROUGH 177866 FOR GENERAL DEMAND AND THE AMOUNT OF \$57,147.50, CHECK NUMBERS 1292 THROUGH 1293 FOR CO-OP AGREEMENT DEMANDS (CITY COUNCIL)

RECOMMENDED ACTION

— 1. WAIVE further reading and ADOPT Resolution No. 25-027, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON RATIFYING CLAIMS AND DEMANDS IN THE AMOUNT OF \$6,592,640.15, DEMAND CHECK NUMBERS 229, 177555 THROUGH 177866 FOR GENERAL DEMAND AND THE AMOUNT OF \$57,147.50, CHECK NUMBERS 1292 THROUGH 1293 FOR CO-OP AGREEMENT DEMANDS".

13. CONSIDER AN UPDATE ON CITY COMMISSIONS (CITY COUNCIL)

RECOMMENDED ACTION

— RECEIVE and FILE this report.

14. CONSIDER AN UPDATE ON CITY PROJECTS (CITY COUNCIL)

RECOMMENDED ACTION

— RECEIVE and FILE this report.

15. CONSIDER APPROVAL OF SETTLEMENT AGREEMENT BETWEEN CITY OF CARSON AND PHILLIPS 66 COMPANY TO RESOLVE A MATTER OF PENDING LITIGATION; PHILLIPS 66 v. CITY OF CARSON, LOS ANGELES SUPERIOR COURT CASE NO. 23STCV14355 (CITY COUNCIL)

RECOMMENDED ACTION

- 1. APPROVE the Settlement Agreement Between City of Carson and Phillips 66 Company; and
- 2. AUTHORIZE the Mayor to execute the Settlement Agreement and any related documents necessary to fully and resolve the contract dispute.

16. CONSIDER APPROVAL OF THE SETTLEMENT AGREEMENT AND RELEASE OF ALL CLAIMS BETWEEN ALESSANDRO GRIPPO AND CITY OF CARSON (CITY COUNCIL)

RECOMMENDED ACTION

- 1. APPROVE the Settlement Agreement and Release of All Claims between ALESSANDRO GRIPPO and City of Carson
- 2. AUTHORIZE City Manager to execute the Agreement

17. CONSIDER MONTHLY INVESTMENT AND CASH REPORT FOR THE CITY OF CARSON, CARSON HOUSING AUTHORITY, CARSON SUCCESSOR AGENCY-MONTH ENDING JANUARY 31, 2025 (CITY COUNCIL)

RECOMMENDED ACTION

— RECEIVE and FILE

18. CONSIDER APPROVAL OF CONTRACT AMENDMENT NO 1. FOR SOFTWARE DEVELOPMENT SERVICES. (CITY COUNCIL)

RECOMMENDED ACTION

- 1. APPROVE Amendment No.1 to Agreement with Cheng-Wei Pong DBA Pong Consulting for Software Development Services, for an increased amount not to exceed of \$69,960, increasing the total contract sum to \$133,800.00; and
- 2. AUTHORIZE the Mayor to execute the amendment after approval as to form by the City Attorney.

19. CONSIDER APPROVING THE PARTICIPATION AGREEMENTS FOR THE CLEAN POWER ALLIANCE'S REACH CODE PROGRAMS FOR BUILDING AND TRANSPORTATION ELECTRIFICATION PROGRAM FOR NEW CONSTRUCTION AND EXISTING BUILDINGS (CITY COUNCIL)

RECOMMENDED ACTION

- 1. APPROVE the Participation Agreements with Clean Power Alliance to allow enrollment in the Clean Power Alliance Reach Code Program for Building and Transportation Electrification, applicable to both new construction and existing buildings.
- 2. AUTHORIZE the City Manager to execute the agreements and any related documents subject to approval as to form by the City Attorney.

20. CONSIDER APPROVAL OF A REVISED GRANT OF EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY AT CARRIAGE CREST PARK LOCATED AT 23800 FIGUEROA STREET, CARSON, CA 90745 FOR THE PURPOSE OF PROVIDING ELECTRICAL POWER TO VEHICLE CHARGING STATIONS (CITY COUNCIL)

RECOMMENDED ACTION

- 1. APPROVE a Grant of Easement to Southern California Edison Company for the purpose of providing electrical power to vehicle charging stations.
- 2. AUTHORIZE the Mayor to execute a Grant of Easement to Southern California Edison Company.

21. CONSIDER UPDATE ON ALAMEDA STREET REPAIRS BY CALTRANS (CITY COUNCIL)

RECOMMENDED ACTION

— RECEIVE and FILE

22. CONSIDER THE APPROVAL OF RESOLUTION NO. 25-029, AUTHORIZING THE SUBMITTAL OF AN APPLICATION TO THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT FOR FUNDING UNDER THE CAL HOME PROGRAM (CITY COUNCIL)

RECOMMENDED ACTION

- 1. WAIVE FURTHER READING AND ADOPT RESOLUTION NO. 25-029, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, AUTHORIZING THE CITY MANAGER AND/OR DESIGNEE TO APPLY FOR A GRANT FROM THE STATE OF CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT CALHOME PROGRAM OF 2025"

23. CONSIDER APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATE, AND RECORDING A "NOTICE OF EXEMPTION" IN THE OFFICE OF THE LOS ANGELES COUNTY CLERK AND WITH THE STATE CLEARING HOUSE FOR PROJECT NO. 1608 (MLK JR. STREET IMPROVEMENT PROJECT), PURSUANT TO SECTION 15301 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES (CITY COUNCIL)

RECOMMENDED ACTION

- 1. APPROVE Plans, Specifications, and Estimate for Proj. No. 1608 MLK Street. Rehabilitation Project from Main St. to Avalon Blvd.
- 2. AUTHORIZE staff to advertise the work and call for construction bids for Project No. 1608: MLK Street. Rehabilitation Project from Main St. to Avalon Blvd.
- 3. MAKE the California Environmental Quality Act finding that the proposed Project No.1608: MLK Jr Street Rehabilitation project from Main St. to Avalon Blvd categorically exempt pursuant to Section 15301 of the California Environmental Quality Act guidelines
- 4. AUTHORIZE staff to record the "Notice of Exemption" in the office of the Los Angeles County Clerk and with the State Clearing House at the Governor's Office of Planning and Research for Project No. 1608: MLK Street Rehabilitation Project from Main St. to Avalon Blvd.

24. CONSIDER APPROVAL OF FINAL PARCEL MAP NO. 82951: A SUBDIVISION OF ONE PARCEL INTO TWO PARCELS LOCATED AT 22511 SOUTH FIGUEROA STREET (CITY COUNCIL)

RECOMMENDED ACTION

- 1. APPROVE Parcel Map No. 82951 for a lot split for residential purposes located at 22511 South Figueroa Street.
- 2. MAKE the findings listed in the body of this report.
- 3. INSTRUCT the City Clerk to endorse the certificate that embodies the approval of said Parcel Map on the face of Parcel Map No. 82951

SPECIAL ORDERS OF THE DAY (Items 25-26)

Public testimony is restricted to three minutes per speaker, speaking once (excepting applicants who are afforded a right of rebuttal, if desired), unless extended by order of the Mayor with the approval of the City Council.

25. PUBLIC HEARING TO CONSIDER ADOPTION OF RESOLUTION NO. 25-019 "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, APPROVING THE CITY OF CARSON ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN" AND RECORDING A "NOTICE OF EXEMPTION" (CITY COUNCIL)

RECOMMENDED ACTION

- 1. OPEN the public hearing, TAKE public testimony, and CLOSE the public hearing;
- 2. ADOPT Resolution No. 25-019, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, APPROVING THE CITY OF CARSON ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN" (EXHIBIT NO. 2)
- 3. MAKE the California Environmental Quality Act finding that the City of Carson Active Transportation and Community Connectivity Plan is categorically exempt pursuant to Public Resources Code Section 21080.20.
- 4. AUTHORIZE staff to record the "Notice of Exemption" in the office of the Los Angeles County Clerk for Project No. 1773: City of Carson Active Transportation and Community Connectivity Plan.

26. A PUBLIC HEARING TO CONSIDER ADOPTION OF RESOLUTION NO. 25-031 FOR APPROVAL OF GENERAL PLAN AMENDMENT NO. 2-24 AMENDING THE CORRIDOR MIXED USE (CMU) LAND USE DESIGNATION DESCRIPTION TO ALLOW FOR THE PERMITTED USES SET FORTH IN THE PERRY STREET SPECIFIC PLAN AND FOR APPROVAL OF SPECIFIC PLAN AMENDMENT NO. 2-24 AMENDING THE PERRY STREET SPECIFIC PLAN TO ALLOW FOR DEVELOPMENT OF A 62-UNIT RESIDENTIAL TOWNHOME DEVELOPMENT, AS AN ALTERNATIVE TO THE PREVIOUSLY-APPROVED SELF-STORAGE PROJECT, AND CONSIDER INTRODUCTION OF ORDINANCE NO. 25-2506 FOR APPROVAL OF DEVELOPMENT AGREEMENT NO. 2-24 (DA) AMENDING DEVELOPMENT AGREEMENT NO. 27-21 TO PROVIDE CERTAIN COMMUNITY BENEFITS TO THE CITY, AND CONSIDER APPROVING AN ADDENDUM TO THE CARSON 2040 GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT WITH RESPECT TO THE ABOVE APPLICATIONS FOR A 2.8 ACRE SITE LOCATED AT 21611 PERRY STREET, APN 7327-010-014 AND 015 (CITY COUNCIL).

RECOMMENDED ACTION

- 1. OPEN the Public Hearing, TAKE public testimony, and CLOSE the Public Hearing;
- 2. WAIVE FURTHER READING AND ADOPT RESOLUTION NO. 25-031, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, APPROVING (1) AN ADDENDUM TO THE 2040 GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT WITH RESPECT TO GENERAL PLAN AMENDMENT NO. 2-24 AND SPECIFIC PLAN AMENDMENT NO. 2-24, (2) GENERAL PLAN AMENDMENT NO. 2-24 TO AMEND THE CORRIDOR MIXED USE GENERAL PLAN LAND USE DESIGNATION, AND (3) SPECIFIC PLAN AMENDMENT NO. 2-24 TO AMEND THE PERRY STREET SPECIFIC PLAN, RELATED TO THE DEVELOPMENT OF A 62-UNIT RESIDENTIAL TOWNHOME CONDOMINIUM PROJECT ON A 2.80-ACRE PROPERTY LOCATED AT 21611 STREET (APNS 7327-010-014 & 7327-010-015)"; AND
- 3. INTRODUCE for first reading, by title only and with full reading waived, ORDINANCE NO. 25-2506, "AN UNCODIFIED ORDINANCE OF THE CITY OF CARSON, CALIFORNIA, APPROVING (1) AN ADDENDUM TO THE 2040 GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT WITH RESPECT TO DEVELOPMENT AGREEMENT NO. 2-24, AND (2) DEVELOPMENT AGREEMENT NO. 2-24, AN AMENDMENT TO DEVELOPMENT AGREEMENT NO. 27-21 BETWEEN THE CITY OF CARSON AND 21611 PERRY STREET LLC, FOR A PROPOSED 62-UNIT RESIDENTIAL TOWNHOME CONDOMINIUM DEVELOPMENT AS AN ALTERNATIVE TO A SELF-STORAGE FACILITY AT 21611 PERRY STREET".

DISCUSSION (Item 27-29)

27. CONSIDER INTRODUCTION AND FIRST READING, BY TITLE ONLY, OF ORDINANCE NO. 25-2505, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, REPEALING AND REPLACING SECTION 4105 (ILLEGAL DUMPING) OF THE CARSON MUNICIPAL CODE AND APPROVE THE ADMINISTRATIVE CITATION FINES TO BE ASSESSED FOR VIOLATIONS OF THE CITY'S ILLEGAL DUMPING ORDINANCE (CITY COUNCIL)

RECOMMENDED ACTION

- 1. WAIVE further reading and INTRODUCE for first reading ORDINANCE NO. 25-2505, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, REPEALING AND REPLACING SECTION 4105 (ILLEGAL DUMPING) OF THE CARSON MUNICIPAL CODE"
- 2. ADOPT Resolution No. 25-025, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, INCREASING THE ADMINISTRATIVE CITATION FINES TO BE ASSESSED FOR VIOLATIONS OF THE CITY'S ILLEGAL DUMPING ORDINANCE"

28. INTRODUCTION AND FIRST READING OF ORDINANCE NO. 25-2507, AMENDING CHAPTER 1 (FIRE PREVENTION) OF ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE TO PROHIBIT THE SALE, USE AND DISCHARGE OF ALL FIREWORKS IN THE CITY OF CARSON, EXCEPT FOR PERMITTED PUBLIC DISPLAYS PURSUANT TO THE EXISTING REGULATIONS OF CARSON MUNICIPAL CODE SECTION 3101.9 (CITY COUNCIL) RECOMMENDED ACTION

— 1. INTRODUCE for first reading, by title only, ORDINANCE NO. 25-2507, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, AMENDING SECTIONS 3101.0 (FIREWORKS), 3101.8 (STORAGE OF FIREWORKS), AND 3101.10 (VIOLATIONS OF FIREWORKS REGULATIONS) OF CHAPTER 1 (FIRE PREVENTION) OF ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE; AND REPEALING SECTIONS 3101.1 (FIREWORKS – SALE OF – PERMIT REQUIRED), 3101.2 (PERSONS ELIGIBLE), 3101.3 (APPLICATION REQUIREMENTS), 3101.4 (ISSUANCE OF PERMIT), 3101.5 (GENERAL PROVISIONS), 3101.6 (REGULATIONS FOR TEMPORARY STANDS), AND 3101.7 (WHOLESALE PERMIT) OF CHAPTER 1 (FIRE PREVENTION) OF ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE TO PROHIBIT THE SALE, USE AND DISCHARGE OF ALL FIREWORKS IN THE CITY OF CARSON, EXCEPT FOR PERMITTED PUBLIC DISPLAYS PURSUANT TO THE EXISTING REGULATIONS OF CARSON MUNICIPAL CODE SECTION 3101.9"

29. CONSIDERATION OF ONLY LOCAL UNCONTESTED APPOINTMENTS TO THE CITY'S COMMISSIONS, COMMITTEES, AND BOARDS, AND CITY AFFILIATED ORGANIZATIONS BY MAYOR AND CITY COUNCIL AND CONSIDER ALL (CONTESTED AND UNCONTESTED) APPOINTMENTS TO ALL COMMISSIONS (CITY COUNCIL)

RECOMMENDED ACTION

- 1. CONSIDER and only APPOINT uncontested members to the City Commissions, Committees, and Boards;
- 2. CONSIDER and APPOINT all (contested and uncontested) members to all commissions;
- 3. CONSIDER and APPOINT members to City Affiliated Organizations;
- 4. DIRECT the City Clerk to notify all affected appointments of this action in writing;
- 5. IF APPLICABLE, DIRECT the City Clerk to post and publish in accordance with the Maddy Act

ORDINANCE SECOND READING (Item 30)

30. SECOND READING AND ADOPTION OF ORDINANCE NO. 25-2504, ADDING CHAPTER 13 (ILLEGAL SPEED CONTESTS AND EXHIBITIONS OF SPEED) TO ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE TO PROHIBIT SPECTATORS AT ILLEGAL MOTOR VEHICLE SPEED CONTESTS OR EXHIBITIONS OF SPEED (CITY COUNCIL)

RECOMMENDED ACTION

- 1. CONDUCT a Second reading by title only and with full reading waived; and
- 2. ADOPT ORDINANCE NO. 25-2504, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, ADDING CHAPTER 13 (ILLEGAL SPEED CONTESTS AND EXHIBITIONS OF SPEED) TO ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE TO PROHIBIT SPECTATORS AT ILLEGAL MOTOR VEHICLE SPEED CONTESTS OR EXHIBITIONS OF SPEED"

ORAL COMMUNICATIONS FOR MATTERS NOT LISTED ON THE AGENDA (MEMBERS OF THE PUBLIC)

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

COUNCIL MEMBER REQUESTS TO ADD ITEMS TO FUTURE AGENDAS

ORAL COMMUNICATIONS (COUNCIL MEMBERS)

MEMORIAL ADJOURNMENTS

ANNOUNCEMENT OF UNFINISHED OR CONTINUED CLOSED SESSION ITEMS (AS NECESSARY)

RECESS TO CLOSED SESSION

RECONVENE TO OPEN SESSION

REPORT OF ACTIONS ON UNFINISHED OR CONTINUED CLOSED SESSION ITEMS

ADJOURNMENT

Date Posted: February 28, 2025

CITY OF CARSONSON Street



File #: Version:

Report to City Council, Successor Agency, and Housing Authority

Tuesday, March 4, 2025, 5:00 PM

APPROVAL OF MINUTES 10.

To: City Council, Successor Agency, and Housing Authority

From: Joy Simarago, Deputy City Clerk CCO Administration

Subject: APPROVAL OF THE FOLLOWING CARSON CITY COUNCIL-SUCCESSOR AGENCY-HOUSING

AUTHORITY MINUTES: FEBRUARY 18, 2025 (CITY COUNCIL)

I. <u>SUMMARY</u>

The City Clerk's Office is seeking approval of the following minutes:

o Tuesday, February 18, 2025 (Regular)

II. RECOMMENDATION

APPROVE the minutes as listed.

III. ALTERNATIVES

None.

IV. BACKGROUND

None.

V. FISCAL IMPACT

None.

VI. **EXHIBITS**

1. Minutes, February 18, 2025 (Regular)

Prepared by: Dr. Khaleah K. Bradshaw, City Clerk and Joy Simarago, Deputy City Clerk

Attachments

Minutes - CC Reg Mtg - 02-18-25.pdf



CITY OF CARSON

MINUTES

CARSON CITY COUNCIL/ SUCCESSOR AGENCY/HOUSING AUTHORITY REGULAR MEETING FEBRUARY 18, 2025 5:00 P.M.

CALL TO ORDER: CITY COUNCIL/SUCCESSOR AGENCY/HOUSING AUTHORITY/PUBLIC FINANCING AUTHORITY TUESDAY, FEBRUARY 18, 2025

The meeting was called to order at 5:02 P.M. by Mayor/Agency Chairman/Authority Chairman Lula Davis-Holmes in the Helen Kawagoe Council Chambers, Carson City Hall, located at 701 E. Carson Street, Carson, California 90745 via pre-recorded opening remarks of the rules of decorum.

ROLL CALL (CITY CLERK)

City Clerk/Agency Secretary/Authority Secretary, Dr. Khaleah K. Bradshaw noted the roll:

Council Members/Agency Members/Authority Board Members Present:

Mayor/Agency Chairman/Authority Chairman Lula Davis-Holmes, Mayor Pro Tempore/Agency Vice Chairman/Authority Vice Chairman, Dr. Jawane Hilton, Council Member/Agency Member/Authority Board Member Jim Dear, Council Member/Agency Member/Authority Board Member Cedric Hicks, Sr., and Council Member/Agency Member/Authority Board Member Arleen Rojas

Also Present:

Monica Cooper, City/Agency/Authority Treasurer; Sunny Soltani, City/Agency/Authority Attorney; David C. Roberts, Jr., City Manager; Dr. Robert Lennox, Assistant City Manager; John Raymond, Assistant City Manager; Saied Naaseh, Director of Community Development; Michael Whittiker, Jr., Director of Community Services; Dr. Arlington Rodgers, Jr., Director of Public Works; Gary Carter, Director of Information Technology and Security; William Jefferson, Director of Finance; and Nora Garcia, Director of Public Safety

FLAG SALUTE

Council Member/Agency Member/Authority Board Member Dear led the Pledge of Allegiance.

INVOCATION (Item 1)

1. PASTOR MICHAEL EALEY FROM PREVAILING IN CHRIST MINISTRIES - 5:06 PM

Pastor Ealey gave the invocation. He provided an update on Carson Cares, an organization partnered with the City of Carson to provide donations to those affected by the wildfires in Altadena and Palisades. He asked that donations be made to Prevailing Family Life Center.

Mayor/Agency Chairman/Authority Chairman stated Myeshia Horton will schedule a meeting with Pastor Ealey to discuss upcoming projects.

CLOSED SESSION (Items 2 - 4)

2. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (CITY COUNCIL)

—A closed session will be held, pursuant to Government Code Section 54956.9(d)(1), to confer with legal counsel regarding pending litigation to which the City of Carson is a party. The title of such litigation is as follows: CAM-Carson, LLC v. Carson Reclamation Authority, City of Carson and Successor Agency to the Carson Redevelopment Agency, Los Angeles Superior Court Case No. 20STCV16461.

ACTION: Item No. 2 was not considered.

3. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION (CITY COUNCIL)

— A closed session will be held, pursuant to Government Code Section 54956.9(d)(1), to confer with legal counsel regarding pending litigation to which the City is a party. The title of such litigation is as follows: Kendall, Lori v. City of Carson, Workers' Comp. Appeals Board, Santa Ana. (WCAB) Case No. ADJ13478749

ACTION: No reportable action was taken.

4. CONFERENCE WITH LABOR NEGOTIATOR (CITY COUNCIL)

—A closed session will be held, pursuant to Government Code 54957.6, with City Manager, Assistant City Manager, and Human Resources Officer, its negotiators(s), regarding labor negotiations with AME, CPSA, and, AFSCME Local 809 and 1017 as well as Unclassified Management.

ACTION: No reportable action was taken.

REPORT ON ANY PUBLIC COMMENTS ON CLOSED SESSION ITEMS (CITY CLERK)

None.

ANNOUNCEMENT OF CLOSED SESSION ITEMS (CITY ATTORNEY)

City/Agency/Authority Attorney Soltani announced the Closed Sessions items stating Item No. 2 will not be considered.

RECESS INTO CLOSED SESSION UNTIL 6:00 P.M. OR UNTIL THE END OF CLOSED SESSION, WHICHEVER OCCURS FIRST

The meeting was recessed at 5:11 P.M. by Mayor/Agency Chairman/Authority Chairman Davis-Holmes to Closed Session.

- 2. CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION (CITY COUNCIL)-
- 3. CONFERENCE WITH LEGAL COUNSEL EXISTING LITIGATION (CITY COUNCIL)-
- 4. CONFERENCE WITH LABOR NEGOTIATOR (CITY COUNCIL)-

RECONVENE TO OPEN SESSION AT 6:00 P.M. OR AT THE END OF CLOSED SESSION, WHICHEVER OCCURS FIRST

The meeting was reconvened by Mayor Pro Tempore/Vice Agency Chairman/Vice Authority Chairman, Dr. Hilton at 6:10 P.M. Mayor/Agency Chairman/Authority Chairman Davis-Holmes returned at 6:11 P.M. and Council Member/Agency Member/Authority Board Member Rojas returned at 6:13 P.M.

REPORT ON CLOSED SESSION ACTIONS (CITY ATTORNEY)

City/Agency/Authority Attorney Soltani gave the Closed Session report.

INTRODUCTIONS (MAYOR) (Item 5)

5. REPORT FROM CAPTAIN NORMAN OF CARSON SHERIFF'S STATION - 7:04 PM

Captain Norman announced/reported the following:

- Expressed appreciation for honoring Deputies Alkonis and Martinez on their efforts during the Altadena and Palisades fires
- Attended a Civilian Advisory Committee meeting that addressed several issues including street vendors, RVs, homelessness, crime trends, and street and crime statistics.

- On February 6th, the station participated in a Colors Run that honored Deputy Daniel
 Okamoto, former deputy explorer.
- On February 6th, the station hosted Coffee with a Deputy at Ritual Coffee Shop.
- On February 11th, Captain Norman met with Director Garcia to discuss vandalism and theft occurring at Carriage Crest, Foisia, and Dominguez parks while under construction. Capt.
 Norman announced that SAL teams, parks teams, and patrol deputies conduct early morning patrolling.
- Attended the 29th annual I Am Rising Star hosted by the Human Relations Commission.
- On February 16th, bad traffic collision occurred on Central and Helmick. A deputy sustained a severe head injury.
- Decrease in residential burglaries at about 15.7%, decrease in aggravated assaults at about 9%, slight increase in larceny thefts (snatch and grabs) by about 7.9%, decrease in grand theft autos at about 3.2%, part 1 crimes in Carson are down by 5.5%.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes shared that she reached out to Captain Norman about an increase in crime in the Turmont area. She also thanked the Captain for the involvement in break-ins at the strip mall on Carson Street.

Captain Norman stated a Neighborhood Watch Program for businesses is in the works and a preliminary meeting with occur at the strip mall on University and Avalon within the week and continuing meetings at other strip malls.

PRESENTATIONS (Items 6 - 8)

6. WELCOME AND INTRODUCTION OF NEW PRESIDENT AND CHIEF EXECUTIVE OFFICER OF THE CARSON CHAMBER OF COMMERCE, LEAH R. SKINNER- 6:27 PM

This item was heard after Item No. 24.

Leah R. Skinner, executive director of the Carson Chamber of Commerce, was introduced.

Leah Skinner gave a brief summary of her professional history and looked forward to working with the City of Carson.

7. PRESENTATION ON THE CITY OF CARSON SMALL BUSINESS GROWTH ACADEMY BY DAVID OCHI, EXECUTIVE DIRECTOR OF THE INNOVATION INCUBATOR AT CALIFORNIA STATE UNIVERSITY, DOMINGUEZ HILLS- 6:31 PM

Mayor/Agency Chairman/Authority Chairman Davis-Holmes thanked David Ochi on the success of the academy and the five graduating classes.

David Ochi spoke of the joy of directing the program and seeing the businesses thrive. He stated the next cohort begins on March 7th and is open to all businesses that are categorized as small businesses. More information on the academy can be found at incubator.csudh.edu/ccsbga.

David Ochi recognized Assistant City Manager Raymond for expanding and connecting the program with new parts of the city to showcase the work of the small businesses and thanked the Mayor and Council.

Graduates of the program spoke words of gratitude.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes presented each small business owners with a certificate.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes recognized Diana Medel, former Director of Strategic Partnerships of the Boys & Girls Club, on her promotion to Executive Director of the Wilmington YMCA and presented a certificate.

Diana Medel offered words of gratitude.

8. PROCLAMATION RECOGNIZING DOMINICAN REPUBLIC INDEPENDENCE DAY (FEB 27TH) - Council Member/Agency Member/Authority Board Member Rojas presented the proclamation.

ORAL COMMUNICATIONS FOR MATTERS LISTED ON THE AGENDA (MEMBERS OF THE PUBLIC) (LIMITED TO ONE HOUR)

Lawrence Flinton - Item No. 26

He thanked Council Member/Agency Member/Authority Board Member Rojas for appointing him to the Public Safety Commission. He thanked the Council for considering the street takeover ordinance.

Mayor/Agency Chairman/Authority Chairman stepped away from the meeting.

Brandi Lewin - Non-Agenda Item

She provided an update about the establishment of the Disabilities Commission. She stated she and Luz met with the Human Relations Commission and had a productive meeting. She thanked Cac Le and Brian Legaspi for their support.

<u>Luz Padua - Non-Agenda Item</u>

She echoed the statements on Brandi Lewin and thanked the Mayor for her help. She stated that she will not take the position in the Human Relations Commission however, she looks forward to the formation of a disabilities committee that she could become a part of.

APPROVAL OF MINUTES (Item 9)

9. APPROVAL OF THE FOLLOWING CARSON CITY COUNCIL-SUCCESSOR AGENCY-HOUSING AUTHORITY MINUTES: FEBRUARY 4, 2025 (CITY COUNCIL)- 7:18 PM

** Item was Removed from Consent

RECOMMENDED ACTION

—APPROVE the minutes as listed.

Motion To Approve submitted by Jim Dear seconded by Cedric L. Hicks Sr. resulting in 4-0-0-0-0

Dr. Jawane Hilton absent resulting in votes of 4- Yes, 0- No, 1- Absent.

CONSENT (Items 10 - 22)

Motion To Approve submitted by Jim Dear seconded by Cedric L. Hicks Sr. resulting in 4-0-0-0-0 Dr. Jawane Hilton absent resulting in votes of 4- Yes, 0- No, 1-Absent.

10. FISCAL YEAR 2024-2025 MID-YEAR FINANCIAL REPORT AND CONSIDER ADOPTION OF RESOLUTION NO. 25-017 TO AMEND THE FISCAL YEAR 2024-2025 BUDGET (CITY COUNCIL)-7:25 PM

** Item was Removed from Consent

RECOMMENDED ACTION

- —1. RECEIVE the FILE the 2024-2025 Mid-Year Financial Report.
- —2. ADOPT Resolution No. 25-017, A RESOLUTION OF THE CITY OF CARSON CITY COUNCILAMENDING THE FISCAL YEAR 2024-2025 BUDGET IN THE GENERAL FUND.

City Manager Roberts, Jr. intended to pull Item No. 10 however, stated Item No. 12.

Director Jefferson presented the mid-year financial report.

City Clerk/Agency Secretary/Authority Secretary, Dr. Bradshaw made a point of clarification on the correct item number that the report discussed.

Assistant City Manager, Dr. Lennox clarified the recommended actions for Item No. 10.

City/Agency/Authority Attorney Soltani stated that a Motion for Reconsideration be conducted to place Item No. 12 back on the Consent calendar with Item No. 10 pulled in its place.

Motion for Reconsideration submitted by Jim Dear seconded by Cedric Hicks, Sr resulting in 4-0-0-1 with Dr. Jawane Hilton absent.

Motion to Approve Consent, except Item Nos. 10, 21, 22, submitted by Jim Dear seconded by Cedric Hicks, Sr. resulting in 4-0-0-0-1 with Dr. Jawane Hilton absent.

Motion to Approve Item No. 10 submitted by Jim Dear seconded by Cedric Hicks, Sr.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes inquired about adding the Women's Issues Commission funding request into the mid-year budget.

City Manager Roberts, Jr. stated the request can be fulfilled as a transfer item if it is within his signing authority and will only need to come to council if it is not.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes asked if additional funding is requested in the mid-year budget for street improvements.

Director Dr. Rodgers, Jr. stated Item No. 22 holds the request for additional funding.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes also inquired about the franchise oil fee.

City Manager Roberts, Jr. informed that staff has completed an assessment with its findings reported in a meeting on Monday.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes wanted to include in the discussion who is in place for monitoring the franchise oil fees as it is a request she has had since 2007.

City Manager Roberts, Jr. highlighted for Council Member/Agency Member/Authority Board Member Hicks that a part of the \$5 million budget that was approved includes a fiber optic network program that the City of Carson would own. City Manager Roberts, Jr. highlighted the work of Director Carter.

Director Jefferson introduced Ashton Watts, Budget I Analyst. Director Jefferson expressed gratitude for Watts' work in assisting in the completion of the mid-year budget as well as an intricate part of the 2025-2026 fiscal year budget process.

Ashton Watts thanked Director Jefferson and offered words of gratitude for working with the City of Carson.

Motion to Approve Item No. 10 submitted by Jim Dear seconded by Cedric Hicks, Sr. resulting in 4-0-0-0-1 with Dr. Jawane Hilton absent.

Motion To Approve submitted by Jim Dear seconded by Cedric L. Hicks Sr. resulting in 4-0-0-0-1 Absent was Dr. Jawane Hilton

Motion to Reconsider carried the vote of 4- Yes, 0- No, 1- Absent.

11. CONSIDER A REPORT ON ALL INTRADEPARTMENTAL BUDGET TRANSFERS APPROVED UNDER THE CITY MANAGER OR DESIGNEE AUTHORITY FOR THE MONTH OF JANUARY 2025 PER ORDINANCE 24-2401 (City Council) - 7:19 PM

RECOMMENDED ACTION

—RECIEVE and FILE the report.

ACTION: Item No. 11 was approved on Consent.

12. CONSIDER A REPORT OF ALL CITY CONTRACTS APPROVED UNDER CITY MANAGER OR DESIGNEE AUTHORITY FOR THE PERIOD JANUARY 1, 2025 THROUGH JANUARY 31, 2025 PURSUANT TO CMC SECTION 2607 (CITY COUNCIL)- 7:20 PM

** Item was Removed from Consent

RECOMMENDED ACTION

—1. RECEIVE and FILE this report.

ACTION: Item No. 12 was approved on Consent.

13. CONSIDER ADOPTING RESOLUTION NO. 25-021, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON RATIFYING CLAIMS AND DEMANDS IN THE AMOUNT OF \$3,652,823.98, DEMAND CHECK NUMBERS 177448 THROUGH 177554 FOR GENERAL DEMAND (CITY COUNCIL)- 7:19 PM

RECOMMENDED ACTION

—1. WAIVE further reading and ADOPT Resolution No. 25-021, "A RESOLUTION OF THE CITYCOUNCIL OF THE CITY OF CARSON RATIFYING CLAIMS AND DEMANDS IN THE AMOUNT OF\$3,652,823.98, DEMAND CHECK NUMBERS 177448 THROUGH 177554 FOR GENERAL DEMAND".

ACTION: Item No. 13 was approved on Consent.

14. CONSIDER ADOPTING RESOLUTION NO. 25-02-CHA, A RESOLUTION OF THE CARSON HOUSING AUTHORITY RATIFYING CLAIMS AND DEMANDS IN THE AMOUNT OF \$24,821.92, DEMAND CHECK NUMBERS HA-002029 THROUGH HA-002034 (CITY COUNCIL)- 7:19 PM RECOMMENDED ACTION

—1. WAIVE further reading and ADOPT Resolution No. 25-02-CHA, "A RESOLUTION OF THECARSON HOUSING AUTHORITY RATIFYING CLAIMS AND DEMANDS IN THE AMOUNT OF\$24,821.92, DEMAND CHECK NUMBERS HA-002029 THROUGH HA-002034".

ACTION: Item No. 14 was approved on Consent.

15. CONSIDER ADOPTING RESOLUTION NO. 25-02-CSA, A RESOLUTION OF THE CARSON SUCCESSOR AGENCY CLAIMS AND DEMANDS IN THE AMOUNT OF \$5,997.06, DEMAND CHECK NUMBERS SA-001941 THROUGH SA-001943 (CITY COUNCIL)- 7:19 PM

RECOMMENDED ACTION

—1. WAIVE further reading and ADOPT Resolution NO. 25-02-CSA, "A RESOLUTION OF THECARSON SUCCESSOR AGENCY CLAIMS AND DEMANDS IN THE AMOUNT OF \$5,997.06, DEMANDCHECK NUMBERS SA-001941 THROUGH SA-001943".

ACTION: Item No. 15 was approved on Consent.

16. CONSIDER AWARDING A FIVE-YEAR CONTRACT SERVICE AGREEMENT WITH ADVANTAGE MAILING, LLC FOR PRINTING AND MAILING OF THE COMMUNITY SERVICES GUIDE AND CARSON REPORT (CITY COUNCIL)- 7:19 PM

RECOMMENDED ACTION

- —1. APPROVE a contract with Advantage Mailing, LLC for a five (5) year term in an amount not to exceed \$523,487.04 for printing, mail preparation, and delivery.
- —2. AUTHORIZE the Mayor to execute the contract after approval as to form by the City Attorney.

ACTION: Item No. 16 was approved on Consent.

17. CONSIDER ADOPTING RESOLUTION NUMBER 25-024 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON APPROVING LOS ANGELES COUNTY'S DEPARTMENT OF PUBLIC HEALTH PUBLIC HEALTH SERVICES CONTRACT; AND APPROVAL OF PUBLIC HEALTH SERVICES CONTRACT WITH LOS ANGELES COUNTY DEPARTMENT OF PUBLIC HEALTH (CITY COUNCIL)- 7:19 PM

RECOMMENDED ACTION

- —1. WAIVE further reading and ADOPT the following Resolution No. 25-024 "A RESOLUTION OF THE CITY OF CARSON APPROVING LOS ANGELES COUNTY'S DEPARTMENT OF PUBLIC HEALTH PUBLIC HEALTH SERVICES CONTRACT"; and
- —2. AUTHORIZE the City Manager to execute the Contract.

ACTION: Item No. 17 was approved on Consent.

18. CONSIDERATION TO ACCEPT THE PROJECT AS COMPLETE, PROJECT NO. 1794, COUNCIL CHAMBERS AUDIOVISUAL (CITY COUNCIL) - 7:19 PM

RECOMMENDED ACTION

- —1. ACCEPT as complete Project No. 1794: Council Chambers Audiovisual Project.
- —2. AUTHORIZE staff to file a Notice of Completion.

ACTION: Item No. 18 was approved on Consent.

19. CONSIDER APPROVAL OF RESOLUTION NO. 25-023 RESCINDING RESOLUTION 24-118 AND ADOPTING CORRECTED COMPENSATION RANGES FOR ASFCME LOCAL 809-REPRESENTED PART-TIME UNCLASSIFIED HOURLY CLASSIFICATIONS TO BE EFFECTIVE JANUARY 1, 2025- 7:19 PM

RECOMMENDED ACTION

—1. WAIVE further reading and ADOPT Resolution No. 25-023, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, RESCINDING RESOLUTION NO. 24-118 AND ADOPTING CORRECTED COMPENSATION RANGES FOR AFSCME 809 REPRESENTED PART-TIMEUNCLASSIFIED EMPLOYEES TO BE EFFECTIVE JANUARY 1, 2025."

ACTION: Item No. 19 was approved on Consent.

20. CONSIDER A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, AMENDING THE CLASSIFICATION PLAN, RESOLUTION NO. 77-111 AND RESCINDING RESOLUTION 23-060 AND ANY OTHER PRIOR SIMILAR RESOLUTIONS FOR THE PUBLIC SAFETY SERVICES MANAGER (CITY COUNCIL)- 7:19 PM

RECOMMENDED ACTION

—WAIVE further reading and ADOPT Resolution No. 25-022, "CONSIDER A RESOLUTION OF THECITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, AMENDING THE CLASSIFICATION PLAN, RESOLUTION NO. 77-111 AND RESCINDING RESOLUTION 23-060 AND ANY OTHER PRIOR SIMILAR RESOLUTIONS FOR THE PUBLIC SAFETY SERVICES MANAGER."

ACTION: Item No. 20 was approved on Consent.

21. CONSIDER ADOPTION OF RESOLUTION NO. 25-013, A RESOLUTION AUTHORIZING THE DISPOSITION BY AUCTION OF CERTAIN SURPLUS CITY VEHICLES AND EQUIPMENT (CITY COUNCIL)- 7:39 PM

** Item was Removed from Consent

RECOMMENDED ACTION

—WAIVE further reading and ADOPT Resolution No. 25-013, "A RESOLUTION OF THE CITYCOUNCIL OF THE CITY OF CARSON, CALIFORNIA, AUTHORIZING THE DISPOSITION BY AUCTION OF CERTAIN SURPLUS CITY VEHICLES AND EQUIPMENT" (Exhibit No. 2).

Council Member/Agency Member/Authority Board Member Hicks asked if any of the items were to be replaced based on the need of the city, will the funds be recycled to assist in repurchasing the new equipment, and if a sidewalk cleaner and tree grinder will be purchased. He also informed of the issue with dog owners leaving their dog's excrement on the sidewalks and requested enforcement as residents without dogs are being impacted as they walk throughout the city. He asked if tree grinding is a part of the contract with our tree trimmers or if there is someone that can do it internally.

Director Whittiker, Jr. gave the staff report and informed that city buses will be replaced with electric vehicles. The first two buses will arrive in April 2025 and within one year's time another electric bus will be purchased to complete the fleet.

Director Whittiker, Jr. also informed that the proceeds from the sales will cover the auctioneer's service fees.

Council Member/Agency Member/Authority Board Member Hicks requested information regarding having the bus system in place before the 2028 Olympics.

City Manager Roberts, Jr. stated a plan is in place to alleviate the transportation issue for attendees of the 2028 Olympics however, buses can be used as needed.

Director Whittiker, Jr. stated that two grants were received that will fund nine electric vehicles in the near future.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes asked if another 60 passenger Blue Bird bus was being purchased.

Director Whittiker, Jr. stated that the bus has not been purchased and will be ordered based on how the buses will be charged in the warehouse area.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes stated that as a host city, dignitaries need to have a nice mode of transportation. She inquired about the purchase of a new Prevost bus and informed that the previous buses were purchased through Prop A monies.

Director Whittiker, Jr. stated that two Prevost buses will be purchased and are seeking additional funding for other buses being purchased in the near future.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes stated a matter of importance for the purchase of a Blue Bird bus and a Prevost bus.

Council Member/Agency Member/Authority Board Member Dear explained the importance of having a proper plan in place in a timely manner so that spectators of the 2028 Olympic games have a positive experience.

City Manager Roberts, Jr. informed that a request for proposal of an Olympic consultant to provide information, suggestions, and recommendations on the best ways to navigate being a host city and securing funding for the games was approved.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes requested placing the item in closed session once discussions have begun to provide updates to council members. She noted that the consultant for Carson is the same consultant for Los Angeles and Inglewood.

Council Member/Agency Member/Authority Board Member Hicks requested information regarding a tree grinder and sidewalk cleaner.

Director Dr. Rodgers, Jr. informed a tree stump grinder is in inventory and a sidewalk sweeper went out to bid however, an issue with the bid required pursuing alternate actions. He also stated that there is a crew that sweeps major areas of concern and informed to contact if there are additional areas of concern.

Council Member/Agency Member/Authority Board Member Hicks listed Wilmington from University Dr. to Del Amo.

Motion To Approve submitted by Cedric L. Hicks Sr. seconded by Jim Dear resulting in 3-0-0-0-1 Absent was Dr. Jawane Hilton

Mayor's vote button not working. Verbally voted Yes to motion for a 4- Yes, 0- No, 1- Absent vote.

22. CONSIDER ADOPTION OF RESOLUTION 25-017, A RESOLUTION OF THE CITY OF CARSON CITY COUNCIL AMENDING FISCAL YEAR 2024-2025 BUDGET IN THE GENERAL FUND AND SPECIAL REVENUE FUNDS AND CONSIDER AWARDING A MAINTENANCE CONTRACT TO ALL AMERICAN ASPHALT FOR THE DEPARTMENT OF PUBLIC WORKS ANNUAL PAVING MAINTENANCE FOR ALL FOUR DISTRICTS WITHIN THE CITY OF CARSON (CITY COUNCIL) - 7:53 PM

** Item was Removed from Consent

RECOMMENDED ACTION

- —1. AWARD the Maintenance Agreement to the lowest responsive and responsible bidder, All American Asphalt, for the City-Wide Pavement Maintenance Program for all four Districts, for a three-year term with the option to extend for two additional one-year terms at a not-to-exceed amount of \$30,000,000.
- —2. AUTHORIZE the Mayor to execute the Maintenance Agreement following approval as to form by the City Attorney.

Council Member/Agency Member/Authority Board Member Hicks requested an update on the contract to street repairs process. He mentioned that residents are questioning why certain streets are being paved multiple times and others are not being paved at all. He hoped that within this contract that will no longer be an issue.

Director Dr. Rodgers, Jr. stated that there are streets that have been slurry sealed multiple times as he has driven around the city. He said the department has noticed and are keeping a close eye.

Council Member/Agency Member/Authority Board Member Hicks stated that the residents are concerned with repairs happening on the same streets while others are not being repaired at all. He proposed someone going to the streets that need repairs and assessing if those repairs are necessary or if they can repair another street.

Director Dr. Rodgers, Jr. stated that Superintendent Kirkby Jones and his team are actively going out to assess the streets before a phase in the program is initiated.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes asked if there is a contract manager to ensure the proper streets are being repaired other than staff.

Director Dr. Rodgers, Jr. informed a contractor is available as another set of eyes on the project. He also stated that the new contract allowed for lower rates on the asphalt per ton and more efficiency. He confirmed that some streets will receive slurry and others will get repaved based on the index rating.

Council Member/Agency Member/Authority Board Member Dear requested clarification on streets that needed to be readdressed by slurry seal and when it will be repaired.

Director Dr. Rodgers, Jr. stated that the slurry seal program will be completed as soon as possible weather permitting.

Council Member/Agency Member/Authority Board Member Hicks requested a repair on Del Amo to 223rd in the Alameda Corridor as residents are concerned. He questioned if the Alameda Corridor would become a state highway or remain Carson's property.

Assistant City Manager Raymond shared that through the MOU that was passed, Caltrans began the process of taking the Alameda Corridor into the state highway system. He stated that for it to become a state highway, the corridor needed to meet state highway standards. Steps are being taken to work on the worst parts of the street.

Council Member/Agency Member/Authority Board Member Hicks inquired about how to make the area livable.

Assistant City Manager Raymond stated that the onramps are owned by the City of Carson and can be placed in the CIP to be repaired.

Director Dr. Rodgers, Jr. informed that an agreement is in process with Caltrans to effectively mitigate jurisdictional issues. He thanked Director Jefferson for working alongside to ensure adequate funding was received going into the next fiscal year.

Council Member/Agency Member/Authority Board Member Hicks asked if there was a need to get assembly members involved.

Assistant City Manager Raymond informed that Assemblymember Lowenthal's office is working with the city on a separate matter involving the 405 and Avalon ramp issue.

Council Member/Agency Member/Authority Board Member Dear requested confirmation in owning a part of Alameda Street. Once received, he requested an item be placed on the agenda to allocate funds to repair the small portion that is city owned.

Council Member/Agency Member/Authority Board Member Hicks requested repairs on McKellen and 223rd street.

Council Member/Agency Member/Authority Board Member Dear stated the street is owned by the City of Carson and the City of Long Beach. The Carson side was repaired however, the City of Long Beach would not repair their side or allow the City of Carson to repair it.

Motion To Approve submitted by Cedric L. Hicks Sr. seconded by Jim Dear resulting in 3-0-0-0-1 Absent was Dr. Jawane Hilton

Mayor's vote button not working. Verbally voted Yes to motion for a 4- Yes, 0- No, 1- Absent vote.

SPECIAL ORDERS OF THE DAY (Item 23)

23. PUBLIC HEARING TO CONSIDER SUBSTANTIAL AMENDMENTS TO THE 2024-25 AND 2019-20 ANNUAL ACTION PLANS (CITY COUNCIL)- 8:15 PM

- —1. OPEN the Public Hearing, TAKE public Testimony, and CLOSE the Public Hearing.
- —2. APPROVE the submission of Substantial Amendments to the 2024-25 and 2019-20 Annual Action Plans to the U.S. Department of Housing and Urban Development (HUD).
- —3. AUTHORIZE the reallocation of \$552,940.25 in Community Development Block Grant (CDBG) funds from program year 2023-24, allocate funds to the Neighborhood Pride Program (NPP).
- —4. AUTHORIZE the reallocation of the Community Development Block Coronavirus (CDBG-CV) fund balance of \$256,826.25 to the existing COVID-related Residential Rehabilitation Program.
- —5. WAIVE further reading and ADOPT Resolution No. 25-018 of the City Council of the City of Carson, California, reallocating \$552,940.25 in (CDBG) funds from program year 2023-24 to program year 2024-25, and allocating the funds to the Neighborhood Pride Program as well as reallocating \$256,826.25 CDBG-CV funds from program year 2019-20 to COVID-related residential Rehabilitation.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes opened the Public Hearing.

There were no public testimonies or public comment.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes closed the Public Hearing.

Debra Scott, Housing Specialist, gave the staff report.

Debra Scott introduced Duane Cobb, Housing Analyst, who will administering the CDBG Program.

Motion To Approve submitted by Jim Dear seconded by Cedric L. Hicks Sr. resulting in 3-0-0-0-1 Absent was Dr. Jawane Hilton

Mayor's vote button not working. Verbally voted Yes to motion for a 4- Yes, 0- No, 1- Absent vote.

DISCUSSION (Item 24 - 26)

24. CONSIDER UPDATED MARKETING CITY LOGO CONCEPTS (CITY COUNCIL)- 6:12 PM RECOMMENDED ACTION

—APPROVE one of the updated City Marketing Logo options provided to the City Council.

Item No. 24 was heard after the Closed Session report.

City Manager Roberts, Jr. presented the staff report. Marketing logo and seal options were displayed on screen.

Mayor Pro Tempore/Vice Agency Chairman/Vice Authority Chairman, Dr. Hilton liked the second option as it is clean and easier to embroider without the detail of the book and hands.

Mayor Pro Tempore/Vice Agency Chairman/Vice Authority Chairman, Dr. Hilton made a motion to approve the option without the book and hands and Mayor/Agency Chairman/Authority Chairman Davis-Holmes seconded the motion.

Council Member/Agency Member/Authority Board Member Dear asked for clarification on the staff report as they viewed and will vote on the city's seal instead of the marketing logo as it is stated in the report. He requested that City/Agency/Authority Attorney Soltani weigh in on the matter.

City/Agency/Authority Attorney Soltani stated she had not read the staff report but will do so quickly.

Council Member/Agency Member/Authority Board Member Hicks asked if there was a more pronounced diamond. City Manager Roberts, Jr. informed that there was a clearer more detailed picture of the diamond however, the diamond would become difficult to embroider when embroidered on a smaller scale. He also stated that having the diamond designed in pieces allows for flexibility to customize by event. He gave an example of changing the colors to reflect that of Black History Month.

Council Member/Agency Member/Authority Board Member Hicks recommended more symmetry to the diamond so that it could appear to catch the light.

City/Agency/Authority Attorney Soltani informed that the staff report states it as a logo and the attachments are listed as marketing logos so there would be no public confusion. She stated she was comfortable with the language and with the council proceeding.

Council Member/Agency Member/Authority Board Member Rojas agreed with liking the second option while also stating that the diamond should be more defined for clarity.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes requested the item be continued and would not be opposed to having a special meeting as the need for the logo is time sensitive.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes wanted Council Member/Agency

Member/Authority Board Member Hicks' and Council Member/Agency Member/Authority Board

Member Rojas' concerns addressed.

Council Member/Agency Member/Authority Board Member Dear believed the item of voting on the city's seal was not properly placed on the agenda.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes stated the item will be continued to the March 4th meeting and a special meeting will be called if necessary.

Mayor Pro Tempore/Vice Agency Chairman/Vice Authority Chairman, Dr. Hilton exited the meeting at 6:26 P.M.

25. CONSIDERATION OF ONLY LOCAL UNCONTESTED APPOINTMENTS TO THE CITY'S COMMISSIONS, COMMITTEES, AND BOARDS, AND CITY AFFILIATED ORGANIZATIONS BY MAYOR AND CITY COUNCIL AND CONSIDER ALL (CONTESTED AND UNCONTESTED) APPOINTMENTS TO ALL COMMISSIONS (CITY COUNCIL)- 8:21 PM

RECOMMENDED ACTION

- —1. CONSIDER and only APPOINT uncontested members to the City Commissions, Committees, and Boards;
- —2. CONSIDER and APPOINT all (contested and uncontested) members to all commissions;
- —3. CONSIDER and APPOINT members to City Affiliated Organizations;
- —4. DIRECT the City Clerk to notify all affected appointments of this action in writing;
- —5. IF APPLICABLE, DIRECT the City Clerk to post and publish in accordance with the Maddy Act

This item is incorrectly numbered and presents as Item No. 25 in the agenda.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes appointed Britney Ford as Alternate No. 1 on the Environmental Commission, Cameron Payton to the Youth Commission, and Brent Page as Alternate No. 3 on the Public Relations Commission.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes added Council Member/Agency Member/Authority Board Member Hicks to the Finance Audit Committee as an alternate.

Motion To Approve submitted by Jim Dear seconded by Cedric L. Hicks Sr. resulting in 3-0-0-0-1 Absent was Dr. Jawane Hilton

Mayor's vote button not working. Verbally voted Yes to motion for a 4- Yes, 0- No, 1- Absent vote.

26. INTRODUCTION AND FIRST READING OF ORDINANCE NO. 25-2504, ADDING CHAPTER 13 (ILLEGAL SPEED CONTESTS AND EXHIBITIONS OF SPEED) TO ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE TO PROHIBIT SPECTATORS AT ILLEGAL MOTOR VEHICLE SPEED CONTESTS OR EXHIBITIONS OF SPEED- 8:25 PM

RECOMMENDED ACTION

—1. INTRODUCE for first reading, by title only, ORDINANCE NO. 25-2504, "AN ORDINANCE OFTHE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, ADDING CHAPTER 13 (ILLEGALSPEED CONTESTS AND EXHIBITIONS OF SPEED) TO ARTICLE III (PUBLIC SAFETY) OF THECARSON MUNICIPAL CODE TO PROHIBIT SPECTATORS AT ILLEGAL MOTOR VEHICLE SPEEDCONTESTS OR EXHIBITIONS OF SPEED

Council Member/Agency Member/Authority Board Member Dear shared the topic is important to him and mentioned that Public Safety Commissioner Flinton brought it to him two years ago. He also thanked the Mayor for placing the item on the agenda.

Mayor/Agency Chairman/Authority Chairman Davis-Holmes clarified that the item needed to go through the city attorney's office prior to being placed on the agenda.

Director Garcia provided the staff report and an update.

Director Garcia informed that the ordinance makes it a crime to be a spectator at an illegal motor vehicle speed contest. She mentioned that the ordinance was a joint effort between the city, the sheriff's department, and the city attorney's office.

Motion To Approve submitted by Jim Dear seconded by Cedric L. Hicks Sr. resulting in 3-0-0-0-1 Absent was Dr. Jawane Hilton

Mayor's vote button not working. Verbally voted Yes to motion for a 4- Yes, 0- No, 1- Absent vote.

ORDINANCE SECOND READING

None.

ORAL COMMUNICATIONS FOR MATTERS NOT LISTED ON THE AGENDA (MEMBERS OF THE PUBLIC)

None.

COUNCIL MEMBER REQUESTS TO ADD ITEMS TO FUTURE AGENDAS

Council Member/Agency Member/Authority Board Member Hicks requested a Red Curb Initiative be put in place to coincide with AB 413 which was brought to attention by Captain Norman. He requested painting all curbs red within the 20 feet as it relates to the new parking code while also allowing for safer crossing for pedestrians within the crosswalk.

ORAL COMMUNICATIONS (COUNCIL MEMBERS)

Council Member/Agency Member/Authority Board Member Hicks announced/reported:

- Attended the Rising Stars event by the Human Relations Commission and shared that he was
 pleased with the youth. He shared the attendance of Congresswoman Nanette Barragan,
 Assemblyman Mike Gipson, Captain Norman, Mayor Lula Davis-Holmes, and Councilman Jim
 Dear was well received. He requested more publicization of the event to include more students
 from the city.
- Streetlights are out on Del Amo from Avalon Boulevard to Buffalo Wild Wings and on Del Amo between Campaign Drive and Tillman.
- To start project Light Up Carson to make the city brighter to deter crime
- Begin the process of crosswalk remarking

Council Member/Agency Member/Authority Board Member Dear announced/reported:

- Agreed with Council Member/Agency Member/Authority Board Member Hicks on the Light Up Carson initiative
- Commended the Human Relations Commission for the wonderful event and agreed on making the event known city wide for students

Mayor/Agency Chairman/Authority Chairman Davis-Holmes acknowledged former first Lady Baylor of Judson Baptist Church for attending the meeting. She acknowledged Cac Le for her amazing leadership and input on the Rising Star program.

Signature

MEMORIAL ADJOURNMENTS
City Clerk/Agency Secretary/Authority Secretary, Dr. Bradshaw presented the following Memorial
Adjournment Requests:
Andrew Gutierrez
Domingo Regua
Amie Lee Peters
City Manager Roberts, Jr. gave a prayer.
ANNOUNCEMENT OF UNFINISHED OR CONTINUED CLOSED SESSION ITEMS (AS NECESSARY)
Mayor/Agency Chairman/Authority Chairman Davis-Holmes acknowledged Council Member/Agency
Member/Authority Board Member Hicks' birthday.
RECESS TO CLOSED SESSION
None.
RECONVENE TO OPEN SESSION
None.
REPORT OF ACTIONS ON UNFINISHED OR CONTINUED CLOSED SESSION ITEMS
ADJOURNMENT
The meeting was adjourned at 8:41 P.M. by Mayor/Agency Chairman/Authority Chairman Davis-
Holmes.

CITY OF CARSONSON Street



File #: Version:

Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 11.

To: Honorable Mayor and City Council

From: William Jefferson, Director of Finance FIN Accounting

Subject: CONSIDER ADOPTING RESOLUTION NO. 25-027, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON RATIFYING CLAIMS AND DEMANDS IN THE AMOUNT OF \$6,592,640.15, DEMAND CHECK NUMBERS 229, 177555 THROUGH 177866 FOR GENERAL DEMAND AND THE AMOUNT OF \$57,147.50, CHECK NUMBERS 1292 THROUGH 1293 FOR CO-OP AGREEMENT DEMANDS (CITY COUNCIL)

I. SUMMARY

RESOLUTION NO. 25-027, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON RATIFYING CLAIMS AND DEMANDS AS FOLLOWS:

TOTAL OF \$6,592,640.15 FOR GENERAL DEMANDS CHECK NUMBERS 229, 177555 THROUGH 177866.

TOTAL OF \$57,147.50 FOR CO-OP AGREEMENT DEMANDS, CHECK NUMBERS 1292 THROUGH 1293, WHICH ARE COSTS ASSOCIATED WITH THE CONSTRUCTION OF CAPITAL PROJECTS WITHIN THE FORMER REDEVELOPMENT PROJECT AREA, USING BOND PROCEEDS TRANSFERRED FROM THE SUCCESSOR AGENCY TO THE CITY.

II. RECOMMENDATION

WAIVE further reading and ADOPT Resolution No. 25-027, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON RATIFYING CLAIMS AND DEMANDS IN THE AMOUNT OF \$6,592,640.15, DEMAND CHECK NUMBERS 229, 177555 THROUGH 177866 FOR GENERAL DEMAND AND THE AMOUNT OF \$57,147.50, CHECK NUMBERS 1292 THROUGH 1293 FOR CO-OP AGREEMENT DEMANDS".

III. <u>ALTERNATIVES</u>

NONE.

IV. BACKGROUND

THE CITY COUNCIL OF THE CITY OF CARSON DOES HEREBY RESOLVE, DETERMINE AND ORDER AS FOLLOWS:

<u>SECTION 1:</u> The claims and demands have been reviewed and verified for accuracy and compliance with the budget and applicable agreements and are hereby ratified in the amount herein after set forth, a copy of which is attached hereto as Exhibit No. 1 and Exhibit No. 2.

<u>SECTION 2:</u> On March 4, 2025, the City Council ratified the above demand numbers 229, 177555 through 177866 for General Demand and 1292 through1293 for Co-op agreement demand. The City Treasurer is hereby directed to pay out the funds named hereon, to each of the claimants listed above, the amount of warrant appearing opposite their respective names, for the purpose stated on the respective demands, making a total of \$6,649,787.65.

PASSED, APPROVED, and ADOPTED this 4TH DAY OF MARCH, 2025.
APPROVED AS TO FORM:
Sunny K. Soltani, City Attorney
CITY OF CARSON:
Lula Davis-Holmes, Mayor
ATTEST:
Dr. Khaleah K. Bradshaw, City Clerk
V. <u>FISCAL IMPACT</u>
CERTIFICATION
In accordance with Section 37202 of the California Government Code, I hereby certify that the above demands are accurate and that funds are available for payment thereof. I certify under penalty of perjury that the foregoing is true and correct.
EXECUTED THE 4TH DAY OF MARCH, 2025 AT CARSON, CALIFORNIA:
David C. Roberts, Jr., City Manager
STATE OF CALIFORNIA) COUNTY OF LOS ANGELES) ss. CITY OF CARSON)
I, <u>Dr. Khaleah K. Bradshaw</u> , City Clerk of the City of Carson, California, hereby attest to and certify that the foregoing resolution, being Resolution No. 25-027, adopted by the City of Carson City Council at its meeting held on March 4, 2025 by the following vote:
AYES: COUNCIL MEMBERS: NOES: COUNCIL MEMBERS: ABSTAIN: COUNCIL MEMBERS: ABSENT: COUNCIL MEMBERS:
Dr. Khaleah K. Bradshaw, City Clerk

 $\underline{\textbf{SECTION 3:}} \ \textbf{That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original resolutions.}$

VI. <u>EXHIBITS</u>

EXHIBIT NO. 1: DEMAND REGISTER RESOLUTION #25-027

EXHIBIT NO. 2: DEMAND REGISTER RESOLUTION #25-027 CA

Attachments

Exhibit 1 Demand Register Reso# 25-027.pdf

Exhibit 2 Demand Register Reso# 25-027 CA.pdf



AP CHECK RECONCILIATION REGISTER

FOR CASH ACCOUNT: 100-99-999-1010- FOR: All Except Stale

CHECK # CHECK DATE TYPE	UNCLEARED	CLEARED BATCH CLEAR DATE
220 02/05/2025 NTDE 004004 DE 001/177000	4 500 00	
229 U2/U3/2U25 WIRE	4,500.00 1,500.00	
177556 02/06/2025 PRINTED 004020 ARTECH TECHNOLOGIES INC	847 70	
177557 02/06/2025 PRINTED 007077 ADVANCED IMAGING STRATEGY	14.744.85	
177558 02/06/2025 PRINTED 000003 AIRGAS USA LLC	318.97	
177559 02/06/2025 PRINTED 007589 AISHA K. CHILDS	50.00	
177560 02/06/2025 PRINTED 007692 ALBERT A. WEBB ASSOCIATES	18,571.08	
177561 02/06/2025 PRINTED 000797 ALESHIRE AND WYNDER LLP	63,043.60	
1/7562 UZ/06/2025 PRINTED 005523 AMAZON CAPITAL SERVICES	1,242.61	
1/7303 UZ/U0/ZUZ3 PRINIED UUU3U4 AMERICAN RED CRUSS HEALTH 177564 02/06/2025 DPINIED 008305 ANDREA VILLASANA	1,460.00	
177565 02/06/2025 PRINTED 003663 ARTHUR R RATUCAL	50.00	
177566 02/06/2025 PRINTED 001001 AT&T PHONE	1.877.66	
177567 02/06/2025 PRINTED 004410 B D WHITE TOP SOIL CO INC	1,235.91	
177568 02/06/2025 PRINTED 007541 B&B DISCOUNT POOL & SPA S	114.61	
177569 02/06/2025 PRINTED 000348 BLUEPRINT SERVICE	1,156.88	
177570 02/06/2025 PRINTED 001435 ROBERT BOYD	50.00	
1//5/1 U2/06/2025 PRINTED 001/62 ROGER BRANCH JR	50.00 10.170.00	
1//5/2 02/06/2025 PRINTED 0000/0 BRI CONSULTING GROUP, INC 177573 02/06/2025 PRINTED 004165 CALTEORNIA CONSULTING	5 000 00	
177574 02/06/2025 PRINTED 000079 CALIFORNIA WATER SERVICE	65 686 89	
177575 02/06/2025 PRINTED 000657 CARSON HIGH SCHOOL	400.00	
177576 02/06/2025 PRINTED 007481 CHANDLER CADET	750.00	
177577 02/06/2025 PRINTED 008514 CHEERSOUNDS MUSIC AND TRA	565.00	
177578 02/06/2025 PRINTED 008179 CHENG-WEI PONG	8,400.00	
1/75/9 02/06/2025 PRINTED 008513 CINTAS CORPORATION NO. 2	9,225.43	
1/7580 UZ/UG/ZUZ5 PRINIED UU3UUI MUISES CISNERUS 177581 02/06/2025 prinied 000062 city of los angeles	259.44 1 863 40	
177582 02/06/2025 PRINTED 000002 CITY OF LOS ANGELES	1,803.49	
177583 02/06/2025 PRINTED 001381 COMPLETE OFFICE	517.11	
177584 02/06/2025 PRINTED 008416 CORKY'S PEST CONTROL INC.	3,855.00	
177585 02/06/2025 PRINTED 008423 COUNTY OF LOS ANGELES	4,920.00	
177586 02/06/2025 PRINTED 001180 COUNTY OF LOS ANGELES	2,837.13	
177587 02/06/2025 PRINTED 000268 DAILY JOURNAL CORP	1,164.00	
1/7588 UZ/UD/ZUZ5 PRINIED UU4824 MANUEL DASILVA	50.00 1 410 21	
177309 UZ/UU/ZUZJ PRINIED UU/I/O DAVET CUACH SALES INC. 177590 02/06/2025 DENNTED 002194 DANII THE DAVIS	1,419.31 50.00	
177591 02/06/2025 PRINTED 007492 DEFENDIFY	6.227.66	
177592 02/06/2025 PRINTED 007595 DONNIE R. DORSEY	50.00	
177593 02/06/2025 PRINTED 007512 EDDINGS ENTERPRISES, INC.	5,957.25	
177594 02/06/2025 PRINTED 000039 EWING IRRIGATION PRODUCTS	1,027.41	
177595 02/06/2025 PRINTED 000159 RAYMOND M. ALDRIGE, JR.	6,396.71	
1//596 UZ/06/ZUZ5 PRINTED UU81U/ FCG CONSULTANTS INC	18,847.24	
177598 02/06/2025 PRINTED 000333 FERGUSON ENTERPRISES INC	1 415 02	
177599 02/06/2025 PRINTED 000103 FIREMASTER	180.51	
177600 02/06/2025 PRINTED 004437 GALLS LLC	878.00	
177601 02/06/2025 PRINTED 007482 GOFORTH & MARTI	101,838.48	
177602 02/06/2025 PRINTED 000941 GOLDEN STATE WATER COMPAN	2,790.59	
1//6U3 U2/U6/2U25 PRINTED UUU/93 GRAINGER	92.07	
1//004 UZ/U0/ZUZ) PRINIED UU8394 HANNAH MIICHELL 177605 02/06/2025 DRINIED 007678 HEIDI LETTCIA DOMEDO	50.00 50.00	
TITOOS 02/00/2023 FATMIED 00/0/0 HEIDT FEITCH KOMIEKO	30.00	



AP CHECK RECONCILIATION REGISTER

FOR CASH ACCOUNT: 100-99-999-999-1010- FOR: All Except Stale

CHECK # CHECK DATE TYPE VENDOR 177606 02/06/2025 PRINTED 007373 177607 02/06/2025 PRINTED 007323 177608 02/06/2025 PRINTED 007583 177609 02/06/2025 PRINTED 007823 177610 02/06/2025 PRINTED 007893 177611 02/06/2025 PRINTED 008453 177612 02/06/2025 PRINTED 008393 177613 02/06/2025 PRINTED 007893 177614 02/06/2025 PRINTED 007993 177615 02/06/2025 PRINTED 008404 177616 02/06/2025 PRINTED 008404 177616 02/06/2025 PRINTED 008404 177617 02/06/2025 PRINTED 008493 177617 02/06/2025 PRINTED 008493 177617 02/06/2025 PRINTED 008493 177618 02/06/2025 PRINTED 008393 177619 02/06/2025 PRINTED 008393 177620 02/06/2025 PRINTED 008493 177621 02/06/2025 PRINTED 008493 177621 02/06/2025 PRINTED 008493 177622 02/06/2025 PRINTED 008493 177624 02/06/2025 PRINTED 008493 177625 02/06/2025 PRINTED 008493 177626 02/06/2025 PRINTED 008493 177627 02/06/2025 PRINTED 008493 177628 02/06/2025 PRINTED 000741 177629 02/06/2025 PRINTED 000741 177629 02/06/2025 PRINTED 000741 177629 02/06/2025 PRINTED 000741 177630 02/06/2025 PRINTED 000740 177631 02/06/2025 PRINTED 000741 177632 02/06/2025 PRINTED 000445 177633 02/06/2025 PRINTED 000445 177634 02/06/2025 PRINTED 000493 177635 02/06/2025 PRINTED 000493 177637 02/06/2025 PRINTED 000493 177638 02/06/2025 PRINTED 000493 177639 02/06/2025 PRINTED 000993 177639 02/06/2025 PRINTED 000993 177639 02/06/2025 PRINTED 000993 177639 02/06/2025 PRINTED 000993 177640 02/06/2025 PRINTED 000993 177641 02/06/2025 PRINTED 000993 177642 02/06/2025 PRINTED 000993 177643 02/06/2025 PRINTED 000993 177644 02/06/2025 PRINTED 000993 177645 02/06/2025 PRINTED 000904 177646 02/06/2025 PRINTED 000904 177647 02/06/2025 PRINTED 0000904 177649 02/06/2025 PRINTED 0000904 177659 02/06/2025 PRINTED 0000904 177659 02/06/2025 PRINTED 0000905 177659 02/06/2025 PRINTED 000005 177659 02/06/2025 PRINTED 0000	NAME	UNCLEARED	CLEARED BATCH CLEAR DATE
The state of the s		- STEEL ITEL	SEE, ILLES STATEL
177606 02/06/2025 PRINTED 007378	HERC RENTALS INC.	5,036.88	
177607 02/06/2025 PRINTED 000234	THE HOME DEPOT INC	1,721.20	
17/608 02/06/2025 PRINTED 00/588	3 JEFFREY GLENN ALLEN	326 644 30	
177610 02/06/2023 PRINTED 00/623	I TILAN ESTRADA	220,044.20 50.00	
177611 02/06/2025 PRINTED 007596	KEITH EDWARD ARNOLD	50.00	
177612 02/06/2025 PRINTED 008393	KHRISTOPHER REDWAY	50.00	
177613 02/06/2025 PRINTED 007093	KILEY & ASSOCIATES LLC	5,000.00	
177614 02/06/2025 PRINTED 000663	LANGUAGE NETWORK	1,325.45	
1//615 U2/U6/2U25 PRINTED UU84U4	LEA MACIAS	50.00	
177617 02/06/2023 PRINTED 00839.	PRENTISS F LEWIS	50.00	
177618 02/06/2025 PRINTED 006733	LIFESTATION INC	836.03	
177619 02/06/2025 PRINTED 008197	LIFTECH ELEVATOR SERVICES	440.00	
177620 02/06/2025 PRINTED 00443	LINCOLN AQUATICS	100.59	
177621 02/06/2025 PRINTED 008390	LIV WILLIAMS	50.00	
1/7622 U2/U6/2U25 PRINTED UUU64:	LOS ANCELES COUNTY DEDT O	442,500.00 56 904 43	
177624 02/06/2025 PRINTED 000070) LOS ANGELES COUNTY DEPT O	30,304.43	
177625 02/06/2025 PRINTED 000074	LOS ANGELES COUNTY SHERIF	81,033.58	
177626 02/06/2025 PRINTED 007413	MISSION CRITICAL INFORMAT	960.50	
177627 02/06/2025 PRINTED 007605	MICHAEL K WILSON	50.00	
1//628 02/06/2025 PRINTED 002454	CHRISTOPHER MILLER	100.00	
177630 02/06/2025 PRINTED 000040	MILLY LITE INC	1,464.79	
177631 02/06/2025 PRINTED 000732	NEMTE P. MOSFOUERA	50.00	
177632 02/06/2025 PRINTED 004292	NEWEGG BUSINESS INC	309.22	
177633 02/06/2025 PRINTED 007462	NICHOLAS MILLER	300.00	
177634 02/06/2025 PRINTED 000563	JANNY NOA	84.49	
1//635 U2/U6/2U25 PRINTED U1U999	REYES, NICHOLAS	141.88	
177637 02/06/2023 PRINTED 010999	7 KEYES, NICHULAS 9 ZAMORA ANGEL	53.70 53.20	
177638 02/06/2025 PRINTED 008440	PRIVATIZER TECHNOLOGIES.	63.95	
177639 02/06/2025 PRINTED 000520	R AND R INDUSTRIES INC	181.97	
177640 02/06/2025 PRINTED 008240	RA LUCAS COMPANY INC	1,976.88	
177641 02/06/2025 PRINTED 001083	BRIAN RABER	50.00	
1//642 U2/U6/2U25 PRINTED UU69/:	RACE TELECOMMUNICATIONS,	1,045.50	
177644 02/06/2025 PRINTED 000446) MISSION ACADEMY	785 00	
177645 02/06/2025 PRINTED 010000	SERVICELINK NLS LLC	45.00	
177646 02/06/2025 PRINTED 010000	BANNING HIGH SCHOOL	250.00	
177647 02/06/2025 PRINTED 010000	FARING CAPITAL, LLC	50,000.00	
177648 02/06/2025 PRINTED 010000	GUARDIAN ASSET MANAGEMENT	45.00	
177650 02/06/2025 PRINTED 010000	SERVICE LINK NLS LLC	45.00 45.00	
177651 02/06/2025 PRINTED 010000	SERVICELING NES LLC	45.00	
177652 02/06/2025 PRINTED 005074	RICK'S LUBE COMPLETE AUTO	228.75	
177653 02/06/2025 PRINTED 008463	RINGCENTRAL, INC	37.16	
177654 02/06/2025 PRINTED 007240	RJM DESIGN GROUP, INC.	8,351.90	
1//055 U2/U6/2U25 PRINTED 000402	ROBUST MCTUROVILLE	6,005.43	
177657 02/00/2025 PRINTED 00005	ROBERTSONS READY MIX CONC	314.79 841 85	
17.037 02/00/2023 NINTED 001230	ROBERTSONS READT MEX CONC	341.03	

2



FOR CASH ACCOUNT: 100-99-999-999-1010- FOR: All Except Stale

CHECK # CHECK DATE TYPE VENDO 177658 02/06/2025 PRINTED 00138 177659 02/06/2025 PRINTED 00012 177660 02/06/2025 PRINTED 00079 177661 02/06/2025 PRINTED 00042 177662 02/06/2025 PRINTED 00063 177663 02/06/2025 PRINTED 00012 177664 02/06/2025 PRINTED 00016 177665 02/06/2025 PRINTED 00016 177666 02/06/2025 PRINTED 00014 177666 02/06/2025 PRINTED 00018 177668 02/06/2025 PRINTED 00018 177669 02/06/2025 PRINTED 00178 177669 02/06/2025 PRINTED 00178 177669 02/06/2025 PRINTED 00718 177670 02/06/2025 PRINTED 00711 177671 02/06/2025 PRINTED 00701 177673 02/06/2025 PRINTED 00701 177674 02/06/2025 PRINTED 00701 177675 02/06/2025 PRINTED 00701 177676 02/06/2025 PRINTED 00763 177676 02/06/2025 PRINTED 00763 177677 02/06/2025 PRINTED 00762 177678 02/06/2025 PRINTED 00763 177679 02/06/2025 PRINTED 00763 177679 02/06/2025 PRINTED 00763 177680 02/06/2025 PRINTED 00763 177681 02/06/2025 PRINTED 00843 177682 02/06/2025 PRINTED 00843 177684 02/06/2025 PRINTED 00753 177684 02/06/2025 PRINTED 00753 177685 02/06/2025 PRINTED 00753 177686 02/06/2025 PRINTED 00753 177687 02/06/2025 PRINTED 00753 177688 02/06/2025 PRINTED 00753 177689 02/06/2025 PRINTED 00753 177689 02/06/2025 PRINTED 00052 177690 02/06/2025 PRINTED 00051 177691 02/06/2025 PRINTED 00051 177692 02/06/2025 PRINTED 00021 177693 02/11/2025 PRINTED 00055 177694 02/11/2025 PRINTED 00851 177699 02/11/2025 PRINTED 00851 177699 02/11/2025 PRINTED 00055 177699 02/11/2025 PRINTED 00055 177699 02/11/2025 PRINTED 00055 177699 02/11/2025 PRINTED 00051 177699 02/11/2025 PRINTED 00051 177699 02/11/2025 PRINTED 00052 177699 02/11/2025 PRINTED 000107 177698 02/11/2025 PRINTED 000107 177699 02/11/2025 PRINTED 000101 177701 02/11/2025 PRINTED 00103 177703 02/11/2025 PRINTED 00103 177704 02/11/2025 PRINTED 00103 177705 02/11/2025 PRINTED 00715 177709 02/11/2025 PRINTED 00118	R NAME	UNCLEARED	CLEARED BATCH CLEAR DATE
VENDO		Once En William	
177658 02/06/2025 PRINTED 00138	RUSSELL SIGLER INC	586.77	
177659 02/06/2025 PRINTED 00012) S&S WORLDWIDE, INC	3,166.60	
177660 02/06/2025 PRINTED 00079	L EMMANUEL A SALOMON	50.00	
177661 02/06/2025 PRINTED 00042	7 SAM'S CLUB DIRECT	60.65	
1/7662 02/06/2025 PRINTED 00/63	2 SEAY, AL CARNEL	50.00	
1//663 UZ/U6/2UZ5 PRINIED UUU12	F SEPULVEDA BUILDING MAIERI	809.95	
177665 02/06/2023 PRINTED 00010) SUITHEDN CVITEODNIV EDISO	204 999 86	
177666 02/06/2025 PRINTED 00024	7 SOCALGAS	9 617 96	
177667 02/06/2025 PRINTED 00018	SOUTH COAST ATR QUALITY M	207.46	
177668 02/06/2025 PRINTED 00178	SOUTHERN COMPUTER WAREHOU	1,062.66	
177669 02/06/2025 PRINTED 00638	4 CHARTER COMMUNICATIONS	13,186.44	
177670 02/06/2025 PRINTED 00701	2 T& G GLOBAL LLC	101,280.00	
177671 02/06/2025 PRINTED 00071	STAPLES ADVANTAGE	11,649.94	
177672 02/06/2025 PRINTED 00008	2 STATE OF CA EMPLOYMENT DE	8,713.00	
1//6/3 02/06/2025 PRINTED 00501	3 SWAYZER CORPORATION	19,910.00	
1//6/4 UZ/U6/2UZ5 PRINTED 00/65	TETRA CRADUTCS THE	20,337.50	
1//0/3 U2/U0/2U23 PKINIED UU/02 177676 03/06/2025 PRINTED 00810	TOTUM CORD	223.39 24 613 50	
177677 02/00/2023 PRINTED 00010	7 TVLER TECHNOLOGIES	19 332 50	
177678 02/06/2025 PRINTED 00401	I S RANK CORPORATE PAYMEN	4 249 27	
177679 02/06/2025 PRINTED 00843	URBAN HABITAT	171.926.25	
177680 02/06/2025 PRINTED 00753	VENICE FAMILY CLINIC	3,750.00	
177681 02/06/2025 PRINTED 00316	5 VERITIV CORPORATION	211.02	
177682 02/06/2025 PRINTED 00124	9 VERIZON WIRELESS	351.10	
177683 02/06/2025 PRINTED 00719	l VERNE'S PLUMBING, INC.	1,322.00	
177684 02/06/2025 PRINTED 00851	7 VITAL RECORDS CONTROL	511.94	
177685 02/06/2025 PRINTED 00622) WASTE RESOURCES, INC	529,884.97	
1//686 UZ/U6/2UZ5 PRINTED 0003U	WAXIE SANITARY SUPPLY	1,230.00	
1//08/ U2/U0/2U23 PKINIED UUUZI 177688 02/06/2025 PRINTED 00221	WEST COAST ARBURISTS	139,043.00	
177689 02/06/2023 PRINTED 00221	S KARI WTIVERT	50.00	
177690 02/06/2025 PRINTED 00320	1 WTT WEATHERPROOFING TECHN	1 840 00	
177691 02/06/2025 PRINTED 00150	7 XTREME FITNESS	394.00	
177692 02/06/2025 PRINTED 00851	2 ZOEY WOOD	50.00	
177693 02/11/2025 PRINTED 00552	3 AMAZON CAPITAL SERVICES	597.20	
177694 02/11/2025 PRINTED 00815	l amer jakher	7,095.00	
177695 02/11/2025 PRINTED 00842	5 AMERICAN GLOBAL SECURITY	68,780.40	
177696 02/11/2025 PRINTED 00050	AMERICAN RED CROSS HEALTH	480.00	
1//69/ 02/11/2025 PRINTED 0010/	S AT & T LONG DISTANCE	57.66	
1//698 UZ/11/2UZ5 PRINIED UU/36	BLUEIRIION BRANDS, INC.	650.34 9 631.07	
177700 02/11/2023 PRINTED 00001	D BUYS AND GIRLS CLUB OF CA	0,021.07 50.00	
177700 02/11/2023 PRINTED 00023	S KELVIN BROWN SP	50.00	
177702 02/11/2025 PRINTED 001/1	1 JESUS-ALEX CATNGLET	50.00	
177703 02/11/2025 PRINTED 00722	CAJA ENVIRONMENTAL SERVIC	4.510.00	
177704 02/11/2025 PRINTED 00743	6 CALHOUN, JILL	50.00	
177705 02/11/2025 PRINTED 00148	O CHOURA VENUE SERVICES	4,464.84	
177706 02/11/2025 PRINTED 00011	1 CITY OF CARSON PETTY CASH	152.66	
177707 02/11/2025 PRINTED 00422	7 CONNIE DELA CRUZ-MANIO	50.00	
177708 02/11/2025 PRINTED 00715	CORODATA RECORDS MANAGEME	658.71	
1///09 02/11/2025 PRINTED 00118	COUNTY OF LOS ANGELES	2,206.21	



FOR CASH ACCOUNT: 100-99-999-1010- FOR: All Except Stale

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177710 02/11/2025 PRINTED 001180 (COUNTY OF LOS ANGELES	11 078 00	
177711 02/11/2025 PRINTED 000127 D	DAILY BREEZE NEWSPAPER	567.06	
177712 02/11/2025 PRINTED 000268 D	DAILY JOURNAL CORP	244.00	
177713 02/11/2025 PRINTED 006396 k	KIMBERLEY DAVENPORT	50.00	
177714 02/11/2025 PRINTED 002637 D	DEERE AND COMPANY	35,528.28	
177715 02/11/2025 PRINTED 007456 E	EDWINA S. HUNTER	50.00	
177716 02/11/2025 PRINTED 002192 L	LEANDREA FIELDS-ROBINSON	50.00	
177717 02/11/2025 PRINTED 000221 F	FLEET PRIDE	3,572.06	
177718 02/11/2025 PRINTED 001849 0	CAROLYN FOSTER	50.00	
1///19 UZ/11/2UZ5 PRINTED 0U6U85 (GARCIA, MARIA DE JESUS	65.82	
1///2U UZ/11/2UZ) PKINIEU UU1208 (GUNEN STATE WATER COMPAN	2/1.22 700.60	
177722 02/11/2023 PRINTED 000341 0	SDATNEED	709.00 6/3.58	
177723 02/11/2025 PRINTED 000733 (HARREII'S IIC	5 027 40	
177724 02/11/2025 PRINTED 000130 1	HERC RENTALS INC	1 695 28	
177725 02/11/2025 PRINTED 000242 H	HINDERLITER DE LLAMAS AND	570.84	
177726 02/11/2025 PRINTED 000234 1	THE HOME DEPOT INC	9.821.23	
177727 02/11/2025 PRINTED 001798 (CHINYERE IFEACHO	50.00	
177728 02/11/2025 PRINTED 007778 1	IRENE T. VIERNES	50.00	
177729 02/11/2025 PRINTED 006528 3	JOHN CRUIKSHANK CONSULTAN	6,691.53	
177730 02/11/2025 PRINTED 004935	JACQUELINE JOHNSON	50.00	
177731 02/11/2025 PRINTED 008148 k	KEICHUN LERAINE GRAVES	50.00	
1///32 02/11/2025 PRINTED 008341 k	KEYTECHNOLOGIES BY MG LLC	7,250.00	
1///33 U2/11/2U25 PRINTED UU6525 K	KOA CORPORATION	40,825.00	
1///34 UZ/11/2UZ3 PKINIED UU4393 F	FE P KUUNS	50.00	
177736 02/11/2023 PRINTED 000923 L	DE ANTHONY LANGSTON	220.00	
177737 02/11/2023 PRINTED 000337 L	LIVE, LLC	771 28	
177738 02/11/2025 PRINTED 006884 I	YFT. INC.	8.073.61	
177739 02/11/2025 PRINTED 008463 N	MAGIC JUMP. INC	10.411.23	
177740 02/11/2025 PRINTED 000669 N	MDG ASSOCIATES	26,616.50	
177741 02/11/2025 PRINTED 008036 N	MONIQUE MACKSON	50.00	
177742 02/11/2025 PRINTED 006763 (OUTDOOR CREATIONS INC	24,750.10	
177743 02/11/2025 PRINTED 001020 F	PITNEY BOWES	283.65	
177744 02/11/2025 PRINTED 001126 0	GRETA PRICE	50.00	
1///45 UZ/11/2UZ5 PRINTED U01255 3	JESSICA RAMOS	50.00	
1///40 UZ/11/ZUZ3 PKINIED UU4143 (CASSANUKA KEEU CHEDVI JUSTIN	30.00	
177749 02/11/2023 PRINTED 010000 (CHEKIL JUSIIN	250.00	
177749 02/11/2023 PRINTED 010000 P	MONTCA PAGUDO	40.00	
177750 02/11/2025 PRINTED 010000 F	ROGERS JOSEPH O'DONNELL	5.999.40	
177751 02/11/2025 PRINTED 010000 1	TRENDSETTER. LLC	845.00	
177752 02/11/2025 PRINTED 010000 N	VANESSA MORÁDO	730.00	
177753 02/11/2025 PRINTED 005066 F	R J NOBLE COMPANY	937,478.77	
177754 02/11/2025 PRINTED 001715 H	HARRIETT RUSS	50.00	
177755 02/11/2025 PRINTED 007281 S	SHANNON WAYNE LAWRENCE	50.00	
1///56 UZ/11/2UZ5 PRINTED 000/18 S	STAPLES ADVANTAGE	407.11	
1///3/ UZ/11/ZUZ3 PKINIED UU/654 1	IAII & ASSUCIATES, INC	41,382.25	
1///30 UZ/II/ZUZ3 PKINIED UUI/38 3	SHELLA IKESVANI	30.00 22 460 77	
177760 02/11/2025 FRINTED 001316 1	TURE STAR TNC	22, 4 00.77 36.01	
177761 02/11/2025 PRINTED 004017 1	TYLER TECHNOLOGIES	800.00	
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FOR CASH ACCOUNT: 100-99-999-1010- FOR: All Except Stale

CHECK # CHECK DATE TYPE VENDOR 177762 02/11/2025 PRINTED 006769 177763 02/11/2025 PRINTED 008256 177764 02/13/2025 PRINTED 000797 177765 02/13/2025 PRINTED 000042 177766 02/13/2025 PRINTED 000042 177767 02/13/2025 PRINTED 0005523 177769 02/13/2025 PRINTED 005523 177769 02/13/2025 PRINTED 005523 177770 02/13/2025 PRINTED 006454 177771 02/13/2025 PRINTED 007051 177772 02/13/2025 PRINTED 007051 177773 02/13/2025 PRINTED 007051 177774 02/13/2025 PRINTED 007656 177775 02/13/2025 PRINTED 007656 177776 02/13/2025 PRINTED 006650 177777 02/13/2025 PRINTED 008458 177778 02/13/2025 PRINTED 008158 177778 02/13/2025 PRINTED 008610 177779 02/13/2025 PRINTED 008236 177778 02/13/2025 PRINTED 008465 177781 02/13/2025 PRINTED 008465 177782 02/13/2025 PRINTED 008465 177783 02/13/2025 PRINTED 008465 177784 02/13/2025 PRINTED 008465 177785 02/13/2025 PRINTED 0084147 177785 02/13/2025 PRINTED 0084147 177786 02/13/2025 PRINTED 0084147 177787 02/13/2025 PRINTED 0084147 177789 02/13/2025 PRINTED 006733 177789 02/13/2025 PRINTED 006733 177789 02/13/2025 PRINTED 004223 177789 02/13/2025 PRINTED 004223 177789 02/13/2025 PRINTED 006941 177791 02/13/2025 PRINTED 00941 177792 02/13/2025 PRINTED 006941 177793 02/13/2025 PRINTED 006888 177796 02/13/2025 PRINTED 006888 177799 02/13/2025 PRINTED 006888 177780 02/13/2025 PRINTED 006888 177780 02/13/2025 PRINTED 0068651 177801 02/13/2025 PRINTED 006851 177802 02/13/2025 PRINTED 0066651 177804 02/13/2025 PRINTED 0066661 177807 02/13/2025 PRINTED 006868 177809 02/13/2025 PRINTED 006866 177809 02/13/2025 PRINTED 006866 177810 02/13/2025 PRINTED 006868 177810 02/13/2025 PRINTED 0	NAME	UNCLEARED	CLEARED BATCH CLEAR DATE
177762 02/11/2025 PRINTED 006769	II S BANK CORPORATE PAYMEN	12 113 26	
177763 02/11/2025 PRINTED 008256	WESTERN A/V	1 289 00	
177764 02/13/2025 PRINTED 000797	ALESHTRE AND WYNDER LLP	45.349.20	
177765 02/13/2025 PRINTED 008190	ALFARO COMMUNICATIONS CON	56.413.73	
177766 02/13/2025 PRINTED 000042	ALIN PARTY SUPPLY CO	83.18	
177767 02/13/2025 PRINTED 000899	ALL CITY MANAGEMENT SERVI	51,303.45	
177768 02/13/2025 PRINTED 005523	AMAZON CAPITAL SERVICES	887.04	
177769 02/13/2025 PRINTED 000168	AMERICAN PUBLIC WORKS ASS	2,924.75	
177770 02/13/2025 PRINTED 008454	ARACELI ESPARZA	48,000.00	
1////1 02/13/2025 PRINTED 00/051	BASIC BENEFITS LLC	807.91	
1////2 02/13/2025 PRINTED 003981	BIOMETRICS 4 ALL INC	9.00	
1////3 UZ/13/ZUZ5 PRINTED UU6Z/3	BOA AKCHITECTURE	9,650.00	
1////4 UZ/13/ZUZ3 PRINIED UU/030	CARDIO DARTHERS INC	9,792.30 2 044 71	
177776 02/13/2023 PRINTED 000130	CHICAGO TITLE CO	100 00	
177770 02/13/2023 PRINTED 001010	CINTAS CORPORATION NO 2	1 559 19	
177778 02/13/2025 PRINTED 000236	CITY OF LONG BEACH	7.13	
177779 02/13/2025 PRINTED 008082	CLIMATEC LLC	1.905.00	
177780 02/13/2025 PRINTED 008465	COFFMAN ELECTRICAL	11,660.00	
177781 02/13/2025 PRINTED 008325	COLOR CARD ADMINISTRATOR,	368.00	
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1///84 02/13/2025 PRINTED 0011/4	DEPARTMENT OF TOXIC SUBTA	9,548.76	
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1///00 UZ/13/ZUZ3 PKINIED UUU394	EAKLY CHILDHOOD	50.00	
177788 02/13/2023 PRINTED 004223	ERECH DRINTS IA	176 40	
177789 02/13/2025 PRINTED 000733	GOLDEN STATE WATER COMPAN	313 33	
177790 02/13/2025 PRINTED 000941	GOLDEN STATE WATER COMPAN	254.59	
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177792 02/13/2025 PRINTED 008311	HELM LLC	800.00	
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177794 02/13/2025 PRINTED 001477	LILLIAN HOPSON	50.00	
1///95 02/13/2025 PRINTED 006888	INDU-ELECTRIC NORTH AMERI	1,453.13	
1///90 UZ/13/ZUZ3 PRINTED UU/8Z9	JUHNSUN CUNTRULS	152,200.89	
177798 02/13/2023 PKINIED 00/630	LINCOLN ADJUSTICS	3/4.42 256 75	
177799 02/13/2025 PRINTED 000072	LOS ANGELES COUNTY REGIST	304 970 14	
177800 02/13/2025 PRINTED 001960	MODA ITALIA	10.506.83	
177801 02/13/2025 PRINTED 007851	NAVIN SAMI	22,660.00	
177802 02/13/2025 PRINTED 006214	NBS GOVERNMENT FINANCE GR	1,619.00	
177803 02/13/2025 PRINTED 000744	NINYO & MOORE GEOTECHNICA	16,145.00	
177804 02/13/2025 PRINTED 000563	JANNY NOA	402.45	
1/7805 02/13/2025 PRINTED 010999	SECULES, STEPHEN	31.92	
1//800 UZ/13/2UZ3 PKINIED UU844U	PKIVAIIZEK IECHNOLOGIES,	/U.56 2 241 40	
177808 02/13/2023 PKINIED UUIIZÕ	R I NORLE COMPANY	2,241.49 3,070.78	
177809 02/13/2023 FRINTED 003000	RIN INVESTIGATIONS INC	3,070.78 3 576 21	
177810 02/13/2025 PRINTED 000400	ROBERT AUERBACH	11.410.88	
177811 02/13/2025 PRINTED 003585	RSG INC	3,738.75	
177812 02/13/2025 PRINTED 000120	S&S WORLDWIDE, INC	374.19	
177813 02/13/2025 PRINTED 001605	SC FUELS	8,512.20	



FOR CASH ACCOUNT: 100-99-999-1010- FOR: All Except Stale

CHECK # CHECK DATE TYPE VENDOR NAME	UNCLEARED ERN CALIFORNIA EDISO CON CONSULTANTS, INC 1,786.25 ANK CORPORATE PAYMEN 3,610.25 AN WATKINS AN WAND S PARTY SUPPLY CO AN CAPITAL SERVICES AND CLARK INC AND CLARK I	CLEARED BATCH CLEAR DATE
177814 02/13/2025 PRINTED 000240 SOUTH	FRN CALTEORNIA EDISO 1 653 57	
177815 02/13/2025 PRINTED 008079 TERRAG	TON CONSULTANTS INC 1,035.37	
177816 02/13/2025 PRINTED 006769 U S BA	ANK CORPORATE PAYMEN 3.610.25	
177817 02/13/2025 PRINTED 000023 UNITED	REFRIGERATION INC 580.23	
177818 02/13/2025 PRINTED 004045 FREEMA	AN WATKINS 50.00	
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177820 02/13/2025 PRINTED 001052 WILLIA	AM A KOONS 50.00	
1/7821 02/13/2025 PRINTED 00150/ XTREMI	FITNESS 260.00	
1//822 U2/18/2U25 PRINTED UUUU42 ALIN 1	PARTY SUPPLY CO 81.33	
177824 02/18/2025 PRINTED 003323 AMAZUI	N CAPITAL SERVICES 003.10	
177825 02/18/2025 PRINTED 000963 B AND	M LAWN AND GARDEN C 5 384 05	
177826 02/18/2025 PRINTED 001248 BARR A	AND CLARK INC 3,645.00	
177827 02/18/2025 PRINTED 001627 BSN SI	PORTS LLC 400.00	
177828 02/18/2025 PRINTED 008289 BYRON	L. SMITH 50.00	
177829 02/18/2025 PRINTED 000140 CARL N	VARREN AND CO 10,491.00	
177830 02/18/2025 PRINTED 000351 CHEM I	PRO LABORATORY INC 638.40	
177831 02/18/2025 PRINTED 001489 CHOURA	A VENUE SERVICES 8,370.50	
1//832 02/18/2025 PRINTED 00//18 CLIVAL	SETH PHOTOGRAPHY LLC 885.00	
1/7000 UZ/10/2UZ0 PRINTED 004001 COLAN	OF LOS ANCELES 4,302.00	
177835 02/18/2025 PRINTED 001160 COUNTY	TOF LOS ANGELES 912.11	
177836 02/18/2025 PRINTED 000200 DAILY	MENT OF TOXIC SURTA 1 184 33	
177837 02/18/2025 PRINTED 007707 DOROTE	HY J. ROSS 50.00	
177838 02/18/2025 PRINTED 008322 EVODC	LLC 2,674.85	
177839 02/18/2025 PRINTED 008095 GANDY	GLASS CO., INC. 1,597.83	
177840 02/18/2025 PRINTED 000941 GOLDEN	N STATE WATER COMPAN 6,877.62	
177841 02/18/2025 PRINTED 000941 GOLDEN	N STATE WATER COMPAN 2,102.71	
1//842 02/18/2025 PRINTED 000941 GOLDEN	N STATE WATER COMPAN 3//.5/	
1/7843 UZ/18/ZUZ5 PRINTED UU8335 GUMEZ	GROWERS INC. 319.18	
177845 02/18/2025 PRINTED 000795 GRAING	JEK 334.73 NME DEPOT TNC 1 245 63	
177846 02/18/2025 PRINTED 000234 THE IN	PARTY SUPPLY THE 271 57	
177847 02/18/2025 PRINTED 000663 LANGUA	AGE NETWORK 2.106.36	
177848 02/18/2025 PRINTED 004284 LIFE	INSURANCE COMPANY OF 32,932.22	
177849 02/18/2025 PRINTED 002208 MB HER	RZOG ELECTRIC INC 8,415.00	
177850 02/18/2025 PRINTED 007664 WILLIA	AMS SCOTSMAN, INC. 349.00	
177851 02/18/2025 PRINTED 000275 MUSIC	THEATRE INTERNATION 740.00	
1//852 02/18/2025 PRINTED 003099 PAMELA	A PITCHER 50.00	
1/7853 UZ/18/2UZ5 PRINTED UUL149 DENICE	E PRICE 50.00	
177855 02/18/2025 PRINTED 000439 PUB CO	ONSTRUCTION INC 330,020.10 ONSTRUCTION THE 1 151 871 57	
177856 02/18/2025 PRINTED 000433 FOR CO	GERATION SUPPLIES DT 1,131,071.37	
177857 02/18/2025 PRINTED 001230 ROBERT	TSONS READY MIX CONC 1.132.45	
177858 02/18/2025 PRINTED 003159 SITEON	NE LANDSCAPE SUPPLY 454.50	
177859 02/18/2025 PRINTED 007812 SONYA	EATMAN 50.00	
177860 02/18/2025 PRINTED 000718 STAPLE	ES ADVANTAGE 1,452.17	
177861 02/18/2025 PRINTED 003100 LINDA	STEWART 50.00	
1/7862 02/18/2025 PRINTED 008106 TOTUM	CORP 23,271.00	
1//803 UZ/18/2UZ3 PRINIED UU6/69 U S B/	ANK CURPUKATE PAYMEN 2,893.96	
177865 02/18/2025 PKINIED 000404 UNIFIN	RECORDS CONTROL 240.53	
TITOUS OZ/TO/ZOZS PRINIED OUOSIL VIIAL	RECORDS CONTROL 240.32	

City of Carson



AP CHECK RECONCILIATION REGISTER

FOR CASH ACCOUNT: 100-99-999-999-1010- FOR: All Except Stale

CHECK #	CHECK DATE TYPE	VENDOR	NAME	UNCLEARED	CLEARED	BATCH	CLEAR DATE
177866	02/18/2025 PRINTED	002212	HD SUPPLY CONSTRUCTION	159.26			
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		UNCLEARED	CLEARED	
313 CHECKS	FINAL TOTAL	6,592,640.15	.00	

Report generated: 02/20/2025 14:11 User: bbrown Program ID: apchkrcn

City of Carson



AP CHECK RECONCILIATION REGISTER

FOR CASH ACCOUNT: 284-99-999-1032- FOR: Uncleared

CHECK #	CHECK	DATE	TYPE	VENDOR	NAME	UNCLEARED	CLEARED	BATCH	CLEAR DATE
					LAND VERITAS CORP. EXP US SERVICES INC	50,000.00 7,147.50			
				2 CHECK	S CASH ACCOUNT TOTAL	57,147.50	.00		



		UNCLEARED	CLEARED
2 CHECKS	FINAL TOTAL	57,147.50	.00

** END OF REPORT - Generated by Breana Brown **

CITY OF CARSONson Street



File #: Version:

Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 12.

To: Honorable Mayor and City Council

From: Saron Shiferaw, Senior Clerk CMO Administration

Subject: CONSIDER AN UPDATE ON CITY COMMISSIONS (CITY COUNCIL)

I. SUMMARY

This report provides an informational update to the City Council on the recent activities of City Commissions.

II. RECOMMENDATION

RECEIVE and FILE this report.

III. ALTERNATIVES

TAKE another action the City Council deems appropriate and that is consistent with applicable laws.

IV. BACKGROUND

Updates on recent and planned Commission activities are included below.

Economic Development Commission

The Economic Development Commission convened its monthly meeting on Thursday, February 6, 2025, at City Hall. The meeting agenda included the following:

- Update to City Council, presented by Saied Naaseh, Community Development Director.
- 2. Economic Development Marketing Proposals, presented by John Raymond, Assistant City Manager Economic Development.
- Avalon Wall Discussion, by John Raymond, led by Assistant City Manager Economic Development.
- 4. Municipal Water District Internship, presented by John Raymond, Assistant City Manager Economic Development.

Environmental Commission

On February 5, 2025, the Environmental Commission (EC) convened to discuss several key items. These included the approval of the EC's meeting calendar for 2025, Brown Act training presented by the City Attorney's Office, and the decision to continue the nomination and election of members for the roles of Chair and Vice Chair. Additionally, staff gave an oral report that covered topics about South Coast AQMD's community meeting regarding the implementation of Rule 1180 and Rule 1180.1, local refinery updates, and recent grant awards that will fund the purchase of electric vehicles for the city fleet. Furthermore, planning for Earth Day has started and the event is scheduled for Saturday, April 12, 2025. The next EC meeting is set for Wednesday, March 5th, at 6:30 pm at City Hall.

Public Works Commission

The Public Works Commission met on February 10, 2025. Commissioners reviewed an appeal of a blue curb request denial. Director Rodgers provided an update to the commissioners regarding maintenance and CIP projects.

Human Relations Commission

On February 12, 2025, the Human Relations Commission had their special meeting to finalize the preparation of the Rising Stars – Parent Conference. They also met with and received a presentation from dedicated community advocates about the potential establishment for a Disability Commission or Ad Hoc Committee. The Food Pantry Ad Hoc Committee also reported on their monthly effort of donation dropping off in January and was collecting more for February drop-off at the conclusion of their meeting. They successfully hosted the Parents Conference on February 15, 2025 with anticipated turnout and great participation from the community as well as esteemed elected officials.

Parks, Recreation, and Cultural Arts Commission

The Parks, Recreation, and Cultural Arts Commission convened on Wednesday, January 29, 2025, to recognize the youth sports championship teams for the flag football and soccer seasons. During the meeting, coaches from each winning team shared remarks highlighting the dedication and commitment of their athletes. Following these acknowledgments, each player was presented with a certificate of achievement in recognition of their accomplishments.

The next meeting, scheduled for February 27, 2025, will be the first in a series to be held at a local park rather than the Community Center. This location change aims to encourage greater community engagement by providing residents with an opportunity to voice their concerns about their neighborhoods. Additionally, attendees will have the chance to learn about recent improvements and the various programs offered by the city.

Planning Commission

See attachment included as Exhibit 1.

Public Relations Commission

The Public Relations Commission covered the "Why I Like Carson" essay-writing contest school participation and entertainment stipend. The awards ceremony is on Tuesday, April 29, at 6:00 p.m.

Public Safety Commission

The Public Safety Commission met on Thursday, February 20 and successfully had a quorum. In this meeting we had Lieutenant Pasquale D. Aiello attend our meeting to speak to the commissioners about street racing concerns and vehicle regulations regarding mufflers and noise levels. The commissioners had a lot of questions for him. Lieutenant Aiello was able to answer all their questions and concerns. He talked about how the sheriffs are currently working on solving the street racing issues and that it has been on going issue. The commissioners were very pleased to hear from him. Afterwards, the commissioners spoke about fireworks and their concerns on that topic. They mentioned how they feel that all types of fireworks should be banned in the City of Carson for residents because they strongly feel it is a hazard.

Senior Citizens Advisory Commission

See attachment included as Exhibit 2.

Veterans Affairs Commission

The Veterans Affairs Commission meeting is scheduled for Monday, February 24, 2025. The regular meeting was scheduled on President's Day, so the commission decided to reschedule it for the following week. In the upcoming meeting, the commission will review updates on the flag policy efforts, establish this year's Memorial Day Subcommittee, and begin planning and brainstorming ideas for the event. Additionally, the commissioners will provide updates on the flags in their respective parks, as well as address other maintenance issues and concerns.

Women's Issues Commission

The Women's Issues Commission focused on several initiatives during the month of February. They finalized plans to partner with a local organization to host a clothing drive for women in Carson, scheduled for March 2025. Efforts to finalize the women's community survey are underway, aiming to gather valuable feedback from residents. The commissioners will use the survey results to help evaluate how to cater to the needs of the women in Carson. The commission is also prepared to deliver a report at the March 4, 2025 council meeting, during Women's History Month. Finally, the commission is considering new projects for the year.

Youth Commission

The Youth Commission met on Wednesday, February 12, 2025, and during this meeting, the commissioners discussed updates about the upcoming Pickleball Tournament, Youth Conference, and park programming. The commissioners were also briefed on updates on current CIP projects at Foisia Park. The commission continues to provide feedback and updates regarding park programming, events, and suggestions for activities and programs they wish to see in their community.

V. FISCAL IMPACT

There is no direct fiscal impact associated with this report.

VI. **EXHIBITS**

- 1. Planning Commission Update
- 2. Senior Citizens Advisory Commission Update

Attachments

<u>Planning Commission Update</u> <u>Senior Citizens Advisory Commission Update</u>

Planning Commission Report February 2025 Summary

Planning Commission 2/11/25

 Application for General Plan Amendment (GPA) No. 2-24, Specific Plan Amendment (SPA) No. 2-24, Site Plan and Design Review (DOR) No. 20-24, Tentative Tract Map (TTM) No. 3-24 for VTTM 84598, Amended and Restated Development Agreement No. 2-24, Addendum to Carson 2040 General Plan Update EIR

Request A request for approval of a 62-unit residential townhome condominium development at 21611 Perry Street

Approved

Planning Commission 2/25/25

- 1. Workshop discussion related to subdivisions
- 2. Carson Municipal Code Amendment application

Request for consideration of a recommendation to the City Council concerning a Carson Municipal Code Amendment that would modify the existing municipal code to allow administrative approval of Tentative Parcel Maps (TPM) and Tentative Tract Maps (TTM) for condominium purposes

Continued

Senior Citizens Advisory Commission February Meeting Update

The Senior Citizen Advisory Commission met on Monday, 2/24/2025, in the Carson Event Center - East Wing Lounge. The meeting began with confirmation of a full quorum, followed by the Pledge of Allegiance, roll call, and approval of the 2/24/25 agenda and minutes from 12/9/24 (no meeting in January). Votes were recorded and noted.

Continued/Unfinished Business

- (1) Staff members provided updates on a range of current and upcoming Carson programs and events.
- (2) A brief discussion followed regarding the mayor's request to have the chair or vice chair of each Carson commission attend a Council meeting to provide a summary of recent activities of their commissions. By a unanimous vote, Chairperson Vergie Seymore, Vice-Chair Julie Ruiz-Raber, and other members of the commission agreed to attend the Council meeting scheduled for Tuesday, March 18, 2025, to address the matter.
- (3) Updates were discussed to include reports from the following Senior Citizen Advisory Subcommittees:
- Continuing Education & Enrichment
- Recognition & Communication
- Stroke Center

Conclusion

Following oral communications by the commission and staff, a unanimous vote was cast to adjourn the meeting at 5:21 pm. The next Senior Advisory Commission meeting is scheduled for Monday, March 10, 2025, 4:00 pm at the Carson Event Center.

CITY OF CARSON Street



File #: Version:

Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 13.

To: Honorable Mayor and City Council

From: Saron Shiferaw, Senior Clerk CMO Administration

Subject: CONSIDER AN UPDATE ON CITY PROJECTS (CITY COUNCIL)

I. SUMMARY

This report transmits a monthly ongoing informational update to the City Council, at Mayor Davis-Holmes' request, regarding various City projects that are underway or will begin soon. Detailed updates on projects are provided in the following City function areas: Community Development Department (Exhibit 1), Public Works Department (Exhibit 2), Information Technology Department (Exhibit 3), and the Public Safety Department within the City Manager's Office (Exhibit 4)

Ongoing updates will be provided to the City Council as these and other projects continue to develop.

II. RECOMMENDATION

RECEIVE and FILE this report.

III. <u>ALTERNATIVES</u>

TAKE another action the City Council deems appropriate and that is consistent with applicable laws.

IV. <u>BACKGROUND</u>

The projects included in this report are meant to provide an update on current projects underway and those that will begin soon.

V. FISCAL IMPACT

The purpose of this item is to provide information only and there is no direct fiscal impact associated with this staff report. Most of the projects included within this report have fiscal impacts and these expenditures have either already been approved by the City Council or will be presented to the City Council for approval once ready and as needed. Any item that staff identifies as needing additional or new funding beyond the budgets that were previously approved by the City Council will be addressed separately from this report.

VI. EXHIBITS

- 1. Community Development Projects
- 2. Public Works Projects
- 3. Information Technology and Security Projects
- 4. Emergency Management and Public Safety Projects

Attachments

Community Development Projects

Public Works Projects

Information Technology and Security Projects

Emergency Management and Public Safety Projects

COMMUNITY DEVELOPMENT

PROJECT STATUS REPORT

3-4-25

City Council

Name	Description	Status
Carson Lane	20207 S. Avalon Blvd; Existing: Imperial Avalon Mobile Home Park. Proposed: Imperial Avalon Specific Plan by Faring on 27.31 acres, 1,213 dwelling units (653 non-age-restricted multi-family units plus 180 age-restricted senior independent living units plus 380 townhouse units and two sit-down restaurants.	In plan check
Kott property at Avalon and 213 th St.	21140 S. Avalon Blvd: Existing: automobile dealerships and vehicle storage.	Green Law has filed an application for a 100,000 square-foot Tesla Sales, Service, Delivery, and Collision Center. In review. Waiting for applicant's response. Tesla application has been withdrawn. Planning Commission approved a 315 unit residential project including 283 townhomes and 32 very low income affordable rental units.
The District Specific Plan Amendment Carson Goose Owner LLC	The developer, Carson Goose Owner LLC, which was selected by the CRA Board through an RFP process, is proposing 1,567,090 sf of light industrial and 33,800 SQFT of restaurant/retail space on Planning Area 3 (cells 3, 4 and 5.) The site also includes a 22,740-sf dog park, a 3,343-sf performance pavilion, 25,400 sf children's plan area, 19,400 sf botanic garden, a 19,490 sf bioretention garden, a 1,800 sf beer garden, a 2,975-sf sculpture garden, a 4,425 sf water feature and iconic element, a 35,210 sf flex event lawn area, 50,774 sf of planted open spaces, and 52,159 sf of planted buffer areas for a total of 273,906 sf (6.29 acres) of programmed spaces, and open space / amenity areas. There is also a 0.62-acre linear park to the west of the light industrial uses. The total site area is 96 gross acres (85.55 net acres.) The developer has filed for the following applications: Development Agreement, General Plan Amendment, Specific Plan Amendment, Site Plan and Design Review, Noise Variance and Tentative Parcel Map.	
Kim Family Trust	21240-21250 Main St. Existing: Empty lot. Proposed: 19-unit market rate apartment consisting of two separate three-story buildings, at grade parking with associated common and private open space.	In plan check
Golden State Alliance, LLC	138 W. 223 rd St. Existing: Single Family Residence. Proposed: 10 attached condominiums consisting of two separate buildings with all market rate units, at grade 2 car garages, guest parking and private driveway.	Under Review

Name	Description	Status		
In-n-Out	20700 Avalon Blvd. Existing: portion of South Bay Mall parking lot. Proposed: In-n-Out restaurant with indoor and outdoor seating and associated parking (including drivethru).	opening soon		
Chevron	17453-17455 Central Ave. Existing: Chevron service station with McDonald's restaurant. Proposed: Add a new self-service car wash.	Under Review		
21611 Perry Street LLC	21611 S. Perry St. Existing: Empty lot. Proposed: Self storage facility comprised of approximately 120,000 square feet in a mix of one and two-story buildings and a 5,000 square foot retail component. New application submitted requesting residential condominium units.	New ap[plication under review		
Carson Main Street LLC	20601 S. Main St. Existing: Vacant lot (Formerly KL Fenix). Proposed: three industrial buildings comprised of approximately 256,000 square feet including 137,000 square feet of warehouse, 92,000 square feet of manufacturing, 23,000 square feet of office, and 4,000 square-foot retail pad with 419 parking spaces, 18 dock doors, 6 at grade doors, and 3 trailer stalls.	Approved		
First Industrial Realty Trust	18001 S. Main St. Existing: Gasket Manufacturing Company, Inc. Proposed: one industrial building comprised of approximately 60,000 square feet including 52,000 square feet of warehouse, 7,500 square feet of office space with 40 parking stalls and 8 dock doors.	In Plan Check		
Centerpoint Properties Trust	16627 S. Avalon Blvd. Existing; Durham School Services. Proposed: one industrial building comprised of approximately 122,000 square feet including 114,000 square feet of warehouse, 5,000 square feet of office, 2,500 square feet of mezzanine with 107 parking stalls and 24 dock doors.	Construction complete		
Watson Land	2277 E. 220th St. Existing: two-story office buildings. Proposed: one industrial building comprised of approximately 74,060 square feet of warehouse with 72 onsite parking stalls.	Under Review		
USPS/ Prologis	24760 Main St., Permit trucking activities (existing building) within 100 feet from residential properties.	Under Review – Project was continued by the Planning Commission on 8/22/23. Staff met with residents who were present at the Planning Commission meeting on 9-28-23. Applicant will hold a community meeting prior to the project going back before the Planning Commission for decision. Staff met with members of the community to share the		

Name	Description	Status
		changes for the project. A larger community meeting will be held at a later time. Staff is in communication with Prologis to make the site more compatible with the surrounding neighborhood. Staff held a community meeting to hear community concerns. The applicant will be making changes to plans suggested by the community and staff. The community's response was positive to the changes. The project will be rescheduled for a Planning Commission hearing. Staff will be meeting with a new tenant for the property. The new tenant would like to present their proposed use to the community. The property owner has introduced another new tenant with a new site plan. A community meeting will be set up to present the operations of the new tenant to the nearby residents.
Rexford Industrial, LLC	1055 E. Sandhill Ave. Existing: Formerly: General Mills processing facility. Proposed: one industrial building comprised of approximately 126,000 square feet including 122,757 square feet of warehouse, 3,256 square feet of mezzanine with 130 parking stalls, 20 dock doors, and 2 grade level doors.	Under Construction
LiT 9 th St. 224rd Carson LP	2104 E. 223 rd St. Existing: Formerly: Poly One Corporation facility. Proposed: one industrial building comprised of approximately 130,000 square feet including 124,324 square feet of warehouse, 5,000 square feet of office, 5,000 square feet of mezzanine with 122 parking stalls and 15 dock doors.	In Plan Check
BSREP III Dominguez, LLC	2001 E. Dominguez St. Existing: Western Tube & Conduit Corporation. Proposed: one industrial building comprised of approximately 424,000 square feet including 408,990 square feet of warehouse, 15,000 square feet of office with 283 parking stalls, 136 trailer parking stalls and 68 dock doors.	In Plan Check
City of Carson	Prohibition of storage of hazardous materials	Under Review, New buildings in industrial zone over 5,000 square feet requiring a CUP is scheduled for April 5 th City Council meeting, continued off calendar by City Council Subcommittee has met with the business community and has obtained their input Approved by City Council. Staff has notified over 2,000 business that maybe effected by the ordinance that requires submittal of an application for Director's Permit. Staff has received applications from businesses. Next step is to issue an RFP to hire an inspection consultant.

Name	Description	Status
California	21718 S. Alameda St., California Water has completed	In plan check.
Water Service	construction of a new groundwater production well to	
Group	provided potable water to the public. Water quality of a new	
	well has been established and has provided design	
	parameters for the future onsite improvements. A new	
	building will be used to house the well appurtenances,	
	electrical, controls and pumping equipment. The preliminary	
	building will be approximately 1,000 square feet.	
City of Carson	Carson 2040 General Plan Update, the Housing Element	HCD informed the City the adopted housing
	update will be presented to the Planning Commission in	element meets the statutory requirements of
	January and to the City Council in February to meet the state	State Housing
	mandated deadlines.	Element Law. However, the housing element
		cannot be found in full compliance until the City has completed necessary rezones to
		address the shortfall of sites to accommodate
		the Regional Housing Needs Allocation
		(RHNA). The 1 st Phase of the Zoning Code has
		been sent to HCD to seek certification of the
		Housing Element.
		Approved by City Council April 4, 2023.
		The next steps are the implementation of the
		General Plan and the Housing Element.
Avocet	23320 Alameda, A 200-megawatt Battery Energy Storage	Scheduled for City Council consideration on
Battery	system on an approximately seven-acre site that will help	August 6 th . Approved
	augment Edison during power shortages	
VESI	18800 Broadway, a 100-megawatt Battery Energy Storage	Under Review
	system on an approximately three-acre site that will help	
	augment Edison during power shortages	
Chris Barker	605 W. 228 th St, Proposed closure of existing Ocean Villa	Under Review (inactive)
	mobilehome park	
QES	18101 Avalon Blvd, 30-unit condominium development on a	Under Review
Incorporated	former Church site	
Pepsi Co.	19700 S. Figueroa St, Installation of EV Chargers for the Pepsi	Under Construction
	Co. fleet vehicles onsite.	
Moshar	123 E. 223rd Street, 9-unit condominium development	Under Construction
Stan Lucas	747 E 223rd St., CUP 1085-18 -Ambulance facility and	Under Review
	medical equipment storage.	
City of Carson	Continued the development of the Carson Enhanced	The EIFD Board approved its FY 24-25 budget
211, 21 20.0011	Infrastructure Financing District (EIFD).	including authorizing \$300,000 for Victoria
		Golf Course predevelopment studies and
		plans.
City of Carson	Short Term Rentals	A subcommittee meeting was held and
		Subcommittee provided direction to staff. City
		Attorney's office will be drafting the
		ordinance.
City of Comment	Varioty of housing valeted and increase and a Palace Maria	Approved
City of Carson	Variety of housing related ordinances, such as Below Market	Approved
	Rent (establishment of fees to assist in increasing affordable	

Name	Description	Status
	housing unit inventory), SB 9 (allows up to 4 units per	
	existing legal lot or allows lot split for existing legal lots to	
	allow 2 units per lot for a total of 4 units), SB330 (a	
	requirement to replace housing units that are demolished)	
Maupin	Existing: 215 W. Carson Street, 64,500 SF (4 lots), comprised	Under Review, Approved
Development	of 3 single-family homes, storage sheds and an unpaved	
	empty lot. Proposed: 35 Townhomes – two floors over	
	parking; 29 units/3 bedrooms; 6 units/2 bedrooms with	
	common and private open space.	
Anastasi	Existing: 336 E Carson Street, 90,000 SF (lot), formerly a	Under Review, Approved
Development	collection of automotive repair businesses within two multi-	
	tenant buildings measuring a total of 40,000 SF. Proposed:	
	50 Townhomes – two floors over parking; all 3 bedrooms/2	
	baths with common and private opens space.	
City of Carson	Commercial Façade Program for retail centers	Six Funding Agreements were approved by the
		City Council's consideration on May 7 th .
		Staff is working with property owners to
		obtain 100% participation for the East Carson
		Street project. Three Funding Agreements
		have been completely executed. Structural
		and architectural design for the Victoria Park
		Plaza has been initiated.
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City of Carson	Business Grants	86 checks for a total of \$1,670,000 have been
		issued to businesses with \$721,625 -remaining
		in the budget from the total \$2,400,000
		allocated to this program (includes \$8,375 Wizehive Contract).
Tranky	Mural installation at EAD Automative	,
Trophy	Mural installation at FAB Automotive	Approved by Planning Commission,
VPC, LLC		Appealed by Councilmember Dear tentatively scheduled for October 18 th .
		City Council approved Mural #2 and requested
		staff to process a comprehensive sign code
		amendment
Infinity CF, LLC	Two lot subdivision with a proposed Starbucks on one	Under Review (The proposed carwash and
23820 Avalon	parcel and a carwash on the other.	Starbucks were approved by the Planning
Blvd.	parcer and a carwash on the other.	Commission on 8/22/23)
PAR 1675-22	Eight (individual) SFR each with a detached ADU.	Pre-Application Review is complete. Comment
TAN 1075-22	Eight (maividual) 31 N each with a detached ADO.	letter including all routing and planning
		comments was sent to the applicant on 8/8.
		comments was sent to the applicant on o/o.
Watson Land.	22418 and 22650 Bonita Demolition of two warehouse	Approved
	buildings measuring 147,500sf and 41,400sf, respectively,	
	and construction of one spec warehouse building	
	measuring 161,000 sf in conjunction with a lot merger.	
Tesla Charger	Admin DOR 1907-22. 2 Civic Center Drive, DoubleTree	Constructed, waiting for SCE to provide power
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Hotel, Installation of eight EV charging posts and two	, 1 mg 151 252 15 profits power
	equipment cabinets.	
Tesla Charger	Admin DOR 1911-22 801 E Carson St. Community Center,	Under Construction, Approved operational
22.2. 2	Installation of 20 EV charging posts and five equipment	operational
	cabinets.	
		<u> </u>

Name	Description	Status
AT&T	Proposed new wireless installation on face of building at 20715 S. Avalon	Under Review
Vinfast	Vinfast electric car showroom, service center, and car storage for delivery to customers	Will be vacating the site (business decision)
Sywest	Specific Plan, General Plan Amendment, Development Agreement, DOR for development of a big box user and associated retail	Under Review The Notice of Preparation was issued on April 24, 2023 Applicant has resumed project meetings.
Brownfield Grants	Equitable Community Revitalization Grant (ECRG) Round 2 and EPA Grants	Three ECRG Grants have been awarded for \$875,000 plus an EPA grant for \$500,000. The implementation phase will follow.
Arris Studio Architects	888 E. Dominguez St. Marriot TownePlace Suites Hotel and new bar/lounge, (111 key)	In plan check
MSD	20920 Chico St. New senior health care facility within an existing 17,792 SF building, remodel building and provide site improvements: parking, landscape	Complete
Brandywine Carson Landing	Corner of Central Ave. and Victoria St. 175-unit condominiums, recreation center and dog park Previously a vacant lot	Under construction
Target	Drive-up Canopies for existing parking spaces	Under Review
Carson Hybrid Energy Storage	17171 Central Ave - Upgrade Existing energy storage facility	Processing application (+ MWELO approved / to be completed)
Shell Oil	20945 Wilmington Ave - CNG Dispensing Station	Approved / In Final Plan Check / +MWELO review
Air Products	23300 Alameda - Hydrogen Pipeline	Approved / In Final Plan Check - Engineering + MWELO review
Amer Khan	310 W. 220 St Addition to MF unit that exceeds \$50k valuation	In Review
Birch Specific Plan	21809-21811 S. Figueroa St 4-story, 32-unit condominium development with public seating & public art	Partially constructed and going through ownership change. Construction could restart by end of the year
DISH Wireless LLC	17900 S Central Ave Replace existing lattice tower with stealth wireless communications facility	Approved
Bethel Baptist Church	1631 E. Carson St – 2 nd floor extensions and new fellowship hall added to existing church DOR 991-07 Modification #2	Approved
City of Carson	Resolution 21-2713: Recommend amendment to Site Plan and Design Review development procedures. ZTA 188-2021	Approved

Name	Description	Status
Argo	439 W. Gardena – New 3,754 SF warehouse	Under construction
Warehouse		
The Boy & The Bear	139 W Victoria St Coffee roasting operation and on-line fulfillment center for wholesale roasted coffee	Approved
Edward Byungyull Kwon & Judy Jeongyang Kwon	20915 S. Lamberton Ave - Renovate existing site for a new truck parking facility	Complete (site vacated)
Southbay Tattoo	22811 S. Figueroa St Tenant Space No. 22813: Request for a CUP for a tattoo business (relocating from another Carson property)	Approved
Single Family	140 E. 218 th Pl. – Expand a 1-car garage into an attached, two-car garage and remodel (e) single-family house.	Approved
Mobile Mini	22632 S. Alameda St The project site will be developed for construction of a Cargo container storage facility that will consist of three modular office units and a maintenance canopy structure on a 14-acre site.	Approved
Link Logistics	100 W. Alondra Blvd Redevelopment of 13.06-acre site, including demolition of 2 existing buildings. Development consists of 2 new warehouse facilities. Building 1 covers 185,921 s.f. w/ 5,000 s.f. office & 3,000 s.f. mezzanine. Building 2 covers 106,677 s.f. w/ 5,000 s.f. office, & 3,000 s.f. mezzanine. Buildings will be supported by screen truck yards, vehicular parking areas, drive aisles and landscaping throughout. The larger northerly building will also have trailer storage parking.	Under construction
City of Carson	Comprehensive Zoning Code Update to implement the General Plan. Multiple development standards and policies guiding the implementation of the General Plan will be amended modified and updated to be consistent with state law. NOTE: This update excludes the non-residential portions of the code which will be prepared and presented at a later time.	Draft is underway and will be presented to Planning Commission in next few months. Staff will hold a study session prior to public hearing. On July 25 ^{th,} Planning Commission held a workshop and will consider the Phase 1 of the zoning code in a public hearing tentatively scheduled for August 22 nd . This project was heard by the Planning Commission on 8/22/23. The commission continued this item to 9/12/23. Tentative target dates for Phase 1 (excludes commercial and industrial) are: Planning Commission January 30, 2024 and City Council March 5, 2024 Scheduled for 1-31-24 Planning Commission Phase 1 approved by City Council
Jack N the Box	Demo existing commercial bldg. propose approx. 1,800 SQFT drive-thru restaurant	Denied by the Planning Commission.
30 unit Multifamily	Application to demolish existing church and build 30 condos	Under review

Name	Description	Status
Air Products	Proposal for a new modular bldg. with parking lot	Applicant received status letter awaiting
		response, revised plans have been submitted
		and are under review
Office to	Demolish existing office to construct new warehouse on the	Under Review
Warehouse	corner of 220 th and Arnold Center	
conversion		
Harley	20507 Belshaw Avenue, EV Motorcycle Dealership (Harley	Under Review
Davidson	Davidson/Live Wire)	
Petroleum	Installation of two petroleum tanks at an existing tank farm.	Approved by Planning Commission
Tanks	Capacity increasing from 22 to 24 storage tanks.	
AT&T	23410 Catskill, Wireless Communication antenna	Under review
Monopine		
Foisia Park		
Tambuli	22200 S Main Steet, Expansion of an existing suite within an	Under Review
Seafood	existing shopping center.	
Market		
Hyundai	2201 E. 223rd St, New Service Building	Approved by Planning Commission
Dealership		
Grace	A request for approval of a Tentative Parcel Map to	Under Review
Orthodox	subdivide a 1.59-acre parcel into two parcels	
Presbyterian		
Church		
Ulta	20700 Avalon Blvd. Suite 517 (South Bay Pavilion) Interior	Under review
	remodeling/ build-out and exterior modifications of an	
	existing space	
	contained within an existing building. Modifications include	
6 11 5	new mechanical, electrical and plumbing work.	
South Bay	17126 S. Broadway St. Requesting approval to operate an	Under Review
Fleet	auto body and paint shop (w/paint spray booth addition	
Specialist	inside building).	La ulau abaal, aagatu atian ta baain aa a
ASPCA Animal	16300 Figueroa St. Animal Clinic development on an	In plan check construction to begin soon
Clinic	industrial site that's currently vacant.	Hadar Daviaus Dhaca 1 appressed (2 phacas)
19401 S.	Pickleball facility, indoor and outdoor courts that will also	Under Review, Phase 1 approved (3 phases)
MAIN ST. 16325 -16407	include a clubhouse at full completion.	Approved
S MAIN ST	Renovate an existing 159,373 SF industrial building on a 5.88 acre site including removing approx. 6,503 SF of	Approved
3 IVIAIN 31	existing office/mezzanine/warehouse space, exterior	
	building facade improvement, interior tenant improvement	
	and site and landscaping improvements. After renovation	
	the new building footprint will be approx.138,616 SF. The	
	project also includes a lot line adjustment of the parcel(s	
427 E. 220th	Willow (formerly Cambria Ct.) - 35-unit condominiums	In Plan check
St.	designed as 2-story detached homes	idil olicok
23825 Avalon	Request to modify beer and wine CUP to allow for sale of	Under Review
Blvd.	distilled spirits for the G&M Gas Station/Mini Mart	onder Heriew
22511	Specific Plan, DOR, Zone Change for 33-unit residential	Under review
Figueroa St.	apartment development on .69 acre lot	
17126 S.	A Conditional Use Permit for operation of an Auto Body and	Under Review
Broadway St.	Paint shop and installation of an interior Paint Spray Booth.	
2. 344 Way 36.	1. a shop and metanation of an interior family booting	

Name	Description	Status
	•	
City of Carson	Update and implementation of the Pipeline Franchise	Under Review
	Ordinance. This item was recently transferred to	
	Community Development. Staff has been working with the	
	Council Subcommittee to update the ordinance. In	
	addition, staff is getting up to date with all existing	
	agreements to determine their status.	
City of Carson	General Plan Amendment to the Land Use Element of the	Approved by Planning Commission 11/12/24
	Carson 2040 General Plan (2024GPA-001) to require	Scheduled for City Council 12/3/24 - approved
	preparation of a Specific Plan prior to redevelopment of all	
	sites that currently operate as oil or petroleum refineries	
	within City of Carson	
<u>Carson</u>	5 acre retail center development with approx. 29,000	<u>Under Review</u>
<u>Companies</u>	square feet of retail shops, 11,300 square feet of restaurant	
	space, 25,500 square foot Boys and Girls Club,	
City of Carson	Proposed amendment allowing administrative approval of	Scheduled for Planning Commission 2/25/25
	tract and parcel maps for condominium purposes	
<u>Shippers</u>	1150 E. Sepulveda - Request approval for a conditional use	<u>Under Review</u>
	permit at 1150 E. Sepulveda Blvd. for truck parking, cargo	
	container storage yard, installation of (4) modular	
	enclosures with 5 standard vehicle parking spaces.	
	20AC lot in the Manufacturing Heavy, GP Heavy Industrial	
	<u>zone</u>	

CITY OF CARSON PUBLIC WORKS DEPARTMENT

18620 S. Broadway, Carson CA 90248



Dr. Arlington Rodgers Jr., Director

The Public Works Department is comprised of three divisions: Administration, Engineering, and Operations. The Department maintains a total area of nineteen (19) square miles of streets which also includes maintaining twelve (12) park building facilities, two (2) aquatic centers, two (2) pools, a sports complex, and a boxing and weightlifting center, Carson Event Center, City Hall, and Corporate Yard. The Public Works staff includes 116 positions with 103 full-time regular employees and 13 part-time employees. The Public Works team collaborates both internally and externally to accomplish projects that enrich the quality of life for Carson's residents and visitors.

ENGINEERING DIVISION

The Engineering Division provides the technical foundation for a modern Public Works Department and its primary responsibility is to assist the Administration and Operations & Maintenance Divisions with project management and specialized design and construction skills. The Engineering Division determines which studies are needed to advise the department on deficiencies, regulatory requirements, compliance with applicable local, state, and federal laws, cost effectiveness, prudent approaches, and strategic plans. These activities inform executive management and City Council in determining project priorities.

Street Improvements

PW675: SEPULVEDA BRIDGE WIDENING FROM ALAMEDA TO EAST CITY LIMIT

- o Location: Sepulveda Blvd. from Alameda to East City Limit
- Description: The project involves the widening and improvement of the roadway and bridge along Sepulveda Boulevard to provide three lanes of traffic in both directions, construction of new sidewalk, relocation of existing electrical poles, and the modification of the existing traffic signal.
- Budget: \$12,000,000.00
- Current Phase: FINAL DESIGN
 - RKA is addressing the plan check comments from the County.
 - Working with the Environmental Planner on updating the permits
 - SCE is scheduling a meeting with the design team for shoofly.
 - SCE is working with Marathon on Easements
 - Meetings are now once a week with the team to verify progress.
 - Aiming to go out to bid in May 2024
 - Robert Lee is working on a letter to send to SCE he is reviewing the Franchise agreements.
 - Utility identification is being completed.
 - SCE has completed Potholing and is working around a conflict.
 - Status as of February 15, 2024: Meeting with Tenant on the southeast corner for TCF
 - Status as of March 18, 2024: Designer is wrapping up the design, hoping to go out to bid early summer.
 - Status as of April 24, 2024: Designer is wrapping up the design. We are hoping to go out to bid early summer. SCE has two more poles to locate, working on securing the required permits.

- Status as of May 15, 2024: Designer is wrapping up the design. We are hoping to go out to bid by late September or early November. SCE has two more poles to locate, working on securing the required permits.
- Status as of June 20, 2024: Designer is wrapping up the design. We are hoping to go out to bid early summer. SCE has two more poles to locate, working on securing the required permits. Awaiting waterboard mitigation measures.
- Status as of July 25, 2024: No update
- Status as of October 30, 2024: Working with utilities, permitting agencies, final design. Tentatively scheduled to go out to bid in Mid-November.
- Status as of December 19, 2024: Publishing plans and specifications to Plant Bids.
- Status as of January 16, 2025: Plans are currently out. Bids open on February 20, 2025.
- Status as of February 20, 2025: Designer to send over revised plans to go out to bid, with a non-mandatory bidding. Plan on opening bids in late March 2025.

PW1393-4 & 1411-4: CITYWIDE ANNUAL OVERLAY PROGRAM AND CITYWIDE ANNUAL CONCRETE REPLACEMENT PROGRAM

- Location: Main Street from Carson Street to Victoria St.
- Description: The project includes grind and overlay, concrete road replacement, repair of damaged sidewalks, driveway approaches, curbs and gutter, access ramps, tree removal and replacement.
- o Budget: \$3,496,000.00
- Current Phase: PURCHASE ORDER
 - Pending purchase order issuance.
- Status (6/22/2023): Purchase order was printed on June 22, 2023. Estimated construction start date is August 7, 2023.
- Status as of July 19, 2023: Estimated construction start date is August 2023.
- Status of August 17, 2023: Construction started on August 7, 2023. Estimated completion date is December 29, 2023.
- Status as of November 20, 2023: Ongoing construction. No major updates.
- Status as of January 3, 2024: Project is on hold. Kinder Morgan and Torrance Logistics Company are prohibiting the use of vibration rollers to compact the asphalt pavement near gasoline pipelines along Main Street. Staff is working on alternate construction methods to achieve the pavement compaction requirements without the use of vibration rollers which are industry standard. Staff anticipates that alternate compaction methods will cause an increase in cost and project schedule.
- Status as of January 22, 2024: No update
- Status as of February 15, 2024: Project is on hold. Phillips 66 confirmed on 11/16/2023 that they have no concerns with the use of vibration rollers above their pipelines. Torrance Logistics Company confirmed on February 12, 2024, that they have no concerns with the use of vibration rollers above their pipelines. Kinder Morgan is the only company left that is expressing concerns with the use of vibration rollers above their pipelines. Staff met with Kinder Morgan on February 13, 2024, and is expecting an official response from Kinder Morgan by February 15, 2024.
- Status as of March 19, 2024: Ongoing construction. Cold milling started on March 18,2024. Asphalt pavement resurfacing is estimated to be complete by April 10,2024.
 Utility adjustment, traffic signal loop installation, and striping is expected to be complete by May 9,2024.

- Status as of April 24, 2024: Ongoing construction. The Contractor is currently adjusting utilities and will begin the first coat of striping on April 29, 2024. Estimated construction completion by May 31, 2024.
- Status as of May 20, 2024: Ongoing construction. Construction is 90% complete. Staff will be presenting a staff report to the City Council to request additional funding for added project scope. Estimated project completion date is June 2024.
- Status as of June 20, 2024: Ongoing construction including punch list items. Amendment No. 2 was approved at the June 18th City Council Meeting. Staff is moving forward with additional project scope. Estimated project completion date is July 2024.
- Status as of July 25, 2024: No update
- Status as of August 26, 2024: Contractor is working on punch list items. Permit application to Caltrans for sidewalk improvements within Caltrans Right of Way is being finalized by staff. Expected completion date is October 2024.
- Status as of October 30,2024: No update
- Status as of December 19, 2024: No update
- Status as of January 16, 2025: Caltrans requires civil plans for the improvements within Caltrans right-of-way to issue an encroachment permit. Project bid documents do not include civil plans. Staff is moving forward with construction punch list items. Estimated project completion is March 2025.
- Status as of February 20, 2025: No update. Estimated project completion is March 2025 per previous update.

PW1536: BUS AMENITY AND WAYFINDING PROJECT

- Location: Various locations throughout the city
- Description: Installation of monument signs, bike racks, and wayfinding signs.
- o Budget: \$852,859.00
- Status: Initial scope of work completed; preparing for additional work
- Status as of November 20, 2023: Received Metro's approval of reduced scope of work and time extension and scope modifications.
- Status as of December 29, 2023: Reached out to Metro to confirm grant work reimbursable or to submit new extension request.
- Status as of January 17, 2024: Confirmed with Metro that grant work is reimbursable and no new extension request is necessary.
- Status as of January 22, 2024: No update
- Status as of February 7, 2024: No update
- Status as of March 13, 2024: No update
- Status as of April 18, 2024: No update
- Status as of May 15, 2024: No update
- Status as of June 17, 2024: No update
- Status as of July 25, 2024: Waiting for wayfinding guidance from City Manager's Office.
- Status as of August 26, 2024: No update
- Status as of September 18, 2024: Metro is requesting additional information to modify project scope to use all remaining funds toward wayfinding. Waiting for updates on wayfinding design direction from City Manager's office.

- Status as of October 28, 2024: Staff submitted additional information to Metro as requested. Waiting for updates on wayfinding design direction from City Manager's office.
- Status as of December 19, 2024: No update
- o Status as of January 16, 2025: No update
- Status as of February 20, 2025: No update

PW1608: MLK JR. BLVD IMPROVEMENTS

- Status as of January 3, 2024
 - TAIT is working on the 60% plans.
 - Awaiting the Geotechnical Report to confirm any recommendations.
 - Dennis to go over traffic comments with the City Traffic Engineer.
 - Plans sent over to Cal Water for their comments.
 - 60% of the plans are due on November 29th.
 - Will have 60% plan review meeting on December 5^{th.}
 - 100% of the plans should be finished by January 25th, 2023.
 - Writing Staff report to take to council for the first meeting in February.
- Status as of February 15, 2024
 - Plans are currently at 60%, working with Cal Water for Coordination
 - Looking at other Grant applications for cost.
 - 100% plans by mid-March.
- O Status as of March 18, 2024: 100% plans by mid-April.
- Status as of April 24, 2024: Designer is developing options in design for City to consider.
- Status as of May 15, 2024: Designer is developing options in design for City to consider, currently finalizing striping.
- Status as of June 24, 2024: Designer is developing options in design for City to consider, currently finalizing striping. Expect to have plans completed by the first week in August.
- Status as of July 25, 2024: No update
- Status as of October 30, 2024: Pending County review of the street light plans. Plans and specifications almost completed and ready for advertising.
- Status as of December 19, 2024: Street Light plans are being reviewed by LA County Public Works.
- Status as of January 16, 2025: Street light plans are being reviewed by LA County Public Works. Designer is wrapping up the plans for bidding.
- Status as of February 20, 2025: Going to City Council on March 4, 2025, for approval of CEQA and authorization to go out to bid.

PW1655: CARSON ST. REHABILITATION PROJECT

- o Location: Carson Street from Recreation Rd. to Santa Fe Ave.
- Description: The length of this corridor is 2.2 miles, and the project includes concrete reconstruction, tree removal and replacement, asphalt concrete pavement overlay, repair of damaged sidewalks, driveway approaches, curbs and gutters, and access ramps.
- o Budget: \$2,799,100.00
- Status: COMPLETION AND CLOSEOUT
 - Contractor provided response to punch list on May 10, 2023.

- The punch list discussions with the contractor are expected to be completed on May 30, 2023.
- Contractor provided response to punch list comments on July 10, 2023.
- Contractor submitted proposal for pavement repairs on August 16, 2023.
- Status as of October 26, 2023: Contractor to provide dates for repairs.
- Status as of March 18, 2024: We are currently awaiting the contractor's response to the last email sent on March 5, 2024, regarding the final punch list item.
- Status as of April 24, 2024: No update
- Status as of May 20, 2024: No update
- Status as of July 25, 2024: No update
- Status as of August 26, 2024: No update
- Status as of September 23, 2024: No update
- Status as of October 30, 2024: No update
- Status as of January 16, 2025: No update
- Status as of February 20, 2025: Working on design for left turn pocket repairs.

PW1687: CARSON ST. INTELLIGENT TRANSPORTATION SYSTEM

- Location: Carson St. from 405 Fwy to Figueroa Street
- Description: The project involves the installation of CCTV cameras and appurtenant hardware at ten (10) intersections along Carson Street, connecting these to existing fiber optic cable, and tying the existing fiber optic cable into City Hall. The project will also include the establishment of a Traffic Management Center in City Hall for the purposes of traffic signal synchronization, traffic management, surveillance, and traffic monitoring.
- Budget: \$700,000.00
- Status as of November 20, 2023: Reviewing feasibility of qualification-based contractor procurement strategies with Finance.
- Status as of December 29, 2023: Issued solicitation for systems engineering from Engineering On-call consultant list, proposals due 1/4/24.
- Status as of January 17, 2024: Received proposals; need to discuss contract options with Purchasing.
- Status as of February 7, 2024: Negotiating contract with consultant.
- Status as of March 13, 2024: Received updated proposal from consultant. Task Order to be issued to perform systems engineering.
- Status as of April 18, 2024: Conducted kickoff meeting; conducting field review of existing equipment and fiber optic cable.
- Status as of May 15, 2024: Field work ongoing.
- Status as of June 20, 2024: Consultant met with IT Department at City Hall. Received 60% plans for traffic signal and fiber optic work.
- Status as of July 25, 2024: Reviewing plans.
- Status as of August 26, 2024: No update
- Status as of December 19, 2024: Comments provided; reviewing 90% PS&E. Will
 coordinate with ITS Department on software and equipment to be installed at City Hall and
 networking to proposed TMC and new EOC.
- o Status as of January 16, 2025: No update
- Status as of February 20, 2025: No update

PW1694: PROJECT: BRIDGE MAINTENANCE INSPECTION REPORTS – WORK RECOMMENDED

- o Location: All bridges with an open inspection report
- Description: Complete work recommended items as noted in the bridge inspection reports from Caltrans.
- Status: CONTRACT EXECUTION
 - Staff will make recommendation to City Council on June 6, 2023, to award contract to Beador Construction Company, Inc. (Staff report 2023-0379)
- Status (6/22/2023): Contract was awarded to Beador Construction company at the June 6
 City Council meeting. The contract is being executed.
- Status as of July 19, 2023: The contract was executed. Pending purchase order.
- Status as of August 17, 2023: Pending purchase order approval.
- Status as of September 21, 2023: Staff sent the purchase order to contractor and requested a preliminary baseline schedule. Estimated start date is pending.
- Status as of January 3, 2024: No updates
- Status as of January 22,2024: Estimated construction start date is March 2024. Staff is working on construction submittals.
- Status as of February 15, 2024: No Update
- Status as of March 19, 2024: Staff has reviewed the submittals from the contractor. Traffic control submittals have not been submitted by Contractor.
- Status as of April 24, 2024: Contractor is working on traffic control submittals. Estimated construction start date is June 2024.
- Status as of May 20, 2024: Staff is applying for encroachment permits to the following agencies: LA County Flood Control District, Caltrans, City of LA, City of Long Beach. Estimated construction start date is June 2024.
- Status as of June 20, 2024: Staff is finalizing permit applications with the agencies above.
 Estimated Start date is August 2024.
- Status as of July 25, 2024: No update
- Status as of August 26, 2024: Awaiting permit approval from Caltrans for traffic control encroachment within Caltrans Right of Way. Estimated start date is September 2024.
- Status as of October 30,2024: No update
- Status as of December 19, 2024: No update
- Status as of January 16, 2025: Pending permit from Caltrans for bridge at 91 freeway and Central Avenue.
- Status as of February 20, 2025: Contractor is revising the permit application at 91 Freeway and Central Avenue per Caltrans comments.

PW1701/1715: MEDIAN LANDSCAPE IMPROVEMENTS

- Location: City-wide
- o Description: Irrigation upgrades, landscaping upgrades in City medians and streetscapes
- o Budget: \$1,500,000
- Status: PRE-DESIGN
 - Status as of December 29, 2023: Prepared draft scope for Median Streetscape Plan

- Status as of January 17, 2024: Working on receiving proposal by January 31, 2024.
- Status as of February 7, 2024: Negotiating contract with consultant.
- Status as of March 13, 2024: Received updated proposal from consultant. Task Order to be issued to develop Streetscape Master Plan.
- Status of April 18, 2024: Conducted kickoff meeting and first project design meeting.
 Reviewing existing conditions.
- o Status as of May 15, 2024: Draft plant palettes developed by consultant.
- o Status as of June 20, 2024: Three sets of concepts have been submitted by consultant.
- Status as of July 25, 2024: One concept for each land use type was selected internally and presented to the Public Works Commission. The consultant is working on the cost estimates and implementation plan.
- Status as of August 26, 2024: Received draft Streetscape Master Plan from consultant.
 Staff reviewing to provide comments.
- Status as of September 18, 2024: City Staff to provide feedback to consultant next week.
 Streetscape Master Plan anticipated to go to City Council for acceptance 10/15/24.
- Status as of October 28, 2024: Consultant presented on draft plan to Planning Commission.
- Status as of December 19, 2024: Preparing task order solicitation for Civic Center area median PS&E.
- Status as of January 16, 2025: RFP for Civic Center area prepared, anticipate issuing next week
- Status as of February 20, 2025: Staff reviewing proposals received for Civic Center area median landscaping design.

PW1763: ARPA ROADWAY REHABILITATION PROJECT

- Location: Residential streets throughout the city selected per Pavement Management Program report.
- Description: Roadway rehabilitation with slurry seal method
- o Budget: \$3,500,000.00
- Status: CONSTRUCTION IN PROGRESS
 - The contractor is scheduled to resume work in June 2023, pending warmer temperatures.
 - Contractor is working on the new schedule. Anticipating submittal, the week of July 10, 2023.
 - Contractor resumed with construction activities on July 17, 2023.
 - Status as of January 22, 2024: Construction was completed in October 2023.
 - Status as of March 18, 2024: Repairs on streets that were completed during the Winter 2022 will take place in June 2024.
 - Status as of April 24, 2024: No update
 - Status as of May 21, 2024: Public Works Right of Way Division has started crack sealing. PMI is scheduled to start on June 3, 2024.
 - Status as of June 18, 2024: PMI is on the third week of the schedule. Construction is expected to be completed the week of July 1, 2024.
 - Status as of July 25, 2024: PMI has completed the work and will provide a schedule for the punch list items.
 - Status as of September 23, 2024: No update

- Status as of October 30, 2024: PMI completed initial punch list. New punch list items have been added.
- Status as of December 19, 2024: No update
- Status as of January 16, 2025: No update
- Status as of February 20, 2025: No update

PW1765: LOMITA BLVD

- Status as of January 3, 2024:
 - TAIT is sending over 30% of plans for review.
 - Geotechnical report will be completed by the end of November.
 - Railway spurs application is \$2,000 per spur, Tait is saying these fees will amount to \$8,000 for all the Street Improvement projects that the city has.
 - Plans should be complete by the end of January.
 - Plan to take to council for approval on the second meeting in February.
 - Status as of February 15, 2024: Plans are expected to be complete by mid-March.
 - Status as of March 18, 2024: Plans are expected to be complete by mid-April.
 - Status as of April 24, 2024: Working with City of Los Angeles for applicable permits.
 - Status as of May 15, 2024: Meeting set up with the City of Los Angeles to go over permits and project.
 - Status as of June 24, 2024: Meeting set up with the City of Los Angeles to go over permits and project.
 - Status as of July 25, 2024: No update
 - Status as of October 30, 2024: Consultant working on the right of way issues for stormwater easement. Addressing additional Task Order request.
 - Status as of December 19, 2024: Consultant working on the right-of-way issues for stormwater easement. Addressing additional Task Order request.
 - Status as of January 16, 2025: Consultant working on the right-of-way issues for stormwater easement. Addressing additional Task Order request.
 - Status as of February 20, 2025: Plan review shared with design consultant. Additional Task Order currently being reviewed.

PW1773: CARSON ACTIVE TRANSPORTATION & COMMUNITY CONNECTIVITY PLAN

- Location: Citywide
- o Description: Develop Carson Active Transportation and Community Connectivity Plan.
- o Budget: \$405,000 (\$358,000 in Caltrans Sustainable Communities Grant)
- Status: PRE-DESIGN
 - Contract awarded to Alta Planning + Design, Inc. at the May 2, 2023, City Council Meeting
 - Project kickoff meeting conducted August 31, 2023.
- Status as of November 21, 2023: Consultant proceeding with existing conditions review and public outreach plan. Website anticipated to be up by January 2024
- Status as of December 29, 2023: Consultant preparing to go live with website, social media, etc. in January.
- Status as of January 17, 2024: Website, social media, etc. are live. First virtual open house is set for 1/25/24.
- Status as of February 7, 2024: Research and analysis is ongoing. In-person open house events planned for February 22, 2024, and April 18, 2024.

- Status as of March 13, 2024: In-person open house was held at Anderson Park on February 22, 2024. The final open house is scheduled for April 18, 2024, at Veterans Park. Research and analysis are ongoing.
- Status as of April 18, 2024: Received existing conditions report draft and provided comments. The final open house is scheduled for April 18, 2024, at Veterans Park. Research and analysis are ongoing.
- Status as of May 21, 2024: Final open house was conducted. Analysis is ongoing.
 Planning for fall workshop meetings in progress.
- Status as of June 20, 2024: Walk audit conducted at select schools. Analysis is ongoing.
 Planning for fall workshop meetings is ongoing.
- Status as of July 25, 2024: Consultant has begun to prepare draft recommendations, concepts, and cost estimates.
- Status as of August 26, 2024: Staff working with consultant on draft recommendations.
- Status as of September 18, 2024: Internal draft document prepared for discussion with management. Public workshops scheduled for November.
- Status as of October 28, 2024: Internal draft document and recommendations reviewed with City Manager's Office.
- Status as of December 19, 2024: Three more engagement meetings were held with residents (at Hemingway Park, the Community Center, and online) to present draft findings and proposed projects and to solicit input. City Staff is reviewing the draft plan to provide comments for final.
- Status as of January 16, 2025: No update
- Status as of February 20, 2025: Final plan documents received from consultant. Staff preparing staff report for City Council to accept and approve CATCP.

PW1775: 213TH ST. STREET LIGHTS

- Location: East 213th Street between Chico Ave and Wilmington Blvd
- Description: Installation of streetlights
- Budget: \$800,000
- Status: DESIGN PROCUREMENT
 - Status as of December 29, 2023: Solicitation issued from Engineering On-call consultant list; 1 proposal received.
 - Status as of February 7, 2024: Negotiating contract with consultant.
 - Status as of March 13, 2024: Consultant to send revised scope and fee (final iteration).
 - Status as of April 18, 2024: Waiting for Task Order and Notice to Proceed (NTP)
 - Status as of May 21, 2024: Conducted kick-off meeting.
 - Status as of June 20, 2024: Field work ongoing.
 - Status as of July 25, 2024: Consultant is preparing plans.
 - Status as of August 26, 2024: No update
 - Status as of September 18, 2024: 30% submitted to City. Comments sent.
 - Status as of October 28, 2024: Consultant coordinating with SCE to develop service request which will require upgrading the circuit on 213th.
 - Status as of December 19, 2024: Received 60%. County reviewing.
 - Status as of January 16, 2025: County still reviewing. SCE will need to do major work in order to install these streetlights, so they are requesting a meeting with

City staff about potentially putting in aerial cable instead of undergrounding to complete the project faster.

Status as of February 20, 2025: No update

PW1779: WALNUT AVENUE (AVALON TO BILLINGS)

- Status as of January 3, 2024
 - Webb is working on the 60% plans.
 - Webb needs to know from the city if they are going with just asphalt or a complete street rebuild.
 - Webb is finishing up with the plans.
- o Status as of March 18, 2024: Going to City Council for April 2, 2024, Meeting.
- Status as of April 24, 2024: Project has been ground and overlaid by the other project, working with city staff for upgrades in signing and stripping. Will fill CEQA.
- Status as of May 15, 2024: Citywide asphalt project has applied asphalt, working with ROW Superintendent to finalize the sidewalk work, signs, and stripping. Filed CEQA documentation.
- Status as of July 25, 2024: No update
- Status as of August 26, 2024: No update
- Status as of December 19, 2024: No update
- Status as of January 16, 2025: No update
- Status as of February 20, 2025: No update

PW1780: VICTORIA TRANSIT CENTER

- Location: Victoria Street near Tamcliff Avenue
- Design and construction of a new transit center adjacent to CSUDH.
- o Budget: \$3,525,000
- Status as of November 21, 2023: DESIGN
 - Task Order 2023-008 issued to Breen for Conceptual Design
 - Follow-up meetings to be held to discuss incorporating CSUDH, Dignity Health input.
- o Status as of December 29, 2023: Awaiting revised concept after 2nd meeting.
- Status as of January 17, 2024: No update
- Status as of February 7, 2024: Received revised concepts which are being reviewed by City and CSUDH Staff.
- Status as of March 13, 2024: Revised concepts discussed on February 29, 2024, meeting with consultant and CSUDH. Conceptual design to be finalized later this month.
- o Status as of April 18, 2024: Working with CSUDH to coordinate upcoming survey work.
- Status as of May 15, 2024: Awaiting Access & Exclusivity Agreement from CSUDH to allow for onsite survey work.
- Status as of June 20, 2024: Working with CSUDH to execute Access Agreement.
- Status as of July 25, 2024: Still working to execute agreement. City working to obtain right-of-way documents from CSUDH.
- Status as of August 26, 2024: No update
- Status as of September 18, 2024: Agreement set to go to City Council 10/1/24 for approval.

- Status as of October 28, 2024: Agreement executed, awaiting consultant schedule for survey work.
- Status as of December 19, 2024: Consultant's subcontractors have completed survey work and have begun geotechnical work to support design.
- o Status as of January 16, 2025: Design ongoing
- Status as of February 20, 2025: Design ongoing

PW1785: BICYCLE MASTER PLAN UPDATE

- Location: City-wide
- Description: Update City Bicycle Master Plan
- o Budget: \$897,000
- Status: PRE-DESIGN
- o Status as of December 29, 2023: Working with Caltrans to program allocation request.
- Status as of January 17, 2024: No update
- Status as of February 7, 2024: No update
- Status as of March 13, 2024: On CTC March Agenda for allocation
- Status as of April 18, 2024: CTC allocated funds for plan update. Program supplement agreement scheduled for the May 21, 2024, City Council Agenda.
- Status as of May 20, 2024: No update
- Status as of June 20, 2024: Received approved finance letter from Caltrans. Drafting RFP scope of work.
- Status as of July 25, 2024: No update
- o Status as of August 26, 2024: No update
- o Status as of September 18, 2024: Drafting project scope.
- Status as of October 28, 2024: No update
- Status as of December 19, 2024: The RFP was issued November 27, 2024. A virtual preproposal meeting was held December 9, 2024. Proposals are due January 8, 2025.
- Status as of January 16, 2025: Four proposals were received. Staff to evaluate and score the proposals to select the consultant for plan preparation.
- Status as of February 20, 2025: Staff conducted interviews February 11, 2025, with the three consultants who were shortlisted for the project.

PW1753: UNIVERSITY DRIVE STREET IMPROVEMENT – AVALON TO WILMINGTON FEDERAL PROJECT NO. STPL-5403(033)

- Status as of May 20,2024: Request for Authorization for Preliminary Engineering Application was resubmitted to Caltrans on May 16, 2024. Estimated construction start date is June 2025.
- Status as of June 20,2024: Staff resubmitted application on June 17, 2024. Revised application included "Expedited Project Selection Procedures (EPSP)" approval from SCAG.
- Status as of July 25, 2024: No update
- Status as of August 26, 2024: Application pending approval from Caltrans.
- Status as of October 30,2024: Staff report item #23 was approved at the 10/1 Council Meeting along with resolutions 24-091 & 24-095. Staff routed the supplement agreement through City Clerk on 10/29 for the mayor's signature.
- Status as of December 19, 2024: No update

- Status as of January 16, 2025: Staff to advertise project for design in January 2025.
- o Status as of February 20, 2025: Request for Proposal will be advertised on March 6, 2025.

PW1757: MAIN STREET – 228TH TO LOMITA

- Location: Main Street from 228th Street to Lomita Boulevard
- Description: The project includes concrete reconstruction, tree removal and replacement, asphalt concrete pavement overlay, repair of damaged sidewalks, driveway approaches, curbs and gutters, and access ramps.
- Budget: \$2,100,000Status: DESIGN
- o Status as of February 20, 2025: Comments submitted to Tait for 50% design.

Traffic Signal Improvements

PW1647: I-110 FREEWAY ARTERIAL IMPROVEMENTS

- Location: Del Amo Blvd at Vermont Ave; Del Amo Blvd at Figueroa St; Del Amo Blvd at Main St; Hamilton Ave at I-110 SB on/off-ramps; Figueroa St at I-110 NB on/off ramps; Figueroa St at Torrance Blvd; Main St at Torrance Blvd; Carson St at Vermont Ave; Carson St at Figueroa St; and Avalon Blvd at Carson St
- Description: Traffic Signal Improvement at 6 intersections near I-110 /FOLA with Metro Express lanes Net Toll Revenue Reinvestment Grant
- Budget: \$3,520,000 = \$1,760,000 (Grant Fund) + \$1,760,000 (Local Fund)
- o Status: DESIGN
- Status as of October 26, 2023: Awaiting execution of Funding Agreement for extension and scope modifications.
- Status as of November 20, 2023: Received Metro's approval of reduced scope of work and time extension.
- Status as of December 29, 2023: Consultant reviewing and updating scope.
- Status as of January 17, 2024: No update
- Status as of February 7, 2024: Consultant reviewing relevant traffic studies to refine scope.
- Status as of March 13, 2024: No update
- Status as of April 18, 2024: No update
- Status as of May 20, 2024: No update
- Status as of July 25, 2024: Consultant's traffic analysis showed that proposed treatments at three of the project intersections will not markedly improve traffic conditions. City to submit request for Scope Modification from Metro to be able to use the funds on different traffic signals and treatments that will have a greater positive impact to traffic.
- Status as of August 26, 2024: Scope modification request sent to Metro; meeting scheduled with Metro in September to discuss.
- Status as of September 18, 2024: Staff preparing additional documents for submission to Metro as requested to supplement scope modification request.

- Status as of October 28, 2024: Staff submitted additional information to Metro, as requested. Received consultant proposal for 3 out of the 6 signals to be designed and preparing Task Order.
- Status as of December 19, 2024: Staff issued Task Order 2024-055 to KOA to design three (3) of the traffic signals. A kick-off meeting was held on December 4, 2024, to discuss the scope. Staff still awaiting Metro's decision on the scope modification request.
- Status as of January 16, 2025: A meeting was held with the designers and LA County to discuss the LA County traffic signal included in this scope. Staff working to reply to the designer's data request.
- o Status as of February 20, 2025: No update

PW1649: HSIP H8-07-003 TRAFFIC SIGNAL UPGRADE

- Location: Intersections of Avalon Blvd at Victoria St, Main St at Sepulveda Blvd, Main St at 223rd St, and Figueroa St at Torrance Blvd
- Description: Traffic Signal Upgrades for 4 intersections with HSIP Grant
- Budget: \$1,912,000 = \$1,720,890 (HSIP Fund) + \$1,279,110 (Local Fund)
- o Status: DESIGN
 - Awaiting final SCE plans
- Status as of November 20, 2023: No update
- Status as of December 29, 2023: No update
- Status as of January 17, 2024: No update
- Status as of February 7, 2024: Received final SCE plans, working with designer to finalize PS&E package.
- Status as of March 13, 2024: Meeting scheduled this month with designer to review PS&E package and outstanding items.
- Status as of April 18, 2024: Additional work on design and Caltrans authorizations will require forthcoming change order.
- Status as of May 15, 2024: Contract amendment for the Consultant is scheduled for June 4, 2024, City Council Agenda for additional design and Caltrans authorization work.
 Working with Caltrans to submit necessary forms to authorize construction funding.
- Status as of June 20, 2024: Working with Caltrans on necessary forms to authorize construction funding and FHWA review/approval of Carson's PLA.
- o Status as of July 25, 2024: No update
- Status as of August 26, 2024: PLA does not apply to Federal-aid projects. Working with consultant to confirm utility investigation complete and finalize plans.
- Status as of September 18, 2024: NEPA CE received from Caltrans. Advantec submitted final plans. City performing final review. Anticipated City Council approval date of 10/15/24.
- Status as of October 28, 2024: Notice of Exemption was approved at City Council 10/15/24. Request for Authorization for Construction was submitted to Caltrans 10/24/24.
- Status as of December 19, 2024: After receiving feedback on the October 24, 2024, submission, the Request for Authorization for Construction was resubmitted to Caltrans on December 11, 2024.
- Status as of January 16, 2025: After receiving more feedback, the Request for Authorization for Construction was resubmitted to Caltrans on January 7, 2025.
- Status as of February 20, 2025: Received comments from Caltrans. Resubmitted Request for Authorization for Construction to Caltrans February 3, 2025.

PW1657: FOR MR 312.46 AND MR 312.41, TRAFFIC SIGNAL UPGRADES

- o Location: Figueroa St at Victoria St; Main St at 220th St; Main St at Victoria St.
- Main St at Albertoni St; and Figueroa St at 223rd St; and Figueroa Street at 234th St.
- Description: Traffic Signal Upgrade at six (6) intersections. The proposed upgrades aim to improve signal coordination and traffic progression to alleviate arterial congestion by installing, replacing and/or updating traffic signal poles, mast arms, signal heads, controllers, cabinets, left turn phasing, CCTVs, countdown pedestrian signal heads, ADA compliant curb ramps and pedestrian push buttons, and traffic signal timing.
- Budget: \$4,220,000 (Measure R Grant)
- Status: DESIGN AND PERMITTING
 - Revised funding agreement approved on May 16, 2023, City Council
 - Awaiting final SCE plans
 - Status as of November 20, 2023: No update
 - Status as of December 29, 2023: No update
 - Status as of January 17, 2024: No update
 - Status as of February 7, 2024: Received final SCE plans, working with designer to revise PS&E package, Los Angeles City DOT to review location within their right-of-way.
 - Status as of March 13, 2024: Received final PS&E package for Los Angeles City DOT location, to sign internally and submitted to LADOT for signature. Designer making final revisions to PS&E package.
 - Status as of April 18, 2024: LADOT provided approval, but LABOE has not reviewed. Met with LABOE to clarify their approval process for "A Permit".
 - Status as of May 15, 2024: LABOE to review plans.
 - Status as of June 20, 2024: LABOE review continuing.
 - Status as of July 25, 2024: No update
 - Status as of August 26, 2024: LABOE reviewed with no further comments.
 LABOE issuing permit and final signing of plans.
 - Status as of September 18, 2024: Staff preparing bid package, awaiting filing of Notice of Exemption.
 - Status as of October 28, 2024: Waiting for final updates from consultant. IFB planned for November pending budget.
 - Status as of December 19, 2024: IFB was issued December 9, 2024. A pre-bid conference is being held December 19, 2024. Bids are due January 9, 2025.
 - Status as of January 16, 2025: Staff is responding to bidders' questions, bids due February 3, 2025.
 - Status as of February 20, 2025: Bids were received February 3, 2025. Staff is reviewing the bids.

PW1667: TRAFFIC SIGNAL IMPROVEMENT AT AVALON BLVD. & GARDENA BLVD.

- Location: Intersection of Avalon Blvd and Gardena Blvd
- Description: Traffic signal upgrade design to include protected left-turn phasing for northsouth traffic.

Budget: \$500,000Status: DESIGN

- Status as of October 26, 2023: Design Consultant to submit 100% PS&E packet. Status as of November 20, 2023: Designer is obtaining potholing. Designer will submit plans in early December. County is reviewing City's request to incorporate our design into County's Avalon TSSP project design.
- Status as of January 17, 2024: Design complete. City has accepted package. Sent to County, who will be preparing revised signal design.
- Status as of February 7, 2024: County preparing update to design to insert into upcoming City procurement.
- Status as of March 13, 2024: No update
- Status as of April 18, 2024: No update
- o Status as of May 20, 2024: No update
- Status as of June 20, 2024: Received County's revised signal design; comments returned to County for final incorporation.
- Status as of July 25, 2024: No update
- Status of August 26, 2024: Received final plans from County. Reviewing and compiling bid package.
- Status as of September 18, 2024: Staff preparing bid package, awaiting filing of Notice of Exemption
- Status as of October 28, 2024: Notice of exemption filed, IFB anticipated in November pending budget.
- Status as of December 19, 2024: IFB was issued November 7, 2024. Bidding closed on December 12, 2024. Staff is reviewing and evaluating the bids.
- Status as of January 16, 2025: Staff is reviewing bids.
- o Status as of February 20, 2025: Staff is reviewing reference for the low bidder.

PW1784: CENTRAL AVE. AT UNIVERSITY DR. TRAFFIC SIGNAL IMPROVEMENT

- Location: Intersection of Central Avenue and University Drive.
- o Description: Installation of left turn arrows at existing signalized intersection
- o Budget: \$640,000
- Status: DESIGN
 - Consultant preparing 60% plans.
 - Status of August 26, 2024: Consultant submitted 60% plans and City reviewing.
 Working through design issues with placement of new signal poles.
 - Status as of September 18, 2024: City provided 60% comments. Consultant revising plans, 90% anticipated in November.
 - Status as of December 19, 2024: Consultant presented change order due to additional potholing and redesign of southwest quadrant. Staff is reviewing.
 - Status as of January 16, 2025: No update
 - Status as of February 20, 2025: No update

Summary of All Traffic Signal Projects:

Location/Intersection	Construction Start Date	Anticipated Construction Completion Date
PW 1667-Avalon Blvd at Gardena Blvd	APRIL 2025	TBD
PW 1649-Avalon Blvd at Victoria Ave	JUNE 2025	TBD
PW 1784- Central Ave at University Dr	In Design	TBD

Del Amo Blvd at Vermont Ave	In Design	TBD
PW 1647-Del Amo Blvd at Figueroa St	In Design	TBD
PW 1647 Del Amo Blvd at Hamilton Ave	In-Design	TBD
PW 1736 Dolores St. at 223 rd St.	(CIP 24-25 Design)	
PW 1647 Hamilton Ave at I-110 SB On/Off-ramps	In Design	TBD
PW 1657 -Main St at 220th St	MAY 2025	TBD
PW 1649 -Main St at 223rd St	JUNE 2025	TBD
PW 1657-Main St at Albertoni St	MAY 2025	TBD
PW 1649-Main St at Sepulveda Blvd	JUNE 2025	TBD
PW1657-Main St at Victoria St	MAY 2025	TBD
PW 1647-Main St. at I 405 NB On-ramp	In Design	TBD
PW 1647-Main St. at I 405 NB Off-ramp	In Design	TBD
PW 1657-Figueroa St at 223rd St	MAY 2025	TBD
PW 1657-Figueroa St at 234th St	MAY 2025	TBD
PW 1647-Figueroa St at I-110 NB on/off ramps	In Design	TBD
PW 1649-Figueroa St at Torrance Blvd	JUNE 2025	TBD
PW 1657-Figueroa St at Victoria St	MAY 2025	TBD

^{*} Delays due to long-lead items and supply chain issues

Stormwater Improvements

PW1682: STORMWATER FACILITIES & IMPLEMENTATION PLAN

- Location: Citywide
- Description: Developing a plan to identify potential new stormwater facilities that are needed for compliance with City's National Pollutant Discharge Elimination Systems (NPDES) permit. Ensures that we have clean water in our local waterbodies and helps with climate resiliency through water capture and pre-treatment and reduces our impact on the oceans. To also update the Enhanced Watershed Management Plan, which is a document that is used to maintain compliance with the City's NPDES permit. This is needed to keep up to date with permits from the State.
- Current Phase: PLAN DEVELOPMENT AND SITE SELECTION
 - The first project identified is the Stevenson Park Stormwater Capture Facility. The team has already reached out to Los Angeles County Sanitation to perform a sewer area study and is working on getting funding. The team must also gain approval from the Flood Control District before moving forward with an application next fiscal year. We have been informed that applications for future funding may be paused for this year.
 - The consultant has identified BMPs for the Gardena, Main and Avalon Green Street Improvement task that were added to the amended contract in June. 60% of the design has been completed and the project is pending a geotechnical review. We are negotiating and looking for potential funding to provide surveying and geotechnical work. Design is paused until this can be executed.

- Status as of January 22, 2024: The team is conducting outreach to the Mayor in February to help promote understanding and to gain feedback on potential stormwater facilities and compliance with the MS4 permit. They will also reach out to several other officials.
- Status as of February 21, 2024: The team is conducting outreach to stakeholders throughout the city to inform them of the Plan. They are also revising several aspects of the scoring to provide a better assessment of possible stormwater facilities.
- Status as of March 20, 2024: The consultant is preparing for outreach to City Council members and other stakeholders, outreach materials and content will be reviewed when submitted. The consultant is also planning on completing the Facilities Plan by the end of May.
- Status as of April 23, 2024: The consultant is working on finalizing a prioritization of all stormwater BMPs in the coming months.
- Status as of May 20, 2024: No update
- Status as of June 20, 2024: The consultant expects to submit a completed draft master plan by the end of the month.
- Status as of July 25, 2024: No update
- Status as of August 26, 2024: The plan has been completed, a workshop will be planned to present the potential projects to City staff and inform feedback on moving forward with any projects.
- Status as of October 30, 2024: Workshop has been completed, and two projects will be selected for grant funding opportunities
- Status as of December 19, 2024: Consultant has begun work on Green Streets design and technical resource applications.
- Status as of January 16, 2025: Selecting two projects to submit for grant funding.
- Status as of February 20, 2025: Two projects selected pursuing dry wells and have contacted LA County Parks for a project at Victoria Park.

PW1776 CALAS PARK STORMWATER SUPPLEMENTAL ENVIRONMENTAL PROJECT

- Location: Calas Park
- Description: Joint project with Los Angeles County Sanitation Districts to construct a stormwater treatment and capture facility. This project will divert water from the storm drain and allow it to be cleaned and/or reused in the park while also improving park facilities.
- Current Phase: Request for Proposals to perform design services.
- Status as of March 20, 2024: The RFP is out for bid and bids should be received by next month, with a selection in May.
- Status as of April 23, 2024: We are on schedule with the RFP. A pre-proposal meeting was conducted with 30 attendees. The bid opening will be in early May with interviews the following week if needed.
- Status as of May 20, 2024: No update.
- Status as of June 20, 2024: The project is set to be awarded in July and will go on the City Council's agenda. The company selected is Craftwater Engineering.

- Status as of July 25, 2024: No update
- Status as of August 26, 2024: Craftwater Engineering has begun pre-design for the project and the contract is in the process of being executed.
- Status as of October 30, 2024: Preliminary design has been completed and the project is ready for 30% design to begin, scheduled to be completed in December.
- Status as of December 19, 2024: 30% Design submitted for review in January.
- Status as of January 16, 2025: Comments being submitted in one week.
 Design workshop completed on January 16, 2025.
- Status as of February 20, 2025: Project has begun CEQA process and consultant is working on the 60% design.

PW1676 STORMWATER GREEN STREET ENGINEERING, DESIGN & IMPLEMTATION

- Location: Gardena and Main Street
- Description: Stormwater treatment project to construct tree wells and a dry well on Gardena and Main Street, which will filter and clean water from the streets.
- Current Phase: In Design
- Status as of January 16, 2025: Consultant is performing geotechnical and survey work to establish design parameters.
- Status as of February 20, 2025: Geotechnical work has been completed and 60% design is underway.

Bike Lane Projects

• PW1451 & 1452: BIKE LANE INSTALLATION

- Location: Figueroa Street, Main Street, Victoria Street, and Carson Street. University Drive, Avalon Boulevard, Central Avenue, Del Amo Boulevard, and 223rd Street.
- Description: Design and construction of bike lane facilities
- Budget: PW1451 = \$4.900,000.00; PW1452 = \$4.900,000.00
- Current Phase: DESIGN AND PERMITTING
 - Final design plan review to be completed in January 2024
 - Status as of October 26, 2023: Metro Measure M funding awarded and programmed for construction phase.
 - Status as of November 20, 2023: Working with Metro on funding agreement for Measure M funds.
- Status as of December 29, 2023: Working with Caltrans Local Assistance to confirm the revised funding plan including Metro funds and City match.
- o Status as of January 17, 2024: Resubmitted with additional Caltrans requirements.
- Status as of February 7, 2024: City performing design review to coordinate with other CIP projects.
- Status as of March 13, 2024: No update
- Status as of April 18, 2024: Consultant updating final plans package to incorporate other City projects, updates to Federal MUTCD.
- Status as of May 15, 2024: LACMTA funding agreements scheduled for the May 22, 2024,
 City Council Agenda. Working with Caltrans to submit necessary forms to authorize construction funding.
- Status as of June 20, 2024: Working with Caltrans on necessary forms to authorize construction funding and FHWA review/approval of Carson's PLA.

- Status as of July 25, 2024: Meeting tentatively scheduled with Caltrans to discuss delivery options.
- Status of August 26, 2024: Received tentative direction from Caltrans on City's project delivery and packaging plan. Confirmed that Metro also accepts this approach. Caltrans is agreeable to converting some Federal-Aid funds to State funds which will reduce the paperwork burden on CIP projects that use the new striping design. Project will be bid in 3 parts: 1) Median modifications and lighting relocation, 2) Federal-Aid signing and striping for projects not already in CIP (also not subject to PLA), and 3) individual signing and striping sheets for CIP projects to be implemented over this fiscal year and the next two (2) fiscal years prior to 2028 Olympics. City is waiting for final confirmation from Caltrans on this plan.
- Status as of September 18, 2024: City awaiting final plans for each of 3 packages.
 Anticipated City Council approval date 10/15/24.
- Status as of October 28, 2024: Anticipated City Council approval date 11/19/24.
- Status as of December 19, 2024: RFA for construction of Federal project was submitted on December 11, 2024.
- Status as of January 16, 2025: City received letter from CPUC regarding their opinion that a GO 88-B permit is required for striping a bike lane near railroad crossings. Staff reviewing options and potential response. Caltrans returned RFA-CON as incomplete – Staff forwarded rejection to consultant for rework. Consultant presented supplemental scope and fee for reworking RFA-CON, which the city has rejected as this rework is considered within scope.
- Status as of February 20, 2025: No update

PW1490 & 1600: DOMINGUEZ CHANNEL BIKE PATH INSTALLATION PHASES I & II

- Location Phase I: Main Street to Avalon Boulevard
- Location Phase II: Avalon Boulevard to Carson St.
- Description: Installation of Bike path along Dominguez Channel
- o Budget: \$9,000,000.00 (PW1490); \$5,500,000.00 (PW1600)
- Current Phase: DESIGN AND PERMITTING
 - As a result of the redesign to address safety concerns, the City is working with Metro requesting additional funding and a time extension.
 - Status as of October 26, 2023: Consultant to continue design with modified scope.
 - Status as of November 20, 2023: Consultant to continue design with modified scope.
 - Status as of December 29, 2023: Consultant contract amendment approved, awaiting signed amendment in mail to issue task order.
 - Status as of January 17, 2024: Awaiting signed task order memo to issue task order Notice to Proceed.
 - Status as of February 7, 2024: Notice to proceed on Task Order was issued, working with LA County DPW to obtain permit to conduct survey work for design.
 - Status as of March 13, 2024: LA County DPW permit obtained, survey work to begin this month.
 - Status as of April 18, 2024: Seeking a meeting with LA County to review geotechnical scope, waiting for communication from LA County as to who is reviewing.
 - Status of May 15, 2024: Met with LA County to review structural and geotechnical questions, working with LA County Flood District through permit requirements for various subcontractors' scope of work.
 - Status as of June 20, 2024: Biological survey to be conducted this month.

- Status as of July 25, 2024: Biological survey is complete. Consultant is working on civil plans. Consultant submitted permit for geotechnical borings which is pending LA County review and approval. Conducted coordination meeting with County on Greenway project status, City's needs from County.
- Status of August 26, 2024: Conducted meeting with County to discuss Geotechnical exploratory permit pending LA County review. County should have comments on permit in September.
- Status as of September 18, 2024: Continued coordination with County on Greenway parklet plans, permit still pending LA County review and approval.
- Status as of October 28, 2024: Geotech field work complete, awaiting soils report for structural and civil design. Continued coordination with County on Greenway parklet plans
- Status as of December 19, 2024: Staff reviewing soils report. Consultant has begun structural design.
- Status as of January 16, 2025: Structural and civil designs are ongoing.
 Coordination with LA County is ongoing for review of structural elements and for coordination within parklet area.
- Status as of February 20, 2025: Structural and civil designs are ongoing. Staff and Consultant met with LA County team January 28, 2025, to discuss structural design approach. Consultant is collaborating with LA County designer on parklet area.

PW1534: ACTIVE TRANSPORTATION PROGRAM – SANTA FE BIKE LANE

- Location: Santa Fe Ave and City-wide
- Description: Construct bike lane on Santa Fe Ave; install curb ramps city-wide; install speed feedback signs city-wide; install crosswalks city-wide; install pedestrian push buttons and countdown heads city-wide
- o Budget: \$3,491,000
- Status: DESIGN
 - Status as of December 29, 2023: Working with Caltrans to program allocation request.
 - Status as of January 17, 2024: Resubmitted with additional Caltrans requirements.
 - Status as of February 7, 2024: No update
 - Status as of March 13, 2024: On CTC March Agenda for allocation.
 - Status as of April 18, 2024: CTC allocated funds for plan update. Program supplement agreement scheduled for the May 21, 2024, City Council Meeting Agenda.
 - Status as of May 20, 2024: No update.
 - Status as of June 20, 2024: Received approved finance letter from Caltrans for PA&ED phase. City reviewing procurement options for this project to complete design.
 - Status as of July 25, 2024: No update
 - Status as of September 18, 2024: Design to be advertised to include curb ramp design, median nose cuts, and other Community-Wide Safety Improvements that were approved in this grant. Project will then be bid as one construction package, which will include already completed Santa Fe Bike Lane design.
 - Status as of October 28, 2024: No update.

- Status as of December 19, 2024: No update
- Status as of January 16, 2025: No update
- Status as of February 20, 2025: No update

Park Improvements

PW 1368: CARRIAGE CREST PARK REDEVELOPMENT

- Location: Carriage Crest Park
- Description: Improve site condition of existing park and develop newly acquired 10-acre parcel for new athletic ballfields (baseball & soccer) with a new dog park, installation of allabilities playground, renovation to existing building, construction of new picnic shelters, concession stand, restroom, and walking path.
- o Status: DESIGN
 - Kick off meeting with designer was conducted in early May to establish project schedule and verify City's goals & objectives that shall be included in the design.
 - Funds were appropriated by City Council at the June 6, 2023, meeting for the discrepancy of the design cost due to the incorrect amount at the award of design on February 21, 2023, City Council meeting.
 - Designer (RJM) completed the land survey of the site.
 - It was discovered by Leighton Associates, that further soil testing is needed, which is beyond the current scope of work. The extended scope will require a council agenda item to increase costs and amend scope of work.
 - Staff is still waiting for the fully executed contract to be provided to RJM. The
 consultant is working in good faith that City will issue a purchase order along with
 the fully executed contract.
 - RJM is preparing preliminary concept plans to be reviewed by Community Services for a presentation to Council.
 - Status as of October 26, 2023: In progress; concept to be presented to Council by P&R.
 - Status as of November 27, 2023: Designer advised to move forward with the concept design to construction documents design phase. Review of first plan submittals is estimated for December.
 - Status as of January 22, 2024: Staff (Maintenance Superintendents & Supervisors) reviewed and discussed comments on the 50% design submittal of the improvement plans. Comments were shared and discussed with designer for them to address and include in next submittal (90% Submittal)
 - Status as of January 22, 2024: Designer discovered a 69" RCP Storm drain system within a 13-ft easement, owned/maintained by LA County Department of Public Works. City must apply to LACDPW which may allow the City to build on/over said drainage system. If not allowed, the approved layout will need to be reconfigured due to the anticipated restrictions by LACDPW.
 - Status as of March 20, 2024: RJM submitted 90% of construction plans. Staff reviewing designs in detail.

Page 21

- City staff is waiting for LA County's directions about the 69" RCP under a 13-ft easement that has proposed improvements on it.
- City staff are waiting for KOA to provide updated traffic study.
- City staff are waiting for report from Leighton Consulting to identify soil removal due to contamination.
- Status as of April 29, 2024:
 - County provided comments for improvements within the easement. They have requested exhibits with details.
 - Traffic Study is complete and warrants a new signal for ingress & egress at the new parking lot towards the southeasterly section of the park.
 - Leighton has unofficially informed that there is minimal soil that is considered contaminated. They are verifying the lab results to determine if removal is necessary based on the low detection results.
 - Staff provided comments on 90% to designer.
- Status as of May 23, 2024:
 - Submitted Exhibits per County's requirements. County added items to submit (beyond previous requirements). Designer preparing additional exhibits and tentatively scheduled to submit to County by end of May (delayed 3 weeks).
 - Completion of design is contingent on County's approval of proposed work over LA County's Storm Drain easement. LA County's review is a minimum of five (5) weeks from latest submittal. Estimated response from County is early July.
 - The newly estimated design completion is early August.
- Status as of June 24, 2024
 - Received comments back from LA County regarding encroachment to easement. Designer to address the last set of comments and expecting approval from LA County by early July.
 - Additional soil boring is required in the area where the park marquee sign will be placed. Consultant requesting additional compensation since this is beyond the scope of work.
 - Staff recently received PO for C-Below for exploration of existing petroleum utilities towards the easterly side of the property. Staff is coordinating work with contractor to be completed by early July. Data will be shared with the consultant to verify any conflicts with proposed improvements.
 - Staff is working with the designer to complete plans by the third week of July for bid advertising.
- Status as of July 25, 2024
 - CEQA approved and project PS&E are ready to be advertised.
 - Invitation for Formal Bids is posted to solicit bids on July 25, 2024.
- Status as of August 26, 2024
 - A pre-bid meeting was conducted to clearly inform interested bidders of the accelerated schedule and high expectations for the project.

- Several questions were submitted by interested bidders which resulted in a couple addendums. All responses and addendums were provided to the contractor at the appropriate time.
- Bid opening is scheduled for September 4, 2024.
- Status as of September 23, 2024
 - Bids opened and construction project is recommended to be awarded on the 10/1/24 City Council Mtg.
 - If awarded construction is estimated to start early November to have approximately 9 months of construction
- Status as of October 30, 2024
 - Construction Contract was awarded to Urban Habitat for the amount of \$23M. Staff immediately circulated the contract for execution.
 - A preconstruction meeting is tentatively set for November 6th in anticipation of issuance of the Purchase Order by end of October.
 - Staff working closely with designer and building and safety for issuance of grading permit. A SWPPP to be provided by the contractor prior to issuance of Grading Permit. The SWPPP is also required to obtain a WDID from State website, also as part of the grading permit requirements.
 - Staff is soliciting service from an Environmental Engineering firm to locate an abandoned oilwell. The scope will also involve a leak test and mitigation plans, if necessary.
- Status as of December 19, 2024
 - The city secured services from an environmental engineering firm to research the existing oil well and, exploration of the well is underway.
 - Contracts were circulated and approved and a requisition for a purchase order was submitted.
 - The Building Official was adamant that the designer fill and/or sign "Forms A and B". However, the designers disagreed was it was their responsibility to execute. There were several meetings and discussions over several weeks with all parties involved (contractor, construction managers, designers, and the Building Official). Eventually the Building Official was presented an alternate form that satisfied the requirement. Getting this item cleared is one of the items needed for Building and Safety to issue Grading Permits. Other required items have been presented to Building and Safety for their review and approval.
 - The city's labor compliance firm is initiating and coordinating various labor union requirements with the project contractor.
- Status as of January 16, 2025
 - Pre-con meetings started
 - Demo permit received
 - Contractor mobilized and installed their storage containers
 - Fencing at site perimeter was installed
 - De-grubbing commenced
 - Removal of existing park equipment started

- Site investigation of nursery began
- Methane Investigations are underway
- Status as of February 20, 2025: No update

PW1515: CARRIAGE CREST PARK STORMWATER CAPTURE-

- Location: Northeast corner of Sepulveda and Figueroa St.
- Description: Installation of Stormwater chambers to capture and divert stormwater to Los Angeles County Sanitation District. This water will be used to augment the reclaimed water for regional uses. This type of stormwater project is the first of its kind in California.
- Status as of December 21, 2023: CONSTRUCTION IN PROGRESS
 - Plans sent over to OHL to provide an estimate on field re-grading and sump pumps in the vaults.
 - OHL gathering materials and authorization to complete Punch List.
- Remaining Punch List Items: funds are being added on the November 7th Staff Report.
- OHL has the parts at the Yard and is getting ready to start.
- Working on scheduling for restarting this project with OHL
- Dave Piece doesn't have the budget for his staff to do inspection; he is reaching out to Tetra-tech for help with inspection and Project Management.
- Working with OHL to sign Amendment No.1
- Status as of April 24, 2024: Terminating contract with OHL for convenience and working with Sanitation District to bring project to functional status.
- O Status as of May 20, 2024: No update
- Status as of June 24, 2024: Going to council to accept the O&M agreement from the LA County Sanitation District.
- Status as of July 25, 2024: No update
- Status as of October 30, 2024: Los Angeles Sanitation district is working on Punch List items, anticipated completion Mid- December.
- Status as of December 19, 2024: No update
- Status as of January 16, 2025: Los Angeles Sanitation District is completing the punch list items for commissioning.
- Status as of February 20, 2025: No update

PW 1610: FOISIA PARK DESIGN

- Location: Foisia Park
- Description: Improve site condition of existing park with construction of new stage area, new picnic area, shade structures and new outdoor exercise stations as well as renovations to the athletic ballfields, playground, restrooms, concession building, marquee sign and parking lot
- Status: DESIGN
 - Kick-off meeting with designer was conducted in early May to establish project schedule and verify City's goals & objectives that shall be included in the design.
 - A job walk with staff and designer (ADL) was conducted on June 14, 2023. The job walk clarified and defined the project's objectives and goals. Community Services Director and Superintendent were in attendance and provided clear information to the designer with components and features that should be considered for the improvements.

Page 24

- ADL is preparing preliminary concept plans to be reviewed by Community Services for a presentation to Council.
- Status as of October 26, 2023: In progress; concept to be presented to Council by P&R.
- Status as of November 27, 2023: Designer has been advised to move forward with the concept design to construction documents design phase. Review of 1st plan submittals is estimated for December.
- Status as of January 22, 2024: Staff (Maintenance Superintendents & Supervisors)
 reviewed and discussed comments on the 50% design submittal of the improvement
 plans. Comments were shared and discussed with designer for them to address and
 include in next submittal (90% Submittal)
- Status as of March 20, 2024: Concept plan modified to include artwork near the front of the park.
 - The designer is also proposing a concept for a front park marquee sign.
 - 90% of the plans are scheduled to be submitted March 20, 2024.
- Status as of April 29, 2024: Staff reviewed 90% of submittal. Designer to provide Estimate & Specifications. Advertise for Construction Bid is estimated to be published in June 2024.
- Status as of May 23, 2024:
 - The designer recently brought our attention to the replacement of electrical switchgear that has outlived its service life. The estimated lead time for the switchgear is 45 weeks from the time of order. The electrical service to the facility needs to be modified for the new switchgear and brought up to compliance with current SCE standards. A pod-mounted transformer shall be installed near the existing power pole (main power source)
 - The designer is wrapping up the design and preparing 100%PS&E for advertising tentatively scheduled June 6, 2024.
- Status as of June 24, 2024
 - Pre-Bid conference will be held on June 18, 2024.
 - An addendum will be sent to address a few items that need further details.
 - Bid opening due July 3, 2024.
- Status as of July 25, 2024
 - Bids were opened on July 8, 2024
 - Apparent lowest bidder was reviewed, and references were checked and was found to be a qualified contractor with a bid of \$9.9M.
 - On July 18, 2024, apparent lowest bidder requested their bid be withdrawn. After further discussions with contractor and a review of public contract code with City Attorney's office, the contractor is continuing to pursue the withdrawal of their bid. All details of the bids and withdrawal of bids have been forwarded to the Director of Public Works for direction.
- Status as of August 26, 2024
 - After a review of the bids, the lowest responsive responsible bidder was identified. Staff prepared an agenda item to award the construction contract to Environmental Construction Inc (ECI). A week later ECI submitted an official request to withdraw bids. The 2nd lowest bidder was further evaluated and was eventually concluded to be the "lowest"

responsive responsible" bidder. Staff to present Award of Contract to PUB Construction Inc for \$12,757,062 at the September 17, 2024, City Council meeting.

- o Status as of September 23, 2024
 - Project was awarded on the September 17th City Council Mtg to PUB Construction in the amount of \$12,757,062. Contracts are routed for signature. Soon after the contract has been approved by City Attorney, Mayor and City Clerk, it will be routed to Finance for issuance of Purchase Order.
 - Pre-construction meeting will be scheduled soon after PO is issued and followed by start of construction (Notice to Proceed)
- Status as of October 30, 2024
 - Construction Contract was awarded to PUB Construction for \$12M.
 - A preconstruction meeting is tentatively set for mid-November in anticipation of issuance of the Purchase Order by early November.
- Status as of December 19, 2024
 - Contracts were circulated and approved. The issuance of a purchase order is contingent upon the correction of account numbers, listed in the Public Works council agenda item.
 - Engineering staff was instructed to release the Notice to Proceed (NTP), ahead of the issuance of the Purchase Order.
 - The Building Official was adamant that the designer fill and/or sign "Forms A and B". However, the designers disagreed was it was their responsibility to execute. There were several meetings and discussions over several weeks with all parties involved (contractor, construction managers, designers, and the Building Official). Eventually the Building Official was presented an alternate form that satisfied the requirement. Getting this item cleared is one of the items needed for Building and Safety to issue Grading Permits. Other required items have been presented to Building and Safety for their review and approval.
 - The city's labor compliance firm is initiating and coordinating various labor union requirements with the project contractor.
- o Status as of January 16, 2025
 - Pre-con meetings started
 - Demo permit received
 - Contractor mobilized and installed their site trailer
 - Fencing at site perimeter and interior was installed
 - De-grubbing commenced
 - Removal of park equipment commenced
- o Status as of February 20, 2025:
 - Continued grading throughout the site

PW 1636: MILLS PARK DESIGN

- Location: Mills Park
- Description: Improve site condition of existing park with construction of new splash pad, outdoor restroom, and an outdoor full-court basketball area as well as renovations to picnic areas, installation of shade structures, marquee sign and parking lot

- Status: AWARD CONTRACT
 - Six (6) proposals were received in April.
 - Staff reviewed and evaluated all proposals.
 - Negotiations and discussion with the potential design consultant will be finalized by the end of May.
 - Staff to award design contract tentatively scheduled for June 20th Council meeting.
 - The City Council approved award of Design Services on June 20th CC mtg to David Volz Design (DVD). Contracts have been sent to DVD for execution.
 - Staff is waiting for fully executed contract along with issuance of purchase order to have the Kick-Off meeting with designer.
- Status as of October 26, 2023: Purchase order issued; Design Kick-Off Meeting conducted on October 24, 2023.
- Status as of November 27, 2023: Conducted a Kick-Off meeting with designer to discuss details and expectations for the improvements at the park.
- Status as of January 22, 2024: Concept plans were provided by designer. Staff had further comments on the proposed improvements to the building. Staff will be discussing the details with the designer prior to the start of construction plans.
- Status as of March 20, 2024: Designer has provided a 4th version of the concept. This will be the concept they will use to start preparing for construction plans. There's a high probability that additional scope and cost will be requested by the designer due to the scope of work being broadened.
- Status as of April 29, 2024: Designer started construction plans soon after approval of concept plans. 50% plan submittal is estimated to be received in early May.
- Status as of May 23, 2024: Designer provided 60% submittal. Staff is slightly delayed with its internal design review (two weeks)
- Status as of June 24, 2024
 - Design of building expansion is estimated to be completed by December 2024.
 - Completion of site improvements will be ahead of the building expansion.
 - Staff is working with the designer to phase out construction in two stages.
 - A separate scope will be provided to the architect for the expansion of the building.
- Status as of July 25, 2024
 - Concept design for façade improvements of the building were received and shared with Parks staff for review and comments.
 - Site plan improvements 100% PS&E are in its final stage and scheduled to be advertised for bids (IFB) by early August.
- Status as of August 26, 2024
 - Mills Park Project has been divided into two separate projects. Building Renovation Improvements will be assigned a different project number from Site Improvements Project No. 1636.
 - Site improvement was advertised on August 8, 2024.
 - Prebid meeting was held on August 14, 2024.
 - Several questions were submitted by interested bidders which resulted in a couple addendums. All responses and addendums were provided to the contractor at the appropriate time.
 - Bid opening is scheduled for September 4, 2024.

- Status as of September 23, 2024
 - Bids opened and construction project is recommended to be awarded on the 10/1/24 City Council Mtg.
 - If awarded construction is estimated to start early November to have approximately 6 months of construction
- Status as of October 30, 2024
 - Construction Contract was awarded to MBC Enterprises for the amount of \$3M. Staff immediately circulated the contract for execution.
 - A preconstruction meeting will be scheduled once release of PO has been determined.
- Status as of December 19, 2024
 - The Building Official was adamant that the designer fill and/or sign "Forms A and B". However, the designers disagreed was it was their responsibility to execute. There were several meetings and discussions over several weeks with all parties involved (contractor, construction managers, designers, and the Building Official). Eventually the Building Official was presented an alternate form that satisfied the requirement. Getting this item cleared is one of the items needed for Building and Safety to issue Grading Permits. Other required items have been presented to Building and Safety for their review and approval.
 - The city's labor compliance firm is initiating and coordinating various labor union requirements with the project contractor.
- Status as of January 16, 2025
 - Revised and finalized SWPPP and determine no LID required
 - Finalizing the grading permit requirements with designer and Bldg. & Safety
 - Purchase Order issued
 - Pre-construction tentative for week of Jan 20th.
- Status as of February 20, 2025:
 - Pre-Construction meeting held on January 23,2025
 - Notice to Proceed issued effective February 17, 2025, and mobilization began February 18, 2025
 - Demolition is underway

PROJECT NO. 1795: MILLS PARK BLDG RENOVATION

- Status as of Aug 26, 2024
 - Staff to generate a new project number for this CIP.
 - A few façade concepts were presented and discussed with Parks & Recreation.
 Along with the façade concepts, a few different floor plans were presented and reviewed.
 - After a few iterations of the interior floor plan and exterior facade, P&R provided approval on August 5, 2024. Designer is currently working on construction plans & specifications based on the approved concepts.
- Status as of October 30, 2024
 - Consultant has provided 90% submittal. Staff will review for final revisions and package plans/specs for bidding.

- Status as of December 19, 2024
 - Design consultant's previous submittal was not at 90% completion. There were several missing details. Designer is working on addressing these items as well as providing specifications to resubmit at actual 90% completion.

o Status as of January 16, 2025

- Progressing PS&E from 60% to 90%
- Prepared and determined no LID required
- Obtaining proposal for constructability review
- Finalizing the permit requirements through designer and Bldg. & Safety

o Status as of February 20, 2025:

- 100% PS&E submitted by the design Consultant BOA
- Finalize the constructability; review Task Order and, issued NTP for review
- Constructability review currently underway

PROJECT NO. 1718: JAMES ANDERSON PARK

- Location: 19101 S. Wilmington Ave.
- Description: Accessibility upgrades that include replacing the concrete slab in front of the existing building and new asphalt paving/markings at the accessibility parking stalls.
- Status: CONTRACTOR PROCUREMENT
 - City received five (5) bids on May 18, 2023; apparent low bidder came in at \$1,688,094.25.
- Status as of November 27, 2023: Staff is waiting for fully executed contract along with issuance of purchase order to have the Kick-Off meeting with designer.
- Status as of January 22, 2024: Staff is waiting for issuance of Purchase Order prior to start of construction.
- Status as of March 20, 2024: Purchase Order was issued, and staff immediately started coordinating start of construction with contractor. A start date was tentatively set for March 25th. But due to conflicting reservations at Anderson Park, Parks & Rec personnel ordered to halt construction until after Jazz Festival (October).
- Status as of April 29, 2024: Pre-Construction meeting was held on April 3, 2024, followed with a jobsite meeting the week after.
 - Contractor placed fencing around the site week of April 29, 2024, to start mobilization of equipment and materials and be prepared for construction the following week.
- Status as of May 23, 2024:
 - Construction has started. The contractor began demolition of affected concrete walkways per plan. Estimates from the contractor have been requested for the additional scope requested by Parks & Recreation staff. Additional funds for construction may be necessary to accommodate the added scope as well as items not accounted for in the original design.
- Status as of June 24, 2024
 - Several design discrepancies are being addressed with the designer. Additionally, we are working with the city's Public Works maintenance crews to handle some of the demolition, instead of the contractor, to avoid issuing change orders and exhausting the contingency.
- Status as of July 25, 2024

- Staff continue to work through several design discrepancies.
- Approximately 300-ft of rails must be purchased because it was not part of the original scope for the contractor. Staff is soliciting quotes from various fabricators but are having difficulties finding interested vendors to provide a quote or fabricate the rails. Fabricators are expecting detailed drawings of the rails showing angles, turns, heights and depths. Staff is preparing detailed accurate cut sheet drawings to get accurate quotes.
- The City's Concrete crew has been helping with several portions of the concrete work to avoid additional change orders stemming from design deficiencies.
- The City's Irrigation crew has been helping with several irrigation adjustments to avoid additional change orders stemming from design deficiencies.
- The Contractor has poured most of the concrete work. There are three (3) remaining locations scheduled to be poured by mid-August. Minor grading and clean up to follow.
- Staff's attempt to find resolution to a big design discrepancy of a five (5) foot grade difference is on-going. Discussions for more grading with current contractors are in motion, which may add to the cost due to additional work.
- Status as of August 26, 2024
 - The contractor has substantially completed contract items. Only remaining item is installation of handrails. First set of handrails were delivered by the contractor on August 22, 2024, and adjustments are needed. Contractor is scheduled to come back early September for installation.
 - Another set of rails, which were not part of contractor's scope had to be ordered separately by City staff. Rail drawing details were provided to the fabricator with instructions to accelerate production time. All rails (approx. 300-lf) are expected to be completed by mid-September. Soon thereafter, city crews will install and paint the railing.
- Status as of September 23, 2024
 - Contractor will be complete installing rails the week of September 23, which is the last items to consider their work complete
 - City crews will be installing last rail the week of September 23 and will be painted before the weekend.
 - Fence around the perimeter of the park will be removed September 27th.
- Status as of October 30, 2024
 - Contractor has completed all the construction.
 - Contractor's request for additional compensation for increased wages was declined by CAO. Contractor has stated to file a claim.
 - Staff preparing project close-out.
- Status as of December 19, 2024 Complete
 - Construction has been completed.
 - Final payment has been issued.
 - Staff is preparing Notice of Completion (NOC).
- Status as of January 16, 2025-Pending Notice of Completion
- Status as of February 20, 2025: No update

* On-going and maintenance related efforts at the Parks are also included within other categories below depending on the project management and type of work.

Building Improvements

PW1632: COMMUNITY CENTER COILING WALL

- Location: Carson Community Center 801 Carson St.
- Description: Removal and replacement of existing coiling wall at Community Center Hall A, B, and C. Renovations shall include, at a minimum upgrade to bring the facilities up to current standards and applicable California Building Code (CBC) standards. The project also includes upgrades to the existing lighting and sound system in Hall A, B, and C.
- o Budget: \$1,700,000.00
- Status as of December 21, 2023: CONTRACTOR PROCUREMENT
 - Bids Came in at \$3,450,000, evaluating bids.
 - One option is to do a reduced scope to only include the walls.
 - Going to City Council on January 9, 2024.
- Status as of February 15, 2024: In conversation with the architect to divide the project into two.
- Status as of March 18, 2024: New task order being sent out to divide project into two.
- Status as of April 24, 2024: No update
- Status as of May 15, 2024: BOA has submitted a proposal for the work.
- Status as of June 24, 2024: BOA has submitted plans to Building and Safety for review,
 BOA has received comments back from Building and Safety and is addressing.
- Status as of July 25, 2024: No update
- Status as of October 30, 2024: Caltec is addressing submittal comments and issued a request for Substitution, plan to be completed with Project June 2, 2025.
- Status as of December 19, 2024: Caltech is beginning to demo on December 23,2024.
- Status as of January 16, 2025: Caltech is working through abatement and scheduling issues.
- Status as of February 20, 2025: Abatement has been completed. Contractor is currently scheduled to be done by the end of July, with the most up-to-date approved schedule.

PW1662: NEW AIR FILTRATION & HVAC SYSTEMS AT CITY HALL & COMMUNITY CENTER

- Location: City Hall and Community Center
- Description: Design-built contract to replace and/or upgrade HVAC, controls, roof at City Hall and Community Center.
- o Budget: \$6,546,676.00
- Status: COMPLETION AND CLOSEOUT
 - Contractor has submitted mechanical punch list response on 5/23.
 - Staff expects the contractor to finalize all items by August 2023.
 - Once punch list items are completed and final invoice is paid, staff will make a recommendation to City Council to accept the project as complete.
 - Status as of October 26, 2023: Commissioning and punch list are pending new proposal from ALM.

Page 31

- Status as of March 2024: Currently, both the contractor and city staff are working to finalize punch list items in an acceptable manner.
- Status as of April 24, 2024: No update
- Status as of May 20, 2024: No update
- Status as of July 25, 2024: Waiting on the contractor to provide a schedule for the repair of one AHU motor. Commissioning initial report received on July 25, 2024.
- Status as of August 26, 2024: No update
- Status as of October 30, 2024: Contractor working with B&S to close out the permit.
- Status as of December 19, 2024: No update
- Status as of January 16, 2025: No update
- Status as of February 20, 2025: If the contractor closes out the permit by February 27, 2025, the project will be presented to Council for acceptance at the first meeting in March.

PW1693: ELECTRIC VEHICLE CHARGING INFRASTRUCTURE (SCE CHARGE READY PROGRAM)

- Location: 10 City Parks and Corporate Yard
- Description: Install 126 EV Chargers in City Parks and at the Corporate Yard
- Budget: City staff labor to Project Manage, but no capital fund costs to City
- Current Phase: DESIGN / PLAN CHECK
- Status as of June 22, 2023: Staff is reviewing easement documents and exhibits.
- Status as of July 19, 2023: No Update
- Status as of August 17, 2023: No Update
- Status as of September 21, 2023: Plans have been approved by Building and Safety for Veterans Park, Dominguez Park, Carriage Crest Park, and Carson Park.
- Status as of November 20, 2023: Staff has reviewed all easement documents, conveyance letters and plans received to date.
- Status as of January 3, 2024: No update
- Status as of January 22, 2024: No update
- Status as of February 15, 2024: No Update
- Status as of March 19, 2024: No Update. Staff reviewed all plans and easement documents to date.
- Status as of April 24, 2024: Staff participated in the pre-construction meeting for Veterans Park on April 23, 2024. Veterans Park construction is expected to begin on April 29, 2024, or May 6, 2024.
- Status as of May 20, 2024: No update
- Status as of August 26, 2024: No update
- Status as of December 19, 2024: No update
- Status as of January 16, 2025: No update
- Status as of February 20, 2025: No update

Electric Vehicle Charging Infrastructure Location	Construction Start Date	Anticipated Construction Completion Date
Veterans Park	Plan Review	TBD
Dominguez Park	Plan Review	TBD
Anderson Park	Submitted to Plan Check	TBD
Corporate Yard 1	Plan Review	TBD
Corporate Yard 2	In Design	TBD

Carriage Crest Park	Plan Review	TBD
Carson Park	Plan Review	TBD
Dolphin Park	Plan Review	TBD
Stevens Park	Plan Review	TBD
Hemmingway Park	Plan Review	TBD
Hemmingway Aquatic Center	Plan Review	TBD

PW1720: ELEVATORS AT CITY HALL AND COMMUNITY CENTER

- Location: City-Hall and Community Center
- Description: Refurbish and Modernize Elevators at the Community Center and City Hall due to end-of-service life and maintainability. Elevators will be out of service during the active repair work for a duration of less than three months.
- Status: CONSTRUCTION IN PROGRESS
 - Contracts for construction are being routed for signatures.
 - Working with vendors to meet the insurance requirements.
 - Status as of October 26, 2023: Plans were approved by Building and Safety on 7/28/23. Staff is preparing bid documents and is planning to advertise project by November 2023.
- Status as of April 24, 2024: No update
- Status as of May 20, 2024: No update
- Status as of July 25, 2024: No update
- Status as of August 26, 2024: No update
- Status as of December 19, 2024: No update
- Status as of January 16, 2025: No update
- Status as of February 20, 2025: No update

PW 1726/1727: COMMUNITY CENTER COURTYARD & EAST PARKING LOT

- Location: Community Event Center
- Description: Construction of Courtyard, outdoor amphitheater stage, wedding venues and installation of shade structures.
- Status: DESIGN
 - Kick off meeting with the designer was conducted in early May to establish project schedule and verify City's goals & objectives that shall be included in the design.
 - A job walk with staff and designer (ADL) was conducted on June 6, 2023. The job walk clarified and defined the project's objectives and goals. Community Services Superintendent and Supervisor were very informative to the designer with components and features that should be considered for the improvements.
 - ADL is preparing preliminary concept plans to be reviewed by Community Services for a presentation to Council.
 - Status as of November 27, 2023: Designer has been advised to move forward with the concept design to construction documents design phase. Review of 1st plan submittals is estimated for December.
 - Status as of January 22, 2024: Staff (Maintenance Superintendents & Supervisors) reviewed and discussed comments on the 50% design submittal of the improvement plans. Comments were shared and discussed with designer for them to address and include in next submittal (90% Submittal)

- Status as of March 20, 2024: 90% of the Plans were submitted and currently in review by Engineering, Maintenance, Building and Safety and Planning.
- Status as of April 29, 2024:
 - Staff returned 90% back to designer. The plans were missing information and staff deemed it to be at 60% level rather than 90% completion.
 - The designer is expected to resubmit in early May.
 - Project is estimated to advertise for bidding around mid-June.
- Status as of May 20, 2024: No update
- Status as of July 25, 2024: Bids are due to open on July 30, 2024.
- Status as of August 26, 2024
 - Bids opened on July 30, 2024, and the apparent lowest bidder withdrew bids a week later bid opening. The 2nd lowest bidder (PCN3) was deemed responsive and responsible bidder with an amount of \$9,989,558.
 - The award of construction contract is scheduled for September 17, 2024, City Council Meeting.
- o Status as of September 23, 2024
 - Project was awarded on the September 17th City Council Mtg to PCN3
 Construction in the amount of \$9,989,558. Contracts are routed for signature.

 Soon after the contract has been approved by City Atty, Mayor and City Clerk, it'll be routed to finance for issuance of Purchase Order.
 - Pre-construction mtg will be scheduled soon after PO is issued and followed by start of construction (Notice to Proceed)
- Status as of October 30, 2024
 - The Pre-construction mtg was conducted and contractor was issued a NTP effective Oct 28, 2024.
 - Contractor started to place fence around the perimeter of the work zone and have moved in the work trailer at the southerly end of the community center.
 - Project team have been reviewing various submittals provided by the contractor.
 - Application for WDID have been submitted to the State's website waiting for issuance.
- Status as of December 19, 2024
 - The Building Official was adamant that the designer fill and/or sign "Forms A and B". However, the designers disagreed was it was their responsibility to execute. There were several meetings and discussions over several weeks with all parties involved (contractor, construction managers, designers, and the Building Official). Eventually the Building Official was presented an alternate form that satisfied the requirement. Getting this item cleared is one of the items needed for Building and Safety to issue Grading Permits. Other required items have been presented to Building and Safety for their review and approval.
 - The city's labor compliance firm is initiating and coordinating various labor union requirements with the project contractor.
- Status as of January 16, 2025
 - Demolishing and hauling away construction waste
 - Finalizing the bypass system for the existing irrigation network

- Over-excavation and rough grading-small and large courtyards
- Rough grading and surveyor verifying rough grading- small and large courtyards
- Marking and digging trench for UG utilities- small and large courtyards
- Laying fabric & placing ¾" gravel- East Parking lot
- Forming and pouring zero curb- East Parking lot
- Installing new conduit for electrical wiring to the existing light pole- East Parking lot

Status as of February 20, 2025:

- East Parking Lot installation of fabric and 3/8" aggregate as well as forming and pouring of the light pole footing, and forming rebar and pouring concrete for bollard poles, and installing pavers
- Large courtyard venue and stage excavation for underground storm pipe installation, surveying to stake the walls.
- Small Courtyard Venue excavation for underground storm pipe installation underway

PROJECT 1730: MSRC – 3 EV Charging Stations at Community Center

- Location: City of Carson Community Center Parking Lot Adjacent to Accessible Parking Stalls
- Description: Installation of three (3) EV level 2 charging stations
- Status: PLAN CHECK
 - Preliminary design plans were completed on May 5, 2023. Plans were submitted to Building and Safety for review and approval on May 18, 2023.
- o Status as of June 22, 2023: No Update
- Status of July 19, 2023: Plans are being reviewed by building and safety for accessibility requirements. An electrical permit is not needed.
- Status as of September 21, 2023: Plans were approved by Building and Safety on 7/28/2023. Staff is working on technical provisions and other related bid documents to release bid packet.
- Status as of November 20, 2023: Staff will present Staff Report 2023-0883 at the December 5, 2023, City Council Meeting to award a construction contract to Alfaro Communications Construction, Inc. Estimated construction start date is March 2024.
- Status as of January 3, 2024: Staff report 2023-0883, to award a construction contract to Alfaro, is proposed for the January 9, 2024, City Council Meeting.
- o Status as of January 22,2024: Staff is working on contract execution.
- Status as of February 15, 2024: Contractor is working on revising their certificate of insurance to conform to the project requirements. Contract has not been executed.
- Estimated construction start date is March 2024.
- Status as of March 19, 2024: Staff is reviewing submittals. Estimated construction start date is April 2024.
- Status as of April 24, 2024: No update
- Status as of May 20, 2024: Estimated construction start date is June 2024. The staff is working with the design consultant on re-submitting addendum plans to the Building and Safety department.
- Status as of June 20, 2024: Preconstruction meeting held on June 20,2024. Estimated start is in July 2024. Estimated completion is in August 2024.
- Status as of July 25, 2024: No update
- Status as of August 26, 2024: Charging stations have been powered up. First row of parking will need to be resurfaced to comply with ADA requirements of a max 2% slope at

all accessible parking stalls. Staff is working with the contractor to activate charging stations and complete the site validation process. Pending work includes asphalt pavement resurfacing, striping, signs, handrails, charging station activation and stie validation, and electrical and ADA inspection from Building and Safety.

- Status as of October 30,2024: Contractor will finalize the parking striping on 10/31/2024.
 Estimated completion date is November 2024.
- o Status as of December 19, 2024: No update
- Status as of January 16, 2025: No update
- Status as of February 20, 2025: Staff will be presenting a staff report at the March 4, 2025,
 City Council Meeting to approve Amendment No.1 and close out the project.

PROJECT: UNDERGROUND STORAGE TANK PROJECT

- Location: City Hall
- Description: Repairing the underground fuel storage tank due to secondary pipe being cracked. The backup generator remains operational and main fuel pipe remains in good working condition.
- Status: CONSTRUCTION IN PROGRESS
 - New fuel has been installed in the fuel tank, the fuel pump on the day tank needs to be repaired before Cummings can finalize the repairs.
- Status as of April 24, 2024: No update. Estimated construction start date is June 2024.
- o Status as of May 20, 2024: No update
- Status as of July 25, 2024: No update
- o Status as of August 26, 2024: No update
- Status as of December 19, 2024: No update
- Status as of January 16, 2025: Construction is substantially complete. Building and Safety inspected project on January 16, 2025. Contractor to finalize punch list items by end of January 2025. Staff will present contract Amendment No. 1 to City Council in February 2025 which includes a request for additional funding for work that was not part of the original bid documents.
- Status as of February 20, 2025: No update

PW1786: CITY HALL RESTROOM AND KITCHENETTE UPGRADES

 Status as of May 20,2024: Material palette for all restrooms and City Council break room was selected on 5/14/2024. <u>Estimated accelerated project schedule is as follows:</u>

•	100% Construction Drawings	June 2024
•	Submit to Building and Safety for Plan Check	June 2024
•	Advertise	July 2024
•	Award Construction Contract	August 2024
•	Execute Contract and Issue Purchase Order	August 2024
•	Preconstruction and Material Order	August 2024
•	Relocate Staff	August 2024
•	Start Construction (2 nd Floor and Council Area)	September 2024

- Status as of June 20,2024: Plans were submitted to Building and Safety on June 12,2024.
 Restroom floor plans for the North, East, and South wing need to be revised to accommodate door clearance requirements.
- o Status as of July 25, 2024: No update

- Status as of August 26, 2024: Staff will present Staff Report with File ID #2024-0708 at the September 17, 2024, City Council Meeting to award a construction contract to Caltec Corporation. Estimate construction start date is October 2024.
- Status as of October 30,2024: Contractor started construction on 10/30/2024. Estimated completion date is March 2025.
- Status as of December 19, 2024: No update
- Status as of January 16, 2025: Ongoing construction in second floor lobby restrooms with estimated completion of March 2025. Estimated construction start date on first floor North and East wing restrooms is end of March 2025. Staff is preparing contract Amendment No. 1 to request additional funding for unforeseen conditions. Unforeseen conditions include mold remediation, asbestos abatement and air quality inspections, design modifications, improvements to existing electrical, plumbing, and framing.
- Status as of February 20, 2025: Second floor lobby restrooms estimated to be complete at end of February 2025. Construction to begin at the first floor North and East wing restrooms the first week of March 2025.

PW1787: CITY HALL 2ND FLOOR CARPET UPGRADES

- Status as of May 20,2024: Staff is proposing to advertise project in August,2024. Construction will start after Project No. 1786; second floor scope of work has been completed.
 - Status as of June 20,2024: No update
 - o Status as of July 25, 2024: No update
 - Status as of August 26, 2024: Staff will present Staff Report with File ID #2024-0746 at the September 17, 2024, City Council Meeting to award a construction contract to Rod-West Floor Covering LLC. Estimated construction start date is October 2024.
 - Status as of October 30,2024: Contractor to start resurfacing the concrete bands in November 2024 and the carpet replacement in December 2024.
 - Status as of December 19, 2024: No update
 - Status as of January 16, 2025: Ongoing construction. Carpet installation at the first-floor lobby to be completed after the concrete band has been resurfaced. Selection of color and finish of concrete band is pending. Estimated project completion date is February 2025.
 - Status as of February 20, 2025: Remaining carpet and punch list items to be completed in March 2025.

OPERATIONS AND MAINTENANCE DIVISION

The Operations and Maintenance (O&M) Division is the second half of Public Works' Operations at the Corporate Yard. This Division is responsible for maintaining infrastructure within the public right-of-way (ROW) to ensure public safety. Additionally, the O&M Division is responsible for environmental and hazardous waste clean-up, signage, pavement markings, striping, streets – asphalt & concrete, sidewalk sweeping, materials abatement, and construction. O&M also works with solid waste management including demolition and waste diversion, used oil collection, solid and organic waste, and streetlight maintenance/signal light malfunctions, electronic & beverage container recycling management. The assets of the Division include warehouse inventory, fleet vehicles, and heavy equipment. O&M also provides landscaping by tree trimming, ROW maintenance, median maintenance, and parkway trees. These services enable the safe use of public spaces, enhance the cleanliness of the city, and provide greenery to increase the beautification of the public ROW.

PROJECT: CONCRETE SIDEWALK GRINDING

This is an ongoing maintenance operation throughout the year for safe pedestrian travel.

- Location: Citywide
- Description: The project involves grinding sidewalks and pathways identified as requiring grinding due to uplifting or posing a hazard to pedestrians.
- In-house staff will be grinding sidewalk lifts per maintenance zones 1-7 as needed to eliminate sidewalk hazards immediately.

PROJECT: ANNUAL CITYWIDE PAVEMENT MAINTENANCE

- Status Update as of July 18, 2024
 - IFB has been re-advertised and opened bids to achieve efficiencies, as this type of paving simultaneously in all districts was the first of its kind.
- Status as of August 12, 2024: All American Asphalt was the lowest, responsible bidder in all districts 1,2,3 and 4.
- Status as of October 1, 2024
 - Four paving phases have been completed.
- Status as of October 15, 2024
 - Award of contract (consideration) Goes to City Council to All American Asphalt anticipated for 11/6/24 City Council Meeting.
- Status as of December 19, 2024
 - Consideration of Award of Contract to All American Asphalt going to City Council on January 7, 2025. Phase five anticipated to start Mid-February 2025, weather permitting.
- Status as of January 16, 2025
 - Award of contract (consideration) pending City Council approval.
 - Phase five (5) anticipated to start March/April 2025, contingent upon contract award by City Council.
- Status as of February 20, 2025:
 - Contract awarded to All American Asphalt; Phase Five anticipated to start mid to late April

PROJECT: ANNUAL CITYWIDE CONCRETE MAINTENANCE

- Status as of May 20, 2024: Contractor assigned a list of (backlog) priority locations to complete throughout the city.
- Status as of June 20, 2024: Contractor is working through the backlog priority locations.
- Status as of July 25, 2024: Preparing list of backlog locations in Districts Three (3) and Four
 (4) for contractor to be assigned on August 1, 2024.
- Status as of August 26, 2024: Contractor completed previous list of locations on July 30, 2024. A new list of locations for CJ Concrete is being compiled to be sent on August 29, 2024; work is anticipated to start within two weeks from that date.
- Status update as of Oct 10, 2024: List of locations completed in districts 1,2,3 and 4.
- A list of new locations in districts 1, 2, 3 and 4 of (backlog) service request/work orders will be assigned to CJ Concrete anticipated for Mid-November 2024.
- Status as of December 19, 2024: Backlog locations in Districts One (1) and Three (3) have been completed. Contractor to be assigned to Districts Two (2) and Four (4) in January 2025. A new list of locations in all four Council Districts will be provided to the contractor per the contract budget up to June 2025. The contractor will use a two-to-three-week rotation for the seven maintenance zones. Service requests for any sidewalk hazards will be addressed immediately.

Page 38

- Status as of January 16, 2025: Contractor completed the backlog locations in Districts 2 and 4. A new list of locations in all four of the districts will be provided to CJ Concrete per contract budget up to June 2025.
- Status as of February 20, 2025: CJ Concrete completed list of locations provided to them in Districts 1 and 2 during this period.

ENVIRONMENTAL SERVICES

- Perform weekly patrol to identify and coordinate removal of illegal dumping, hazardous waste, and proper removal for bulky items.
- Monitoring construction & demolition projects for residents & businesses
- Monitoring of median maintenance contractor citywide; provide maintenance directions as needed.
- Monitoring of abatement contractor and assign weed, debris, graffiti, and trash abatement citywide.
- Monitoring of street sweeping contractor.

MAINTENANCE: CONCRETE & ASPHALT

- o Location: Citywide
- Description: Monthly summary of work performed by City maintenance crews who regularly inspect the City's infrastructure and performing preventative maintenance to ensure safe and cost-effective operations
- Status as of April 24, 2024:
 - Aggregate base and pavement maintenance are being performed on Lomita Boulevard.
 - In preparation of the upcoming scheduled slurry seal projects, the team is doing asphalt patching and crack sealing in the designated locations.
- Status as of May 20, 2024
 - Pavement maintenance being performed on Lomita Boulevard
 - Preparation of the upcoming scheduled slurry seal projects, in June, the team is doing asphalt patching and crack sealing in the designated locations.
- Status as of July 25, 2024
 - The team has completed the slurry sealing projects along with asphalt patching and crack sealing in designated locations. Special concrete projects have been undertaken by our team at Anderson and Carson Parks.
- Status as of Sept. 30, 2024
 - Pavement maintenance is being performed on Lomita Boulevard, ongoing maintenance and monitoring until CIP project takes place in 2025.
 - Preparation of the upcoming scheduled slurry seal projects, the team is doing asphalt patching and crack sealing in the designated locations. Update: All slurry seal preparation tasks were completed mid–July 2024.
 - Our team continues to work on special concrete projects still in progress at Anderson Park – assignments completed October 10, 2024.
- Status as of December 19, 2024
 - The contractor will use a two-to-three-week rotation for the seven maintenance zones. Service requests to address large potholes, deteriorated surface areas and/or sinkholes due to sub-grade/base failures will be addressed immediately.
 - Temporary asphalt ramping will be used to eliminate sidewalk deviations for safe pedestrian travel until permanent concrete repairs can take place.
- Status as of January 16, 2025

- Ongoing asphalt & concrete pavement maintenance and repair tasks by maintenance zones 1-7 on a 2 to 3 weeks rotation per maintenance zone. Also, immediate repair by service requests to eliminate known large potholes that pose hazards, deteriorated surface areas and/or sinkholes due to sub-grade/base failure or from undergrade structure failures.
- Temporary asphalt ramping to eliminate sidewalk deviations immediately for safe pedestrian travel until permanent concrete repairs can to place.
- Vegetation and debris abatement/illegal dumping removal citywide.

Status as of February 20, 2025:

- On-going maintenance, repair/replacement of asphalt pavement sections maintenance zones 1-7
- Sidewalk inspection per maintenance zones 1-7 grinding, ramping for safe pedestrian travel and/or replacement
- On-going temporary repairs on Lomita Blvd. until CIP project takes place
- Respond and address service requests city-wide for pavement, sidewalks/curb & gutter, illegal dumping and overgrown vegetation by priority.

MAINTENANCE: SIGNING & STRIPING AND GRAFFITI ABATEMENT

- o Location: Citywide
- Description: Monthly summary of work performed by City maintenance crews who regularly inspect the City's infrastructure and perform preventative maintenance to ensure safe and cost-effective operations.
- Status as of October 2024:
 - Traffic sign asset management underway (over 5,000 traffic signs) on the main arterial streets throughout the city. Replacements, upgrades per CA-MUTCD and repairs.
- Status as of May 20, 2024:
 - Curb painting maintenance citywide.
 - Fabricate and install new traffic signs per approved engineered traffic plans at various locations.
 - ONGOING-Sign Shop-Fabricate traffic signs per California-Manual on Uniform Traffic Control Devices (CA-MUTCD) to replace deteriorated or obsolete signs that have surpassed their life expectancy and no longer have the proper reflectivity per MUTCD standards.
 - Prepare for annual (in-house) citywide restriping to start by Mid-Nov. to early Dec. 2024 weather permitting.
- Status as of July 25, 2024
 - Layout and re-striping of newly slurry sealed streets city-wide.
- Status as of August 26, 2024
 - Traffic signs & pavement marking maintenance citywide per maintenance zones one (1) through seven (7).
 - Fabricate and install new traffic signs per work orders from city engineering division and service requests from the public regarding damaged and missing signage.
- Status as of December 19, 2024
 - Layout and re-striping of newly slurry sealed streets city-wide.
 - Ongoing:
 - Traffic signs & pavement marking maintenance citywide per maintenance zones one (1) through seven (7).

- Fabricate and install new traffic signs per work orders from the Engineering Division and public service requests.
- Status as January 16, 2025:
 - Curb painting maintenance citywide.
 - Fabricate and install new traffic signs per approved engineered traffic plans at various locations.
 - ONGOING-Sign Shop-Fabricate traffic signs per California-Manual on Uniform Traffic Control Devices (CA-MUTCD) to replace deteriorated or obsolete signs that have surpassed their life expectancy and no longer have the proper reflectivity per MUTCD standards.
 - Annual (in-house) citywide restriping will start after winter months winter months.
- Status as of January 16, 2025:
 - Layout and re-striping of newly slurry sealed streets city-wide, weather permitting.
 - ONGOING
 - Traffic signs & pavement marking maintenance citywide per maintenance zones one (1) through seven (7).
- Status as of February 20, 2025: Ongoing
 - Fabricate and install new traffic signs per work orders from city engineering division and service requests from the public regarding damaged and missing
 - Graffiti Abatement citywide
 - Restore/maintenance pavement markings per maintenance zones 1-7

TREE MAINTENANCE: TRIMMING CITYWIDE

- City contract for tree maintenance is scheduled to expire in the Fall of 2024. Staff is gathering information to create an RFP.
- o In-house tree crew working on (backlog) work order/service requests in all maintenance zones (1-7).
- o In-house tree crew maintaining newly planted trees according to tree watering route.
- West Coast Arborist (city contractor) is currently working on the maintenance tree route.
- Status as of late July 2024: Special tree planting projects started at Carson Park
- o Status as of August 26, 2024: Special tree planting was completed as scheduled.
- Status as of December 19, 2024: West Coast Arborist (city contractor) is currently working on the maintenance tree routes.
- Status as of February 20, 2025:
 - Tree pruning by city contractor in tree maintenance zones
 - In-house tree crew performing maintenance per maintenance zones 1-7
 - City crew planting new trees in locations where trees have been removed or need to be replaced
 - Respond and address tree service requests city-wide

FLEET AND FACILITIES MAINTENANCE DIVISION

The Fleet & Facilities Maintenance Division is the second half of Public Works' operations at the Corporate Yard. It is responsible for the maintenance and repair of the municipal and park facilities in addition to the City's fleet vehicles and heavy equipment. These services enhance the cleanliness of the city, enable the safe use of public spaces, and provide greenery to increase the beautification of the city.

PW1640: PARK PLAYGROUND RUBBERIZED SURFACE REPLACEMENT

- Location: All Parks that have rubberized play surfaces. Dolphin Park excluded.
- Description: Replace the damaged and worn out rubberized play surface at all parks

- Status: ON HOLD
 - City staff have used all available material and are preparing a Purchase Order for additional materials to continue repair work.
- Status as of July 25, 2024: ON GOING
- Status as of August 26, 2024: ON GOING
 - City staff continues to patch deteriorated areas at playgrounds city wide.

PW1712: PARK HVAC SYSTEMS

- Location: All Parks
- Description: Assess and replace over 50 HVAC units that are past their useful and serviceable life at all 12 park facilities. Design and install brand new HVAC at Veterans Park and Gym.
- Status: Anderson Park, Dolphin Park Office, Foisia Park Office have been completed.
- Current Phase: PROJECT ONGOING
- o Status as of February 21, 2024: No update
- o Status as of April 24, 2024: No update
- o Status as of May 20, 2024: No update
- o Status as of July 25, 2024: No update
- Status as of August 26, 2024: New package units have been procured.
- Status as of February 20, 2025: No update

PW1416: CALAS & FOISIA PARK RE-ROOFING

- Location: Calas & Foisia Park
- o Description: Repair the roof at both snack bar and main office due to leaking roof.
- o Current Phase: Construction at Calas Park is Complete; Pre-procurement for Foisia Park
- o Status as of October 26, 2023: PROJECT COMPLETE
- PREPARING FORMAL PROJECT CLOSEOUT
- Status as of February 21, 2024: PROJECT CLOSEOUT
- Status as of April 24, 2024: No update
- o Status as of May 20, 2024: No update
- o Status as of July 25, 2024: No update
- Status as of August 26, 2024: No update
- Status as of January 16, 2025: Preparing scopes and specs for IFB in preparation for reroof at Foisia Park.
- o Status as of February 20, 2025: Ongoing

PROJECT: SECURITY WALKING LIGHTS

- Location: Various parks and facilities Citywide
- Description: Repair of the damaged light poles at various parks
- Status: COORDINATING
 - Coordinating with Community Services staff to determine desired lighting style.
 - Status as of April 24, 2024: No update
 - Status as of July 25, 2024: No update
 - Status as of August 26, 2024: No update
 - Status as of January 16, 2025: Procured light poles for Perry Park
 - Status as of February 20, 2025: All existing light poles at Perry Park have been replaced.

PROJECT 1630: ELECTRICAL PANEL UPGRADE

- Location: Anderson Park
- o Description: Install new electrical panel and switch gear

- Status as of September 21, 2023: Staff soliciting proposals.
- Status as of February 21, 2024: Three proposals received.
- Status as of March 18, 2024: Going to City Council Meeting on May 7, 2024, to award contract.
- Status as of April 24, 2024: City Attorney's Office is drafting contract.
- Status as of May 20, 2024: Currently being advertised in four trade journals per City Attorney's direction.
- Status as of June 20, 2024: No update
- o Status as of July 25, 2024: No update
- Status as of August 26, 2024: In procurement
- o Status as of January 16, 2025: No update
- o Status as of February 20, 2025: No update

COUNCIL DAIS ELECTRICAL OUTLET INSTALL

- Location: City Hall Council Chambers
- o Description: Install new pop-up electrical/charger outlets at (12) locations on dais
- o Status as of February 19th, 2025: Two (2) Complete
- o Status as of February 20, 2025: Ongoing

SAFETY NETTING INSTALLATION

- Location: City Hall
- Description: Install safety Netting to prevent injury from obsolete/damage ceiling tiles.
 Approximately 20K Sq. Ft.
- Status as of February 8, 2025: 16K Sq. Ft. Completed
- o Status as of February 20, 2025: Ongoing

ATRIUM LIGHTING RETROFIT/INSTALLATION

- Location: Community Center Atrium
- Description: Removal of 32 existing light fixtures and replacement with controllable, LED lighting fixtures.
- Three (3) Replaced; 29 Remaining
- Status as of February 20, 2025: Ongoing

CITYWIDE FILTER REPLACEMMENT

- Location: All Civic Center, Corporate Yard and Park Facilities
- Description: Purchase and replace all HVAC related filters due to the smoke from fires in the LA area.
- Status as of February 20, 2025: Ongoing

COMMUNITY CENTER ELEVATOR WIRE REPLACEMENT

- Location: Community Center
- Description: Contractor to remove and install three (3) feeder wires to restore power to the Community Center elevator.
- Status as of February 20, 2025: Completed

COMMUNITY CENTER REYKEY

- Community Center:
- Description: Remove and install new locksets, cores and keyways in all doors throughout the Community Center.

- Status as of February 20, 2025: Ongoing
- BUILDING MAINTENANCE-BUILDINGS/CUSTODIAL
 - o Status as of December 20, 2024: YTD Completed Work Orders=31
 - Status as of February 20, 2025: No update
- DEL AMO PARK, BLOCK WALL REPAIR
 - Location: Del Amo Park
 - Description; Repair block wall along western property line
 - Status as of August 26, 2024: In procurement
 - o Status as of December 19, 2024: No update
 - o Status as of January 16, 2025: In construction
 - o Status as of February 20, 2025: No update

ITS CAPITAL PROJECTS February 2025

1. WIFI IN PARKS

Description: WiFi Internet access at all City facilities to increase public safety,

education, programs, and events.

Contract: Datagear

Term: 3 year maintenance

Budget: \$420,272 (\$350,000 [ARPA] + 70,272)

Current Spend: \$286,373.60 (68.14%)

Project Start: May 15, 2023

Project Complete: March 18, 2024

Status: COMPLETED

Notice of termination issued to vendor on December 4, 2023.

Replacement vendor completed remaining (5) parks on March 18, 2024.

- Mills Park 100%
- Carson Park 100%
- Veterans Park 100%
- Foisia Park 100%
- Stevenson Park 100%
- Anderson Park 100%
- Dominguez Park 100%
- Del Amo Park 100%
- Calas Park 100%
- Hemingway Park 100%
- Dolphin Park 100%
- Carriage Crest Park 100%

2. TYLER UPGRADE / ENERGOV IMPLEMENTATION

Description: Upgrade **Tyler Munis** to latest version, enable Cloud access, and add inventory module. Implement new planning, permitting, licensing, asset management, and citizen request software platform **Energov**.

Contract: Tyler Munis/Integrated Technology Partners

Term: 6 years

Budget: 1.3M [ARPA]

Current Spend: \$921,965 incurred to date (71%)

Project Start: September 30, 2022

ETA: June 30, 2025 Status: ON SCHEDULE

- Employee Access Module Complete, In Production
- EP&L Planning Module Setup Complete, In Production
- EP&L Permitting Module Setup Complete, In Production
- Open Finance (Socrata) Module Setup Complete, In Production
- 311 Civic Access Module Setup Complete, In Production
- EP&L Business License Module Setup In Progress

Enterprise Asset Management (EAM) Module, Scheduled for March 2025
 Project Start

Next Step:

- Complete the Testing of all Processes for EP&B Business License Module
- Validation and Testing all forms and reports, update as required
- End User Training with Documentation for City staff

3. NETWORK SERVICES RELOCATION

Description: Ensure rapid recovery, accessibility, and increased security for all business-critical application services by relocating to a more equipped offsite location.

Contract: TBD Term: 5 Years Budget: TBD

Current Spend: \$0

Project Start: December 1, 2023

ETA: March 31, 2025 Status: ON SCHEDULE

- RFP issued 12/1/23.
- Sole bid rejected 1/23/24.
- Data Center Colocation award to vendor 4/2/24.
- Contract Executed
- Phase 1 Relocation completed 8/19/24.
- Phase 2 Relocation scheduled for 3/31/25.

4. CITY HALL COUNCIL CHAMBERS AUDIO/VIDEO

IMPROVEMENT

Description: Upgrade Council Chambers broadcast equipment.

Contract: In Progress

Term: 5 Years

Budget: City Hall Council Chambers A/V: \$542,444.57 (PEG: \$398,707)

General Fund: \$143,737.57)

Current Spend: \$0

Project Start: December 1, 2023

ETA: February 28, 2025 Status: COMPLETED

- RFP issued 12/1/23.
- Notice of Intent to Award 1/23/24.
- Contract Executed 5/1/24.
- Purchase Order
- Audiovisual Hardware Installation Complete

- Agenda Management/AV Control Software Implementation Complete
- Agenda Management/AV Control Software Staff Training Complete
- Systems Testing Complete
- Punch List Item Completed
- Project Completed 2/18/25

5. CARSON EVENT CENTER AUDIO/VIDEO IMPROVEMENT

Description: Upgrade Carson Event Center Audiovisual broadcast equipment.

Contract: In Planning/Budgeting

Term: 5 Years

Budget: Carson Event Center A/V: TBD

Current Spend: \$0

Project Start: July 1, 2024 ETA: December 31, 2025 Status: ON SCHEDULE

• Project Planning Meetings with ITS, Public Works, and Community

Services staff on mitigation of scheduled event impact

Public Safety/Emergency Services Projects



Project Name	Comprehensive Camera Coverage: City Facilities and Parks
Service Provider	Johnson Controls
Summary	The Public Safety department is spearheading an initiative to implement video surveillance camera systems across all City and Park facilities. This proactive measure aims to discourage criminal activities and capture video evidence of any unlawful incidents. The objective is to enhance safety by reducing criminal incidents, creating a secure environment for both residents and park users.
Update	We're excited to share updates on our ongoing efforts to enhance security across City of Carson facilities and recreational areas. Access control systems are being expanded to include City Hall and Corporate Yard office suites, ensuring improved safety and controlled access for staff and visitors. Additionally, video surveillance and access control systems have already been implemented at several parks, and the project has now entered its third phase. This phase focuses on installing additional pole cameras, extending surveillance coverage to more parks, and integrating these upgrades into the existing infrastructure. The team is actively assessing the current system's performance, identifying optimal camera placements, and utilizing advanced technology to strengthen monitoring capabilities. These initiatives are designed to create a safer environment for the entire community by reinforcing security throughout city facilities and parks. We appreciate your ongoing support as we work toward making our community a safer and more secure place for everyone.

Project Name	Citywide Fire Alarm Repairs and Enhancements
Service Provider	West Coast Fire & Integration
Summary	July 5, 2022, Council approved the West Coast Fire & Integration contract for maintenance
	and monitoring services for all city fire systems from July 1, 2022, to June 30, 2027.
	Enhancing fire detection and safety for all facility users.
Update	During the ongoing renovations to both the basement and second floor, our
	vendor has been an invaluable partner, ensuring that all Fire Life Safety (FLS)
	protocols are strictly adhered to while also assisting in updating any components
	that require enhancements. Their proactive collaboration with city personnel has
	been instrumental in identifying and addressing necessary improvements, ensuring
	that safety remains a top priority throughout the renovation process. Additionally,
	the city staff is actively working to enhance fire systems across all municipal
	facilities to align with the highest safety standards.

Project Name	Public Safety/Emergency Services Community Initiatives
Service Provider	Public Safety/Emergency Services Department
Summary	Public Safety and Emergency Services Community Initiatives encompass a range of proactive efforts aimed at fostering safer and more resilient community. These initiatives typically involve engagement with the public, educational programs, and collaborative events. They focus on building positive relationships between law enforcement, emergency services personnel, and the community, ultimately enhancing preparedness

	and trust. Examples include public education on safety measures, community outreach events, and meetings to empower local leaders. Such initiatives are pivotal in strengthening the overall safety and well-being of a community.	
Update	Emergency Services and Public Safety have been actively engaging with the community is various initiatives. Recent initiatives have included public education on safety measures, community outreach events, and empowering local leaders through informational meetings. These efforts aim to equip residents with the knowledge and resources they need to stay safe, prepare for emergencies, and contribute to a more connected and secure community. If you're interested in bringing a training to your area, please reach of publicsafetydepartment@carsonca.gov.	
	We are making strides in building partnerships with businesses across Carson, in collaboration with LASD, the Public Safety Department, and Latoya Butler. This effort is gaining momentum as we work closely with business partners to strengthen security and improve communication.	

Project Name	Enhancing Traffic Safety: Analysis of Accident Reduction and LPR Camera Deployment				
Service Provider	Motorola Solutions				
Summary	The consultant will supply the city with the most up-to-date version of the L-Series Rapidly Deployable Solar Powered Camera. This camera system, known as an Automatic License Plate Recognition (LPR) camera, will assist the City, in collaboration with the Los Angeles County Sheriff's Department, in capturing essential investigative information and enhancing the safety of its residents. These cameras will be strategically positioned in specific locations throughout the city, including public rights of way and entrances to city facilities. The LPR system will collect comprehensive vehicle data, including make, model, color, and speed, both during daytime and nighttime conditions. The City's Public Safety department is working in partnership with LASD and Public Works to decrease traffic accidents within the city. Staff members have created data maps, and the Traffic Engineering Division will assess these maps to identify any recurring patterns and make infrastructure adjustments as necessary.				
Update	ALPR trailers are currently positioned in high-traffic areas throughout the city. We've observed an increase in illegal dumping and truck parking on Intermodal Way. To address this, we're using the trailers' messaging features to deter trucks and prevent illegal dumping. Additionally, the cameras enhance community safety in these areas. There is a dedicated effort to ensure the safety of children during school drop-off and pick-up times. This is achieved by providing daily school parking enforcement at schools throughout Carson. Two officers are assigned each day to offer both education and enforcement at the schools.				

Project Name	Upgrading Radio Systems Project
Service Provider	Mission Critical Information Systems

Summary	In 2021, the City Council granted approval for the 'Radio Upgrade Project,' which allocated							
	funds for the procurement of radios, radio equipment, batteries, and chargers necessary							
	for transitioning the City from its UHF radio system to the Los Angeles Regional							
	Interoperability Communication System (LA-RICS). Subsequently, the City Council							
	sanctioned a contract with Mission Critical Information Systems to oversee the installation							
	and programming, thus marking the successful completion of Phase 2 of the project. In							
	September 2022, the City of Carson formalized a Hold Harmless Agreement with LA-RICS,							
	granting the city the privilege of utilizing the platform.							
Update	The distribution of Motorola APX4500 mobile radios has been successfully							
	completed across multiple departments, significantly enhancing communication							
	capabilities throughout the city. The assembly of two SmartPTT racks at City Hall							
	and the Corporate Yard is nearing completion, reinforcing the city's radio dispatch							
	and coordination infrastructure.							
	Progress also continues with the installation of antennas and lines at the City Yard,							
	which will improve overall signal strength and system reliability. The vendor has							
	completed the installation of mobile radios in the Public Safety fleet and is now							
	advancing with updates to the Public Works fleet. These enhancements mark a							
	substantial step forward in streamlining communication efficiency and boosting							
	operational coordination across all city departments.							

Project Name	Hazard Mitigation Plan Update
Service Provider	Witt O' Brien's
Summary	FEMA mandates a Hazard Mitigation Plan (HMP) update every five years for all jurisdictions. The city's second update, however, is currently overdue. This plan serves to identify potential natural and human-induced hazards that the city may face vulnerability to and outlines strategies for mitigating or reducing risks associated with such incidents and events.
Update	The Hazard Mitigation Plan (HMP) draft has reached another significant milestone and has now been submitted to FEMA for final review. After releasing the preliminary version, the planning team conducted a thorough internal review to ensure alignment with the city's goals and compliance standards. Following Cal OES's initial review, Witt O'Brien's collaborated closely with Cal OES to address necessary revisions, ensuring the plan met all required guidelines. The submission to FEMA represents the final step before approval, positioning the city to move forward with its hazard mitigation strategies effectively. We will continue to provide updates as we receive feedback from FEMA.

Project Name	Basement/Emergency Operations Center (EOC) Upgrade Project				
Service Provider	Westberg + White, GM Interiors, Johnson Controls				
Summary	The project is currently in its planning phase. Initially, the project scope only covered the upgrade of the Emergency Operations Center (EOC). However, during the planning phase, it became evident that the Public Safety, Information Technology, and Emergency Services sectors could also derive substantial benefits from the upgrade. As a result, the revised scope of work encompasses upgrades for all four areas.				
Update	Following City Council approval, demolition work has been completed, and the				
	project is close to completing the build-out and framing phase. This stage involves				

detailed planning and close collaboration with contractors to stay aligned with timelines and standards. City staff will continue monitoring progress to ensure a
smooth and efficient renovation process.

Project Name	Organizational Resilience: Internal Emergency Management Training
Service Provider	Westward Disaster
Summary	The city is responsible for the operation and management of its Emergency Operations Center (EOC), with the aim of enhancing preparedness, response, and recovery capabilities for emergencies and large-scale events. The consultant will furnish subject matter experts and instructors to aid in the creation and execution of a tailored EOC training program for city department staff.
Update	Our Emergency Operations Center (EOC) Awareness Course took place on April 18th and received overall positive feedback. The course was a success and brings our city and leadership one step closer to being prepared for the next emergency. Next, Westward and the City of Carson will be working on the upcoming EOC role-specific training.

CITY OF CARSON



Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 14.

To: Honorable Mayor and City Council

From: Sunny Soltani, City Attorney, Aleshire & Wynder, LLP

Subject: CONSIDER APPROVAL OF SETTLEMENT AGREEMENT BETWEEN CITY OF CARSON AND PHILLIPS 66 COMPANY TO RESOLVE A MATTER OF PENDING LITIGATION; PHILLIPS 66 v. CITY OF CARSON, LOS ANGELES SUPERIOR COURT CASE NO. 23STCV14355 (CITY COUNCIL)

I. SUMMARY

Presented for consideration by the City Council is an agreement to settle pending litigation involving the City's Oil Industry Business License Tax (the "OIBLT"). After a period of litigation between Phillips 66 Company and the City, the parties have reached an agreement to resolve all disputes and the same is attached to this staff report for your review and consideration. The Office of the City Attorney recommends approval of the agreement by the City Council.

II. RECOMMENDATION

TAKE the following actions:

- 1. APPROVE the Settlement Agreement Between City of Carson and Phillips 66 Company; and
- 2. AUTHORIZE the Mayor to execute the Settlement Agreement and any related documents necessary to fully and resolve the contract dispute.

III. ALTERNATIVES

TAKE another action the City Council deems appropriate, consistent with the requirements of the law.

IV. BACKGROUND

On November 7, 2017, the voters of the City approved Measure "C," which provided for an "Oil Industry Business License Tax" ("OIBLT"), codified at Carson Municipal Code ("CMC") §§ 63501 et seq. and which became effective December 1, 2017. The OIBLT imposes "a business license tax on persons engaged in the business of operating any facility where petroleum or petroleum products are blended, mixed, processed, or refined and/or any facility that stores petroleum products." The tax is paid on a quarterly basis and includes audit rights for the City, and appeal rights for the taxpayers.

Phillips 66 operates an oil refinery and facility located, in part, in the City and, in part, in the City of Los Angeles, which results in Phillips 66 being subject to the OIBLT. Since the effective date of implementation of the OIBLT, Phillips has filed quarterly tax returns and paid certain amounts in taxes pursuant to the OIBLT. Commencing on or about June 15, 2018, the City's auditors began conducting an audit of Phillips 66's tax returns in order to determine compliance with the OIBLT, and subsequently determined that Phillips 66 owed additional amounts in taxes, calculating a tax deficiency in an amount designated as confidential.

On February 17, 2022, the City issued a Notice of Deficiency ("NOD No. 1") directed to Phillips 66 for a tax deficiency during the period from December 2017 through June 2018, directing Phillips 66 to pay the tax deficiency within thirty (30) calendar days. On March 15, 2022, Phillips 66 paid the tax deficiency identified in the City's NOD No. 1.

On June 9, 2023, the City issued a second Notice of Deficiency ("NOD No. 2") directed to Phillips 66 for a tax deficiency during the time period from July 2018 through December 2021, directing Phillips 66 to pay the tax deficiency within thirty (30) calendar days. On June 30, 2023, Phillips 66 paid the tax deficiency identified in the City's NOD No. 2.

Phillips 66 disputed the City's NOD No. 1 and, on March 13, 2023, Phillips 66 filed a claim for damages under the Government Claims Act, seeking a refund of the tax deficiency paid in response to the City's NOD No. 1. Phillips 66 disputed the City's NOD No. 2 and intended to file a claim under the Government Claims Act, as well as a request for refund pursuant to CMC § 63515, to seek a refund of the tax deficiency paid in response to the City's NOD No. 2;

Phillips 66 filed suit against the City on June 21, 2023, styled *Phillips 66 v. City of Carson*, Los Angeles Superior Court Case No. 23STCV14355 (the "Phillips 66 Complaint"), seeking a refund of taxes paid in response to NOD No. 1. Phillips 66 and the Office of the City Attorney have now resolved all of the current and potential disputes regarding the OIBLT, including all claims asserted against the City in the Phillips 66 Complaint and all potential disputes regarding any OIBLT quarterly tax payments made through the fourth quarter of 2024. However, under CMC § 63519, "Information concerning gross receipts or other data furnished to or secured by the City pursuant to this Chapter shall be confidential, shall not be subject to public inspection, and shall not be made available to anyone who is not charged with the administration of this Chapter."

V. FISCAL IMPACT

Phillips 66 will pay to the City Eight Million, Nine Hundred Ninety-Five Thousand, Six hundred and Eleven Dollars and Fifteen Cents (\$8,995,611.15) representing payment of OIBLT taxes due and owing to the City for the period from January 2022 through December 2023; and

Phillips 66 will pay to the City Seven Million, Five Hundred Sixty Six Thousand, One Hundred and Eight Dollars and Twelve Cents (\$7,566,108.12) representing payment of OIBLT taxes due and owing to the City for the tax years 2022 and 2023 along with audit and attorneys' fees through February 2025; and

Phillips 66 agrees "to release into its "General Fund" all amounts previously paid as OIBLT taxes and segregated as an accommodation to Phillips 66, together with any interest earned thereon, to be used by the City in its sole and unfettered discretion" which totals \$18,036,347; and

Following the City's audit of OIBLT taxes for the tax year 2024, Phillips 66 shall pay to the City any deficiency tax, if any, due and owing from such audit.

The total OIBLT taxes previously paid by Phillips 66 together with the amounts to be paid under the terms of the Settlement Agreement, not including the final audit for tax year 2024, equals \$34,598,066.20.

VI. EXHIBITS

AGREEMENT TO SETTLE PENDING LITIGATION & AGREEMENT FOR ON-GOING IMPLEMENTATION OF THE CARSON OIL INDUSTRY BUSINESS LICENSE TAX

Attachments

AGREEMENT TO SETTLE PENDING LITIGATION & AGREEMENT FOR ON-GOING IMPLEMENTATION OF THE CARSON OIL INDUSTRY BUSINESS LICENSE TAX

AGREEMENT TO SETTLE PENDING LITIGATION & AGREEMENT FOR ON-GOING IMPLEMENTATION OF THE CARSON OIL INDUSTRY BUSINESS LICENSE TAX

The AGREEMENT TO SETTLE PENDING LITIGATION & AGREEMENT FOR ON-GOING IMPLEMENTATION OF THE CARSON OIL INDUSTRY BUSINESS LICENSE TAX (collectively the "Agreement") is entered into effective March 3, 2025 (its "Effective Date"), by and between the CITY OF CARSON, a California charter city & municipal corporation (the "City"), on the one hand, and PHILLIPS 66 COMPANY, a Delaware corporation ("Phillips 66"), on the other hand. The City and Phillips 66 are each individually referred to as "a Party" and collectively referred to as "the Parties."

RECITALS

WHEREAS, on November 7, 2017, the voters of the City approved Measure "C," which provided for an "Oil Industry Business License Tax" ("OIBLT"), codified at Carson Municipal Code ("CMC") §§ 63501 *et seq.* and which became effective December 1, 2017;

WHEREAS, the OIBLT imposes "a business license tax on persons engaged in the business of operating any facility where petroleum or petroleum products are blended, mixed, processed, or refined and/or any facility that stores petroleum products." The tax is paid on a quarterly basis and includes audit rights for the City, and appeal rights for the taxpayers;

WHEREAS, Phillips 66 operates an oil refinery and facility located, in part, in the City and, in part, in the City of Los Angeles, which results in Phillips 66 being subject to the OIBLT;

WHEREAS, since the effective date of implementation of the OIBLT, Phillips has filed quarterly tax returns and paid certain amounts in taxes pursuant to the OIBLT;

WHEREAS, beginning on or about June 15, 2018, the City's auditors began conducting an audit of Phillips 66's tax returns in order to determine compliance with the OIBLT, and subsequently determined that Phillips 66 owed additional amounts in taxes, calculating a tax deficiency in an amount designated as confidential;¹

WHEREAS, on February 17, 2022, the City issued a Notice of Deficiency ("NOD No. 1") directed to Phillips 66 for a tax deficiency during the period from December 2017 through June 2018, directing Phillips 66 to pay the tax deficiency within thirty (30) calendar days;

WHEREAS, on March 15, 2022, Phillips 66 paid the tax deficiency identified in the City's NOD No. 1:

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Under CMC § 63519, "Information concerning gross receipts or other data furnished to or secured by the City pursuant to this Chapter shall be confidential, shall not be subject to public inspection, and shall not be made available to anyone who is not charged with the administration of this Chapter."

WHEREAS, on June 9, 2023, the City issued a second Notice of Deficiency ("NOD No. 2") directed to Phillips 66 for a tax deficiency during the time period from July 2018 through December 2021, directing Phillips 66 to pay the tax deficiency within thirty (30) calendar days;

WHEREAS, on June 30, 2023, Phillips 66 paid the tax deficiency identified in the City's NOD No. 2;

WHEREAS, Phillips 66 disputed the City's NOD No. 1 and, on March 13, 2023, Phillips 66 filed a claim for damages under the Government Claims Act, seeking a refund of the tax deficiency paid in response to the City's NOD No. 1;

WHEREAS, Phillips 66 disputed the City's NOD No. 2 and intended to file a claim under the Government Claims Act, as well as a request for refund pursuant to CMC § 63515, to seek a refund of the tax deficiency paid in response to the City's NOD No. 2;

WHEREAS, Phillips 66 filed suit against the City on June 21, 2023, styled *Phillips* 66 v. *City of Carson*, Los Angeles Superior Court Case No. 23STCV14355 (the "Phillips 66 Complaint"), seeking a refund of taxes paid in response to NOD No. 1;

WHEREAS, as an accommodation to Phillips 66, the City agreed to segregate the tax deficiency payments made by Phillips 66 in response to NODs 1 & 2 from its "General Fund" until the disputes between them were resolved either through litigation of by way of this Agreement;

WHEREAS, Phillips 66 has announced that it will be decommissioning its Los Angeles refinery the same to occur by the end of calendar year 2025;

WHEREAS, Phillips 66 has made quarterly tax payments since the fourth quarter of 2017 through the fourth quarter of 2024 of Eleven Million, Seven Hundred Forty Thousand, Five Hundred Nine Dollars, and Sixty Cents (\$11,740,521.33);

WHEREAS, the City contends that Phillips 66 owes the City at least Twenty-One Million, Four Hundred Two Thousand, Four Hundred Twenty Five Dollars (\$21,402,425.00) representing unaudited OIBLT taxes from the first quarter of 2022 through the fourth quarter of 2024, together with penalties and interest applied to the 2022 and 2023 deficient payments along with attorneys' fees, and audit fees through the February of 2025;

WHEREAS, Phillips 66 disputes the City's positions on the method of calculating its gross receipts, it apportionment of such gross receipts, and its right to impose penalties, interest, audit, and attorneys' fees pursuant to the OIBLT;

WHEREAS, the Parties desire to finally and completely resolve all of their current and potential disputes regarding the OIBLT, including all claims asserted against the City in the Phillips 66 Complaint and all potential disputes regarding any OIBLT quarterly tax payments made through the fourth quarter of 2024;

WHEREAS, the Parties further desire to agree, on a going forward basis, on the methodology for calculating Phillips 66 gross receipts, the apportionment to be afforded to Phillips 66 on those gross receipts, and the resulting calculation of the tax to be paid by Phillips 66 to the

01007.0609/1048543.9 -2-

City under the OIBLT for the tax years of 2022 through 2025 or until such time as the Phillips 66 Los Angeles refinery is decommissioned;

WHEREAS, the Parties further desire to agree, on a going forward basis, on the methodology for calculating Phillips 66 gross receipts, the apportionment to be afforded to Phillips 66 on those gross receipts and the resulting calculation of the tax to be paid by Phillips 66 to the City under the OIBLT in the event Phillips 66 elects not to decommission its refinery or elects at some future date to recommission the same.

NOW, THEREFORE, in consideration of the mutual terms, covenants, conditions and promises contained herein, the Parties hereto agree as follows.

AGREEMENT TO SETTLE PHILLIPS 66 COMPLAINT

- 1. **Recitals**. All of the foregoing recitals are incorporated herein by reference and made a part hereof.
- 2. <u>Purpose of Settlement Agreement</u>. One purpose of the Agreement is to resolve all claims and issues between the Parties that have been or could have been asserted in the Phillips 66 Complaint. The Parties agree it is their mutual intention that, neither this Agreement nor any terms hereof, shall be admissible in any other or future proceedings against the City, Phillips 66, or any Released Party, except a proceeding to enforce this Agreement.
- 3. <u>Settlement of Phillips 66 Complaint</u>. Withing fourteen (14) business days of the Effective Date of the Agreement, Phillips 66 agrees to the following:
 - a. Phillips 66 will pay to the City, to the attention of William Jefferson, Finance Director, the sum of Eight Million, Nine Hundred Ninety-Five Thousand, Six hundred and Eleven Dollars and Fifteen Cents (\$8,995,611.15) the same to be deemed by the Parties to represent payment of OIBLT taxes due and owing to the City for the period from January 2022 through December 2023; and
 - b. Phillips 66 will pay to the City, to the attention of William Jefferson, Finance Director, the sum of Seven Million, Five Hundred Sixty Six Thousand, One Hundred and Eight Dollars and Twelve Cents (\$7,566,108.12) as additional tax deficiencies for the tax years 2022 and 2023 along with audit and attorneys' fees through February 2025, the same to be deemed by the Parties to represent payment of additional OIBLT taxes due and owing to the City; and
 - c. Following the City's audit of OIBLT taxes in accordance with Section 9 of this Agreement and paid by Phillips 66 for the tax year 2024, Phillips 66 shall pay to the City any deficiency tax, if any, due and owing from such audit; and

01007.0609/1048543.9 -3-

- d. File with the Los Angeles County Superior Court a request for dismissal, with prejudice, of the Phillips 66 Complaint and provide the City's legal counsel a conformed copy of such filing.
- 4. Release of Segregated Funds to City's General Fund. Upon the Effective Date of this Agreement, Phillips 66 agrees to allow the City to release into its "General Fund" all amounts previously paid as OIBLT taxes and segregated as an accommodation to Phillips 66, together with any interest earned thereon, to be used by the City in its sole and unfettered discretion.

5. <u>Mutual General Releases</u> ("Releases").

- a. **Release by City**. As of the Effective Date, the City fully and irrevocably releases and forever discharges Phillips 66, and each of its and their current and former employees, officials, agents, members, shareholders, directors, officers, attorneys and representatives, and any of them ("**Phillips 66 Releasees**"), of and from any and all manner of action or actions, cause or causes of action, in law or in equity, suits, debts, liens, contracts, agreements, promises, liability, claims, demands, damages, loss, costs or expenses, of any nature whatsoever, known or unknown, fixed or contingent ("**City Claims**"), the City now has or may hereafter have, arising out of, based upon, or relating to the allegations set forth in the Phillips 66 Complaint, as well as any matters, causes, or things whatsoever that were, or have been, or could in any way have been, alleged in the pleadings filed in the Phillips 66 Complaint, but excluding any claim(s) that may arise from the terms of and implementation of the Agreement.
- b. **Release by Phillips 66**. As of the Effective Date, Phillips 66 fully and irrevocably release and forever discharge the City, and its current and former employees, public officials, agents, members, shareholders, directors, officers, attorneys and representatives, and any of them, ("**City Releasees**"), of and from any and all manner of action or actions, cause or causes of action, in law or in equity, suits, debts, liens, contracts, agreements, promises, liability, claims, demands, damages, loss, costs or expenses, of any nature whatsoever, known or unknown, fixed or contingent ("**Phillips 66 Claims**"), Phillips 66 has or may hereafter have, arising out of, based upon, or relating to the allegations set forth in the Phillips 66 Complaint, as well as any matters, causes, or things whatsoever that were, or have been, or could in any way have been, alleged in the pleadings filed in the Phillips 66 Complaint, but excluding any claim(s) that may arise from the terms of and implementation of the Agreement.
- c. **Release of Unknown Claims**. As set forth in this Section 5, and as limited to the Phillips 66 Releasees and City Releasees, as defined above, the Releases are a release of ALL claims, demands, causes of action, obligations, damages, and liabilities of any nature whatsoever that are described in the Release and are intended to encompass all known and unknown, foreseen and unforeseen claims that the Parties may have as a result of the Phillips 66 Complaint, except for any claims that may arise from the terms of and implementation of the Agreement.
- d. **Discovery of Different or Additional Facts**. Solely with respect to the Phillips 66 Complaint, the Parties acknowledge that they may hereafter discover facts different from or in addition to those that each now knows or believes to be true with respect to the claims, demands, causes of action, obligations, damages, and liabilities of any nature whatsoever that are the subject

01007.0609/1048543.9 -4-

of the Release set forth in Section 5 of this Agreement, and expressly agree to assume the risk of the possible discovery of additional or different facts, and the Parties agree that the Agreement shall be and remain effective in all respects regardless of such additional or different facts.

- e. **Express Reservation of Rights**. Notwithstanding the foregoing releases, the Parties acknowledge and agree that, by this Agreement, the City does not waive any or actions, cause or causes of action, in law or in equity, suits, debts, liens, contracts, agreements, promises, liability, claims, demands, damages, loss, costs or expenses, of any nature whatsoever, known or unknown, fixed or contingent, the City may have against Phillips 66 with regard to environmental contamination at the Los Angeles Refinery. Nothing herein shall affect or impair the City's ability to bring suit to enforce any right or remedy it may have provided by law or equity against Phillips 66 with regard to environmental contamination at the Los Angeles Refinery.
- f. **Survival of Provisions.** Notwithstanding any other provision of this Agreement, the Parties expressly agree that the obligations of Phillips 66 and the City under this Section 5 shall survive the termination of the Agreement.

AGREEMENT ON IMPLEMENTATION OF OIBLT FOR TAX YEARS 2024 THROUGH DECOMMISSIONING/RECOMMISSIONING OF PHILLIPS 66 LOS ANGELES REFINERY

- 6. **Recitals**. All of the foregoing recitals are again incorporated herein by reference and made a part hereof.
- 7. <u>Purpose of Implementation Agreement</u>. A further purpose of the Agreement is to establish the methodologies, on a going forward basis, for calculation of Phillips 66's gross receipts, the apportionment of such gross receipts, the future payment of OIBLT taxes due and owing to City, and for future audit of Phillips 66's OIBLT compliance.
- 8. <u>Future Calculation of Phillips 66 Gross Receipts & OIBLT Tax Due & Owing</u>. The Parties agree that, in auditing Phillips 66 compliance with the OIBLT for tax year 2024 and going forward thereafter until such time as the Phillips 66 Los Angeles Refinery is decommissioned, gross receipts will be calculated utilizing both the Phillips 66 Los Angeles Refinery's Income Statement and the Phillips 66 Los Angeles Refinery's production reports. Once gross receipts are so calculated, the same will be subject to apportionment by the City as follows:
 - A 51.84% deduction for manufacturing activity occurring outside of the City of Carson.
 - A 5% deduction to exclude from taxation that portion of gross receipts generated by the negotiation or solicitation of sales by Phillips 66, through the physical presence of Phillips 66 employees at a point outside the City of Carson.
 - A 5% deduction to exclude from taxation that portion of gross receipts generated by the delivery of product by Phillips 66 at a point outside the City of Carson.
 - A 5% deduction to exclude from taxation that portion of gross receipts generated by the performance of Phillips 66 billing procedures, through the physical presence of Phillips 66 employees at a point outside the City of Carson.

01007.0609/1048543.9 -5-

• A 5% deduction to exclude from taxation that portion of gross receipts generated by the collection by Phillips 66 of sales proceeds, through the physical presence of Phillips 66 employees at a point outside the City of Carson.

Upon completion of the same, Phillips 66 will promptly pay the OIBLT tax as so determined and in accordance with the provisions of the OIBLT.

- 9. On-Going Audit of Phillips 66 Compliance With OIBLT for Tax Year 2024. Within fifty (50) business days of the Effective Date of the Agreement, Phillips 66 will share its calculation of gross receipts for tax year 2024 with the City's independent auditors for review and verification. In the event that a tax deficiency is determined to be due as provided in the OIBLT, and utilizing the methodologies in Section 8 above, Phillips 66 will promptly tender to City, to the attention of William Jefferson, Finance Director, the tax deficiency and audit fee(s), the same to be deemed payment of the OIBLT tax due and owing.
- 10. <u>Calculation of Gross Receipts & OIBLT in the Event the Phillips 66 Los Angeles Refinery Is Recommissioned</u>. In the event Phillips 66 elects, at some future date, to recommission the operations of its Los Angeles Refinery, then in such event the calculation of future gross receipts and OIBLT taxes due and owning therefrom shall be calculated as set forth in Section 8, above.

GENERAL PROVISIONS

- acknowledge that the City reserves the right to exercise its discretion as to all governmental matters which the City is, by law, entitled or required to exercise, in its sole and absolute discretion, and nothing in this Agreement shall be construed as having the effect of waiving or limiting police powers and exercise of discretion by City with respect to the Los Angeles Refinery, and the City shall be fully entitled to exercise its independent discretion with respect to the decommissioning of the Los Angeles Refinery or any subsequent redevelopment the Carson portion(s) of the Los Angeles Refinery property. By its execution of this Agreement, the City is not committing itself or agreeing to undertake any activity requiring the subsequent exercise of discretion by City, or any department thereof including, but not limited to, taking any action for which prior environmental review is required under California Environmental Quality Act ("CEQA") or the approval of any development proposal or land use regulation governing the Los Angeles Refinery, or any other such governmental act or approval.
- 12. **No Admission of Liability**. This Agreement shall not be construed as an admission of any fact or actual or potential liability on the part of any Party. This Agreement may not be offered as evidence of an admission of any liability or fact in any court proceedings.
- 13. <u>Governing Law</u>. This Agreement shall be governed and will be construed in accordance with the laws of the State of California. The terms of this Agreement are contractual and not a mere recital.

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- 14. <u>Venue</u>. Any proceeding brought to enforce this Agreement shall be brought in the County of Los Angeles, in the State of California.
- 15. **Entire Agreement**. This Agreement sets forth the entire agreement and understanding between the Parties on the subject matter hereof and supersedes all prior discussions and negotiations between them. This Agreement may be amended, modified, or supplemented only by a written instrument executed by the Parties. Should any of the provisions of this Agreement be declared or determined by a court of competent jurisdiction to be illegal, void, invalid, or unenforceable, the remainder of such provision and of this Agreement shall continue in full force and effect unless the rights and obligations of the Parties have been materially altered or abridged by such illegality, voiding, invalidation, or unenforceability. It is the intention of the Parties that if any term or provision of this Agreement is capable of two constructions, one of which would render the term or provision valid, then the term or provision shall have the meaning that renders it valid.
- Consultation With Counsel. Each Party acknowledges representation by counsel throughout all negotiations which preceded the execution of this Agreement and that this Agreement is executed with the consent and upon the advice of counsel. Each Party acknowledges that no person or entity, including, but not limited to, a party or agent or attorney of any Party, had made any promise, representation, or warranty, express or implied, not contained in this Agreement to induce the other party to execute this Agreement. Each Party has read this Agreement, accepts and agrees to the provisions it contains, and hereby executes it voluntarily with full understanding of its consequences. It is agreed that for purposes of interpreting the meaning of this Agreement, the Agreement should be deemed to have been jointly and mutually prepared in its entirety by both Parties with the intent of bringing finality to the Disputes between City and Phillips 66.
- 17. **Breach of Agreement**. The Parties shall be entitled to all remedies available at law or in equity for any violation, breach or default of this Agreement, including, but not limited to, the remedy of specific performance. If any proceeding or action is brought to enforce the Agreement or is brought in connection with any dispute arising out of the Agreement, including its interpretation, the prevailing Party in any such proceeding or action shall be entitled to recover damages, reasonable attorneys' fees and other costs incurred.
- 18. <u>Counterparts</u>. This Agreement may be executed in separate counterparts, and each such counterpart shall be deemed an original with the same effect as if both Parties had signed the same document.
- 19. **Further Assurances**. The Parties each agree to make, execute, and deliver such other documents, and to undertake such other and further acts as may be reasonably necessary to carry out the intent of this Agreement.
- 20. <u>Construction</u>. Headings are used herein for convenience only and shall have no force or effect in the interpretation or construction of this Agreement. As used in this Agreement, the singular shall include the plural, the masculine, the feminine, and neuter genders.

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- 21. <u>Waiver/Invalid Provision</u>. Should any term, clause or provision of this Agreement be found to be waived or invalid, the validity of the remaining terms, clauses, and provisions shall not be affected.
- 22. <u>Cooperation</u>. The Parties agree to cooperate with each other in the performance of their respective duties under this Agreement.
- 23. **Fair Reading**. This Agreement is a result of the negotiations between the parties and will not be construed strictly against or in favor of any Party hereto. The Parties intend that this Agreement will be given a fair reading and reasonable construction in accordance with the intentions of the parties and without regard to, or aid of, Section 1654 of the California Civil Code.
- 24. Authority to Execute Agreement. Each individual executing this Agreement on behalf of Phillips 66, represents, warrants and covenants to City that (a) Phillips 66 is duly formed and authorized to do business in the state of its formation, (b) such person is duly authorized to execute and deliver this Agreement on behalf of Phillips 66 in accordance with authority granted under the organizational documents of Phillips 66, and (c) Phillips 66 is bound under the terms of this Agreement.
- 25. **No Inducement.** The Parties agree that if the facts with respect to which this Agreement is executed are found hereafter to be different from the facts now believed by the Parties, the Parties expressly accept and assume the risk of such possible difference in facts, and agree that this Agreement shall remain effective, notwithstanding such differences. The Parties hereby respectively declare and represent that this Agreement is entered into voluntarily and that no promise, inducement or other agreement not expressly contained herein has been made to induce this Agreement.
- 26. <u>Successors</u>. This Agreement shall inure to the benefit of each Party hereto, its predecessors, successors, subsidiaries, affiliates, representatives, assigns, agents, officers, directors, employees, and personal representatives, past, present and future.

[SIGNATURES ON FOLLOWING PAGE]

01007.0609/1048543.9 -8-

IN WITNESS WHEREOF, the Parties have executed the Agreement as of the Effective Date noted above.

hillips 66 Company Approved as to form & content:	City of Carson				
	Lula Davis Holmes, Mayor				
Approved as to form & content:	Approved as to form & content:				
	Sunny K. Soltani City Attorney				

[END OF SIGNATURES – END OF AGREEMENT]

01007.0609/1048543.9 -9-

CITY OF CARSON



Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 15.

To: Honorable Mayor and City Council

From: Roobik Galoosian, Risk Manager CMO Risk Management

Subject: CONSIDER APPROVAL OF THE SETTLEMENT AGREEMENT AND RELEASE OF ALL CLAIMS

BETWEEN ALESSANDRO GRIPPO AND CITY OF CARSON (CITY COUNCIL)

I. SUMMARY

This case arises from a trip and fall incident which occurred on February 22, 2023. According to the Complaint, Plaintiff claims he was walking eastbound on the sidewalk on Victoria Boulevard towards Tamcliff Avenue in the City of Carson when he tripped and fell on the sidewalk, causing him to sustain personal injuries and damages. Plaintiff goes on to allege that there was a pothole and/or a hole in the sidewalk that caused him to fall.

A search of City records confirmed that the City did not have actual notice of the defect. However, it was confirmed that the subject defect existed for several years prior to the date of the incident. Based on this fact, it is likely that a jury would conclude that the City did not have a reasonable inspection system to identify the hazard and would find the City liable at trial. Therefore, we respectfully ask that City Council approve the Settlement Agreement.

II. RECOMMENDATION

TAKE the following ACTIONS:

- APPROVE the Settlement Agreement and Release of All Claims between ALESSANDRO GRIPPO and City of Carson; and
- 2. AUTHORIZE City Manager to execute the Agreement.

III. ALTERNATIVES

TAKE another action the City Council deems appropriate.

IV. BACKGROUND

This case arises from a trip and fall incident which occurred on February 22, 2023. There was a hole on the sidewalk, which caused Plaintiff to fall as he was walking eastbound on the sidewalk on Victoria Boulevard towards Tamcliff Avenue in the City of Carson. As a result of the fall, Plaintiff sustained personal injuries and damages. An investigation into the incident confirmed that the sidewalk defect had existed for several years prior to the date of the incident and there was a strong likelihood that the City would be determined to be liable for Plaintiff's damages.

Plaintiff Alessandro Grippo's settlement demand to the City was presented in closed session on February 4, 2025. Subsequently, City Attorney worked with Plaintiff and his attorney of record to reach a final settlement. The City Council is now asked to consider and approve the proposed Settlement Agreement and Release of All Claims between the Plaintiff Alessandro Grippo and the City, as well as authorize the City Manager to execute the Settlement Agreement on behalf of the City.

V. FISCAL IMPACT

The City is self-insured for the first \$250,000 of each liability claim. Damages and claim expenses exceeding the \$250,000 Self-Insured Retention (SIR), are covered under the Excess Liability insurance provided by PRISM. Third party liability claims payments are paid through City's claims trust account and are charged to claims reserves. There is no direct impact to the annual operating budget.

VI. <u>EXHIBITS</u>

1. Settlement Agreement

Attachments

Alessandro Grippo Settlement Agreement.pdf

SETTLEMENT AGREEMENT AND RELEASE OF ALL CLAIMS

This Settlement Agreement and Release of All Claims ("Agreement") is entered into by and between Plaintiff ALESSANDRO GRIPPO ("Plaintiff"), and Defendant CITY OF CARSON ("City") (Plaintiff and the City collectively "Parties" or each singularly "Party"), to terminate fully and finally all disputes between the Parties arising out of or related to the lawsuit entitled Alessandro Grippo v. City of Carson (Los Angeles Superior Court Case No. 24CMCV00368) ("Action").

RECITALS

WHEREAS, the Action arises from a trip and fall incident which occurred on February 22, 2023 near Victoria Boulevard and Tamcliff Avenue in the City of Carson; and

WHEREAS, Plaintiff filed a Complaint on March 14, 2024 ("Complaint") and asserted a single cause of action for Dangerous Condition of Public Property against the City and sought damages for injuries alleged to have resulted from the February 22, 2023 incident; and

WHEREAS, the Parties hereto wish to terminate the Action, to avoid the uncertainty and costs of trial, and any potential appeals therefrom, and to resolve fully and finally all disputes which may exist by and between the Parties concerning the allegations set forth in the Complaint.

NOW, THEREFORE, based upon the foregoing recitals and the terms, conditions, covenants, and agreements contained herein, the Parties agree as follows:

AGREEMENT

In consideration of the facts, acknowledgements, agreements, general release, and promises contained in this Agreement, and for other good and valuable consideration, the receipt of which is acknowledged by each Party hereto, the Parties promise and agree as follows:

- 1. Settlement Payment. Following execution of this Agreement by the Plaintiff, Alessandro Grippo, and his counsel, and receipt by the City of the executed Agreement, the executed original Request for Dismissal with prejudice as to the City (as referenced in Paragraph 3 of this Agreement), Plaintiff's counsel shall obtain approval of this Settlement by the Court as required by applicable laws of California, then the City shall pay to Plaintiff the total sum of FOUR HUNDRED FIFTY THOUSAND DOLLARS (\$450,000.00) (the "Settlement Sum"). The Settlement Sum shall be paid within 30 days of the Court's approval of the Settlement. Said Settlement Sum constitutes a full and complete settlement and compromise of any and all disputed claims the Plaintiff has or may have as to the City, arising out of or related to the allegations set forth in the Complaint. Payment shall be made in the form of a check or checks made payable to "MADISON LAW GROUP Client Trust Account," and delivered to Plaintiff's counsel.
- 2. **Personal Injury Claims.** The Parties acknowledge and agree that the payment of the Settlement Sum shall and does hereby fully and totally compensate the Plaintiff for any and all property damage; personal and physical injury; including without limitation any pain, suffering, emotional distress, anxiety or trauma, and any physical manifestations thereof; and the medical treatments related thereto, arising out of or related to the allegations set forth in the Complaint as

to the City. Plaintiff further acknowledges that the injuries sustained by Plaintiff are of such character that the full extent and type of injuries are not known at the date hereof, and it is further understood that said injuries, whether known or unknown at date hereto, might possibly become progressively worse and that, as a result thereof, further damages may be sustained by Plaintiff. Nonetheless, Plaintiff desires by these presents to forever and fully release and discharge the City and understands that, by the execution of this instrument, no further claims may ever be asserted by Plaintiff as against the City.

- 3. **Dismissal of the Action with Prejudice.** Concurrently with the execution and delivery of this Agreement, Plaintiff shall cause his attorney of record in the Action to execute and deliver to the attorneys of record for the City, the original of a Request for Dismissal, with prejudice, with respect to the Action as to the City. Upon Plaintiff's receipt of the Settlement Sum, the attorneys for the City are authorized to proceed forthwith to cause such Request for Dismissal to be filed with the clerk of the court in and for the Los Angeles County Superior Court, and may do all other things necessary in order to cause the Action, including all claims and causes of action asserted therein, to be dismissed with prejudice and in their entirety as to the City. Plaintiff further agrees, after the payment of the above Settlement Sum, to take all necessary and further steps to ensure that the Action is dismissed with prejudice as to the City.
- 4. General Release ("Release"). For good and valuable consideration, including, but not limited to, the payment of the Settlement Sum, the receipt and adequacy of which are hereby acknowledged, Plaintiff does hereby fully and irrevocably release and forever discharge the City, and its current and former employees, officials, agents, or representatives, or any of them ("Releasees"), of and from any and all manner of action or actions, cause or causes of action, in law or in equity, suits, debts, liens, contracts, agreements, promises, liability, claims, demands, damages, loss, costs or expenses, of any nature whatsoever, known or unknown, fixed or contingent ("Claims"), which Plaintiff now has or may hereafter have by reason of any matter, cause, or thing whatsoever occurring prior to the date of execution of this Agreement including, without limiting the generality of the foregoing, any Claims constituting, arising out of, based upon, or relating to the allegations set forth in the Complaint, as well as any matters, causes, or things whatsoever that were, or have been, or could in any way have been, alleged in the pleadings filed in the Action.
- 5. Covenant to Pay Liens. Plaintiff hereby agrees to hold the City and/or the Releasees forever harmless from any and all liens, claims, demands, actions and causes of action which may presently exist or which may subsequently arise as a result of the allegations set forth in the Complaint, including, but not limited to, medical liens, attorney's liens, and liens heretofore or hereafter asserted by any entity, including Medi-Cal and/or Medicare. Plaintiff further agrees to satisfy any and all liens upon receipt of the settlement proceeds.
- 6. **Indemnity.** Plaintiff agrees to defend and indemnify the City and/or the Releasees against, and will hold and save them and each of them harmless from, any and all third party actions, suits, claims, liens, damages to persons or property, losses, costs, penalties, obligations, or liabilities, including, but not limited to, medical liens, attorney's liens, and liens heretofore or hereafter asserted by any entity, including Medi-Cal and/or Medicare, that may be asserted or claimed by any person, firm, or entity against the settlement proceeds being paid to Plaintiff under this Agreement. Plaintiff shall defend any such action and pay all of the City's attorney's fees and

costs, with the City having their choice of counsel.

- 7. **Discovery of Different or Additional Facts.** The Plaintiff acknowledges that he may hereafter discover facts different from or in addition to those that he now knows or believes to be true with respect to the claims, demands, causes of action, obligations, damages, and liabilities of any nature whatsoever that are the subject of the Release set forth in Paragraph 4 of this Agreement, and expressly agrees to assume the risk of the possible discovery of additional or different facts, and the Parties agree that this Agreement shall be and remain effective in all respects regardless of such additional or different facts.
- 8. Release of Unknown Claims. The Release set forth above in Paragraph 4 of this Agreement is a release of ALL claims, demands, causes of action, obligations, damages, and liabilities of any nature whatsoever that are described in the Release and is intended to encompass all known and unknown, foreseen and unforeseen claims that the Plaintiff may have as a result of the Action, except for any claims that may arise from the terms of this Agreement.
- 9. Waiver of Civil Code Section 1542. Further, the Plaintiff acknowledges that he has been informed of the provisions of California Civil Code section 1542, and expressly agrees to waive and relinquish all rights and benefits he may have under California Civil Code section 1542. That section reads as follows:

A general release does not extend to claims that the creditor or releasing party does not know or suspect to exist in his or her favor at the time of executing the release and that, if known by him or her, would have materially affected his or her settlement with the debtor or released party.

- 10. No Other Pending Actions. The Plaintiff represents that he has not filed any complaint(s) and/or charge(s) (other than the Complaint referenced above) against the City and/or the Releasees, arising out of or relating to the allegations set forth in the Complaint, with any local, state or federal agency or court; and that if any such agency or court assumes jurisdiction of any complaint or charge against the City and/or the Releasees, whenever filed, the Plaintiff will take all necessary and further steps to withdraw and dismiss the matter forthwith.
- 11. **Non-Admission of Liability.** The Parties acknowledge and agree that this Agreement is a settlement of disputed claims. Neither the fact that the Parties have settled nor the terms of this Agreement shall be construed in any manner as an admission of any liability by the City and/or the Releasees, including the City's attorneys, all of whom have consistently taken the position that they have no liability whatsoever.
- 12. **No Assignment of Claims.** The Plaintiff warrants that he has made no assignment, and will make no assignment, of any claim, cause of action, right of action or any right of any kind whatsoever, embodied in any of the claims and allegations referred to herein, and that no other person or entity of any kind had or has any interest in any of the demands, obligations, actions, causes of action, debts, liabilities, rights, contracts, damages, attorney's fees, costs, expenses, losses or claims referred to herein.
- 13. Attorney's Fees and Costs. Each Party hereto agrees to bear their own attorneys' fees and costs in connection with the Action and this Agreement.

- 14. Successors and Assigns. This Agreement, and all the terms and provisions hereof, shall be binding upon and shall inure to the benefit of the Parties and their respective heirs, legal representatives, successors and assigns.
- 15. **Knowing and Voluntary.** This Agreement is an important legal document and in all respects has been voluntarily and knowingly executed by the Parties hereto. The Parties specifically represent that prior to signing this Agreement they have been provided a reasonable period of time within which to consider whether to accept this Agreement. The Parties further represent that they have each carefully read and fully understand all of the provisions of this Agreement, and that they are voluntarily, knowingly, and without coercion entering into this Agreement based upon their own judgment.
- 16. Assistance of Counsel. The Parties each specifically represent that they have consulted to their satisfaction with and received independent advice from their respective counsel prior to executing this Agreement concerning the terms and conditions of this Agreement.
- 17. **Counterparts.** This Agreement may be executed in multiple counterparts, each of which shall be considered an original but all of which shall constitute one agreement.
- 18. Severability. Should any portion, word, clause, phrase, sentence or paragraph of this Agreement be declared void or unenforceable, such portion shall be considered independent and severable from the remainder, the validity of which shall remain unaffected.
- 19. **Ambiguity.** The Parties acknowledge that this Agreement was jointly prepared by them, by and through their respective legal counsel. This Agreement shall be construed according to its fair meaning as prepared by both parties, and any uncertainty or ambiguity existing herein shall not be interpreted against either of the Parties.
- 20. Waiver. Failure to insist on compliance with any term, covenant or condition contained in this Agreement shall not be deemed a waiver of that term, covenant or condition, nor shall any waiver or relinquishment of any right or power contained in this Agreement at any one time or more times be deemed a waiver or relinquishment of any right or power at any other time or times.
- 21. Governing Law; Venue. This Agreement is made and entered into in the State of California, and shall in all respects be interpreted, enforced and governed under the laws of said State without giving effect to conflicts of laws principles. Any action to enforce, invalidate, or interpret any provision of this Agreement shall be brought in Los Angeles County Superior Court or the United States District Court for the Central District of California.
- 22. **Enforcement Costs.** Should any legal action be required to enforce the terms of this Agreement, the prevailing party shall be entitled to recover their actual attorneys' fees, costs, and expenses, which are reasonably incurred, from the non-prevailing party, in addition to any other relief to which that party may be entitled. Such fees and costs shall not be limited by any statutory guidelines.
- 23. **Entire Agreement.** This Agreement constitutes the entire agreement between Plaintiff and the City and supersedes any and all other agreements, understandings, negotiations, 01007.0622/1051269.1

or discussions, either oral or in writing, express or implied between Plaintiff and the City. The City may enter into agreements between each other to resolve issues between the City, which do not implicate Plaintiff, and which this Paragraph is not intended to encapsulate. As between Plaintiff and the City, each acknowledge that no representations, inducements, promises, agreements, or warranties, oral or otherwise, have been made by them, or anyone acting on their behalf, which are not embodied in this Agreement, that they have not executed this Agreement in reliance on any such representation, inducement, promise, agreement or warranty. No representation, inducement, promise, agreement or warranty not contained in this Agreement, including, but not limited to, any purported supplements, modifications, waivers, or terminations of this Agreement shall be valid or binding, unless executed in writing by all of the Parties to this Agreement.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the undersigned execute this Settlement Agreement and Release of All Claims, consisting of a total of six (6) pages, on the dates set forth below.

Dated: 2/12/2025	Alessandro Grippo, an individual
	By: UESSUMRO GRIPPO Alessandro Grippo
Dated:	CITY OF CARSON, a Municipal Corporation
	By: David C. Roberts, Jr. City Manager
APPROVED AS TO FORM:	
Dated: 7/12/25	MADISON LAW GROUP, INC.
	By: Kyle Madison, Esq. Attorneys for Plaintiff ALESSANDRO GRIPPO
Dated:	ALESHIRE & WYNDER, LLP
	By: Michelle L. Villarreal Attorneys for Defendant CITY OF CARSON

CITY OF CARSON



File #: Version:

Report to City Council, Successor Agency, and Housing Authority

Tuesday, March 4, 2025, 5:00 PM

CONSENT 16.

To: City Council, Successor Agency, and Housing Authority

From: Monica Cooper, City Treasurer TREASURER

Subject: CONSIDER MONTHLY INVESTMENT AND CASH REPORT FOR THE CITY OF CARSON, CARSON HOUSING AUTHORITY, CARSON SUCCESSOR AGENCY-MONTH ENDING JANUARY 31, 2025 (CITY COUNCIL)

I. SUMMARY

Report for the City of Carson, former Successor Agency and Carson Housing Authority for the month ending January 31, 2025. Following are the total reserves and cash on hand for the City of Carson and each Carson entity:

City of Carson reserves (Invested assets): \$222,136,227.89

City of Carson available cash: \$26,592,226.36

Restricted funds for the city of Carson include cash on hand and reserves for the Successor Agency, Housing Authority and Co-Op Agreement:

Total City of Carson restricted funds: \$23,722,907.70.

II. RECOMMENDATION

RECEIVE and FILE.

III. <u>ALTERNATIVES</u>

TAKE another action the Council deems appropriate

IV. BACKGROUND

The Investment and Cash Report is submitted monthly to the Mayor and City Council to keep them informed about the reserves and available cash for each Carson entity. This report encompasses reserves for the City of Carson, former Successor Agency, and the Housing Authority.

V. FISCAL IMPACT

None

VI. **EXHIBITS**

- 1. Summary of Cash (Pg. 3)
- 2. City of Carson Investment (Pgs.4-6)
- 3. City of Carson Successor Agency Investments (Pg.7)

Attachments

Cash rpt Jan 2025.pdf
CITY OF CARSON PORTFOLIO RESERVES SUMMARY JAN 2025.pdf
CITY OF CARSON PORTFOLIO SUCCESSOR RESERVES SUMMARY JAN 2025.pdf





Cash and Investment Report Summary City of Carson, Carson Successor Agency, Carson Housing Authority January 31, 2025

General Fund	<u>Available Cash</u> \$26,592,226.36	Invested Funds \$222,136,227.89
Successor Agency (restricted revenue) Housing Authority (restricted revenue)	\$6,652,693.00 \$7,520,169.90	\$7,611,252.66
Co-Op Agreement (restricted revenue)	\$1,938,792.14	



CITY OF CARSON PORTFOLIO RESERVES SUMMARY FOR THE MONTH ENDING JANUARY 31, 2025

Description	CUSIP/Ticker	YTM @ Cost	Face Amount/Shares	Cost Value	Market Value	% of Portfolio
Cash						
BNY Cash Reserve Cash	MM1159A	0.000	8,040,979.58	8,040,979.58	8,040,979.58	3.62
Preferred Premier Cash	MM942	3.250	39,422,605.08	39,422,605.08	39,422,605.08	17.75
Sub Total / Average Cash		2.699	47,463,584.66	47,463,584.66	47,463,584.66	21.37
Certificate Of Deposit						
American Express Natl BK 1.8 3/3/2025	02589ABM3	1.800	245,000.00	245,000.00	244,452.94	0.11
Eaglemark Saving Bank 2 3/2/2027	27004PCM3	2.000	245,000.00	245,000.00	245,000.00	0.11
East/West Bank 3.55 7/23/2025	178064422B	3.550	2,164,674.00	2,164,674.00	2,164,674.00	0.97
East/West Bank 3.55 7/23/2025	178944242B	3.550	2,164,674.00	2,164,674.00	2,164,674.00	0.97
East/West Bank 3.55 7/23/2025	178622841A	3.550	2,164,674.00	2,164,674.00	2,164,674.00	0.97
East/West Bank 3.55 7/23/2025	1785024444B	3.550	2,164,674.00	2,164,674.00	2,164,674.00	0.97
East/West Bank 3.55 7/23/2025	178417994B	3.550	2,164,674.00	2,164,674.00	2,164,674.00	0.97
East/West Bank 3.55 7/31/2025	178011696	3.550	1,090,992.91	1,090,992.91	1,090,992.91	0.49
East/West Bank 3.55 7/31/2025	0178225460-L	3.550	1,090,992.91	1,090,992.91	1,090,992.91	0.49
East/West Bank 3.55 7/31/2025	0178585526-L	3.550	1,088,513.59	1,088,513.59	1,088,513.59	0.49
East/West Bank 3.55 7/31/2025	0178800198-L	3.550	1,090,992.91	1,090,992.91	1,090,992.91	0.49
East/West Bank 3.55 7/31/2025	178002788	3.550	1,090,992.91	1,090,992.91	1,090,992.91	0.49
East/West Bank 4.1 2/9/2025	178208467A	4.100	1,000,000.00	1,000,000.00	1,000,000.00	0.45
East/West Bank 4.1 2/9/2025	178740303A	4.100	1,000,000.00	1,000,000.00	1,000,000.00	0.45
East/West Bank 4.1 2/9/2025	17854698A	4.100	1,000,000.00	1,000,000.00	1,000,000.00	0.45
East/West Bank 4.1 2/9/2025	178,659,182	4.100	1,000,000.00	1,000,000.00	1,000,000.00	0.45
East/West Bank 4.1 2/9/2025	0178712582-A	4.100	1,000,000.00	1,000,000.00	1,000,000.00	0.45
MABUHAY 3.25 8/13/2027	XXXX49	3.250	220,938.64	220,938.64	220,938.64	0.10
Preferred Bank 4.27 4/26/2025	306119-L	4.270	1,000,000.00	1,000,000.00	1,000,000.00	0.45
Preferred Bank 4.27 4/26/2025	3000003703-L	4.270	1,000,000.00	1,000,000.00	1,000,000.00	0.45
Preferred Bank 4.27 4/26/2025	300691-L	4.270	1,000,000.00	1,000,000.00	1,000,000.00	0.45
Preferred Bank 4.27 4/26/2025	300683-L	4.270	1,000,000.00	1,000,000.00	1,000,000.00	0.45
Preferred Bank 4.27 4/27/2025	30000006915-L	4.270	1,000,000.00	1,000,000.00	1,000,000.00	0.45
Preferred Bank 4.56 2/10/2025	7199C	4.560	1,000,000.00	1,000,000.00	1,000,000.00	0.45

Description	CUSIP/Ticker	YTM @ Cost	Face Amount/Shares	Cost Value	Market Value	% of Portfolio
Preferred Bank 4.56 2/10/2025	7180B	4.560	1,000,000.00	1,000,000.00	1,000,000.00	0.45
Preferred Bank 5.2 2/1/2025	6907A	5.200	1,000,000.00	1,000,000.00	1,000,000.00	0.45
Preferred Bank 5.25 2/1/2025	6893A	5.250	1,000,000.00	1,000,000.00	1,000,000.00	0.45
Sallie Mae Bank/ Salt Lake 1 7/14/2026	7954507A7	1.000	250,000.00	250,000.00	238,761.70	0.11
Toyota Finl Svgs BK 1.05 10/21/2026	8923M-LW-9	1.050	245,000.00	245,000.00	232,451.88	0.11
USBS BANK1.05 10/27/2026	90348JV56	1.050	245,000.00	245,000.00	232,255.32	0.11
Sub Total / Average Certificate Of Deposit		3.833	31,726,793.87	31,726,793.87	31,689,715.71	14.28
Corporate						
Bank of America 1.4 5/14/2026-22	06048WL99	1.400	300,000.00	300,000.00	284,577.00	0.14
BERKSHIRE HATHAWAY FIN 2.3 3/15/2027	084664CZ2	2.580	300,000.00	296,087.07	287,943.00	0.14
GOOGLE- Alphabet Inc. 1.998 8/15/2026	02079KAC1	2.000	300,000.00	299,972.90	289,665.00	0.14
John Deere Capital Corp 1.05 6/17/2026	24422EVR7-A	1.050	300,000.00	300,000.00	286,671.00	0.14
JPMORGAN CHASE CO 1.2 4/30/2026-23	48128G3G3	1.200	300,000.00	300,000.00	284,577.00	0.14
TARGET CORPORATION 1.95 1/15/2027	87612EBM7	1.990	500,000.00	499,063.55	476,905.00	0.23
Truist Bank 1.5 3/10/2025	89788JAA7	1.850	250,000.00	245,845.97	249,217.50	0.11
Sub Total / Average Corporate		1.745	2,250,000.00	2,240,969.49	2,159,555.50	1.01
Local Government Investment Pool						
LAIF LGIP	LGIP9143	4.366	25,909,194.67	25,909,194.67	25,909,194.67	11.66
Sub Total / Average Local Government Investment Pool		4.366	25,909,194.67	25,909,194.67	25,909,194.67	11.66
Money Market						
East/West Bank MM	22305	2.530	84,312,584.83	84,312,584.83	84,312,584.83	37.96
Sub Total / Average Money Market		2.530	84,312,584.83	84,312,584.83	84,312,584.83	37.96
US Agency						
FAMC 1.57 2/18/2025	31422XUH3	1.570	1,000,000.00	1,000,000.00	998,850.00	0.45
FAMC 2.3 3/8/2027	31422XVA7	2.300	1,000,000.00	1,000,000.00	957,130.00	0.45
FAMC 3 8/15/2025	31422XD74	3.280	1,000,000.00	992,106.27	993,120.00	0.45
FFCB 0.84 3/2/2026-21	3133EMSK9	0.907	1,000,000.00	996,743.00	963,410.00	0.45
FFCB 1.27 11/2/2026	3133ENCQ1	1.270	1,000,000.00	1,000,000.00	948,270.00	0.45
FFCB 1.43 11/23/2026-22	3133ENEM8	1.430	1,000,000.00	1,000,000.00	948,290.00	0.45
FFCB 1.53 1/26/2026	3133ENLDO	1.530	2,000,000.00	2,000,000.00	1,947,860.00	0.90
FFCB 4 11/1/2027	3133ERZC8	4.000	474,069.86	474,069.86	470,433.74	0.21
FFCB 4 11/1/2029-25	3133ERZD6	4.121	1,000,000.00	994,627.33	985,830.00	0.45
FHLB 1 3/26/2026-21	313ALMV3	1.000	1,000,000.00	1,000,000.00	963,460.00	0.45
FHLB 1 9/30/2026	3130AP6D2	1.000	1,000,000.00	1,000,000.00	947,710.00	0.45
FHLB 1.125 10/14/2026	3130APBS3	1.125	1,000,000.00	1,000,000.00	948,420.00	0.45
FHLB 1.13 7/20/2026	3130AN3R9	1.130	1,000,000.00	1,000,000.00	954,860.00	0.45
FHLB 1.3 11/24/2026-22	3130APU37	1.326	1,000,000.00	998,750.00	947,370.00	0.45

Description	CUSIP/Ticker	YTM @ Cost	Face Amount/Shares	Cost Value	Market Value	% of Portfolio
FHLB 1.31 10/28/2026	3130APLN3	1.310	1,000,000.00	1,000,000.00	950,230.00	0.45
FHLB 1.375 11/16/2026	3130APLP8	1.375	1,000,000.00	1,000,000.00	947,940.00	0.45
FHLB 1.5 1/27/2027	3130AQHM8	1.500	1,000,000.00	1,000,000.00	946,690.00	0.45
FHLMC 2.05 3/17/2025	3134GXMJO	2.060	1,000,000.00	999,701.62	997,420.00	0.45
FHLMC 4.12 9/29/2025	3134GX2M5	4.145	1,000,000.00	999,273.00	998,510.00	0.45
Sub Total / Average US Agency		1.839	19,474,069.86	19,455,271.08	18,815,803.74	8.77
US Treasury						
T-Bond 3.125 8/15/2025	91282CFE6	3.246	1,000,000.00	996,573.44	993,890.00	0.45
T-Bond 4.125 2/15/2027	91282CKA8	4.424	1,000,000.00	991,750.00	997,540.00	0.45
T-Note 3 7/15/2025	91282CEY3	4.739	2,000,000.00	1,966,765.62	1,988,460.00	0.90
T-Note 3.375 9/15/2027	91282CLL3	3.475	1,000,000.00	997,215.63	978,130.00	0.45
T-Note 3.5 9/30/2026	91282CLP4	3.586	1,000,000.00	998,351.56	988,240.00	0.45
T-Note 3.875 10/31/2029	91282CFL0	4.070	1,000,000.00	991,456.88	979,140.00	0.45
T-Note 3.875 11/30/2029	91282CFY2	4.056	1,000,000.00	991,936.23	978,280.00	0.45
T-Note 4 1/31/2029	91282CJW2	4.283	1,000,000.00	987,532.55	987,500.00	0.45
T-Note 4 10/31/2029	91282CFT3	4.073	1,000,000.00	996,837.50	984,020.00	0.45
T-Note 4 2/25/2026	91282CGL9	4.469	1,000,000.00	989,003.13	997,270.00	0.45
Sub Total / Average US Treasury		4.106	11,000,000.00	10,907,422.54	10,872,470.00	4.95
Total / Average		2.976	222,136,227.89	222,015,821.14	221,222,909.11	100



CITY OF CARSON SUCCESSOR AGENCY PORTFOLIO RESERVES SUMMARY FOR THE MONTH ENDING JANUARY 31, 2025

Description	CUSIP/Ticker	YTM @ Cost	Face Amount/Shares	Cost Value	Market Value	% of Portfolio	
Cash							
Preferred Bank Cash	MM0099	3.250	6,147,304.66	6,147,304.66	6,147,304.66	80.77	
Sub Total / Average Cash		3.250	6,147,304.66	6,147,304.66	6,147,304.66	80.77	
Local Government Investment Pool							
LAIF LGIP	LGIP9016	4.366	1,463,948.00	1,463,948.00	1,463,948.00	19.23	
Sub Total / Average Local Government Investment Pool		4.366	1,463,948.00	1,463,948.00	1,463,948.00	19.23	
Total / Average		3.465	7,611,252.66	7,611,252.66	7,611,252.66	100	

CITY OF CARSON



Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 17.

To: Honorable Mayor and City Council

From: Gary Carter, Director, Information Technology and Security ITS Administration

Subject: CONSIDER APPROVAL OF CONTRACT AMENDMENT NO 1. FOR SOFTWARE DEVELOPMENT

SERVICES. (CITY COUNCIL)

I. SUMMARY

Staff is seeking City Council approval to amend an existing contract with Cheng-Wei Pong DBA Pong Consulting because additional hours are required from the vendor to support implementation of the City's Tyler Munis Business License Module and Asset Management Module. The number of hours required by the City's software development consultant increased due to an unscheduled extended absence by internal staff, and a lack of technical expertise by internal staff to complete scopes of work previously assigned to City staff. Therefore, the project requires vendor support to complete scopes of work outside the original contract scope for the City's Tyler Munis ERP implementation.

II. RECOMMENDATION

- APPROVE Amendment No.1 to Agreement with Cheng-Wei Pong DBA Pong Consulting for Software Development Services, for an increased amount not to exceed of \$69,960, increasing the total contract sum to \$133,800.00; and
- 2. AUTHORIZE the Mayor to execute the amendment after approval as to form by the City Attorney.

III. ALTERNATIVES

1. TAKE another action the City Council deems appropriate.

IV. BACKGROUND

On March 25, 2024, the City of Carson entered into an agreement with Cheng-Wei Pong DBA Pong Consulting for Software Development Services. The original contract term is one year, with a total not to exceed amount of \$63,840. The City and Cheng-Wei Pong DBA Pong Consulting seek to execute Amendment No. 1 to increase software development labor hours and project management labor hours, to support implementation of the City's Tyler Munis EP&L Business License module and Asset Management module. The proposed Amendment No. 1 increases the total contract sum by \$69,960, for an adjusted total contract sum of \$133,800.00. There is no procurement issue associated with this amendment because Section 2611(m)(3) of the Carson Municipal Code imposes certain solicitation requirements only where the proposed amendment exceeds \$75,000.

V. FISCAL IMPACT

The cost associated with Amendment No.1 with Cheng-Wei Pong DBA Pong Consulting is a total not to exceed amount of \$69,960. The one-time costs of \$69,960 are included in the current FY2024-25 Information Technology & Security budget. The additional work for the EP&L and Asset Management project includes any required updates after the Go-Live production date. Therefore, there are no fiscal impacts to subsequent fiscal years.

Fiscal Year	Amount	Account Number
FY2024-25	\$69,960	101-54-520-101-6004

VI. <u>EXHIBITS</u>

- 1. Contract Amendment No.1 with Cheng-Wei Pong DBA Pong Consulting.
- 2. Contract with Cheng-Wei Pong DBA Pong Consulting executed March 25, 2024.

Prepared By: Gary Carter, Director, Information Technology&Security Department

Attachments

Pong Consulting Amendment No.1(1055472.1) 3.4.25.pdf
CHENG-WEI PONG DBA PONG CONSULTING ORIGINAL AGREEMENT EXECUTED 2024 MARCH 25.pdf

AMENDMENT NO. 1 TO AGREEMENT FOR CONTRACT SERVICES

	THIS	AMENDME	NT TO	THE	AGREEMEN'	T FOF	R CONTRA	ACT	SERVICES
("Ame	ndment	No. 1") by and	d between	n the CI	TY OF CARSO	N, a Ca	ılifornia muı	nicipal	corporation
("City"	") and	CHENG-WEI	PONG,	a sole	proprietorship	doing	business as	Pong	Consulting
("Cons	sultant"), is effective a	s of the _		day of		, 2025.		

RECITALS

- A. City and Consultant entered into that certain Agreement for Contractual Services dated March 25, 2024 ("Agreement") whereby Consultant agreed to provide certain services for (1) completing technical project tasks, (2) data conversion and data cleansing, (3) data migration, and (4) system functionality assessment and validation documentation ("Software Development Services") for the City for a one year term at a total Contract Sum of \$63,840.00.
- B. Consultant completed the Software Development services in a timely manner. However, the number of hours required of Consultant increased due to an unscheduled extended absence by internal staff, and a lack of technical expertise by internal staff to complete scopes of work previously assigned to City staff, resulting in the parties needing to amend the approved Contract Sum of \$63,840.00.
- C. City and Consultant now desire to amend the Agreement to allow Consultant to provide additional Software Development Services at an additional not to exceed cost of \$69,960.00, thereby bringing the adjusted Contract Sum to \$133,800.00

TERMS

- 1. Contract Changes. The Agreement is amended as provided herein (new text is identified in *bold italics*, deleted text in strike through).
- A. Section 2.1 (Contract Sum) of the Agreement is hereby amended to read in its entirety as follows:
 - "2.1 <u>Contract Sum</u>. For the services rendered pursuant to this Agreement, Consultant shall be compensated in accordance with the "Schedule of Compensation" attached hereto as <u>Exhibit "C"</u> and incorporated herein by this reference, but not exceeding the maximum contract amount of *One-Hundred Thirty-Three* Sixty-Three Thousand, <u>Eight-Hundred Forty</u> *Eight-Hundred* Dollars and Zero Cents (\$133,800.00\$63,840.00) ("Contract Sum")."
- B. Exhibit C (Schedule of Compensation) is hereby amended to read in its entirety as follows:

1

See attached Exhibit C.

01007.0001/939907.1

- 2. Continuing Effect of Agreement. Except as amended by this Amendment No. 1, all provisions of the Agreement shall remain unchanged and in full force and effect. From and after the date of this Amendment No. 1, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement, as amended by this Amendment No. 1 to the Agreement.
- 3. Affirmation of Agreement; Warranty Re Absence of Defaults. City and Consultant each ratify and reaffirm each and every one of the respective rights and obligations arising under the Agreement. Each party represents and warrants to the other that there have been no written or oral modifications to the Agreement other than as provided herein. Each party represents and warrants to the other that the Agreement is currently an effective, valid, and binding obligation.

Consultant represents and warrants to City that, as of the date of this Amendment No. 1, City is not in default of any material term of the Agreement and that there have been no events that, with the passing of time or the giving of notice, or both, would constitute a material default under the Agreement.

City represents and warrants to Consultant that, as of the date of this Amendment No. 1, Consultant is not in default of any material term of the Agreement and that there have been no events that, with the passing of time or the giving of notice, or both, would constitute a material default under the Agreement.

- **4. Adequate Consideration.** The parties hereto irrevocably stipulate and agree that they have each received adequate and independent consideration for the performance of the obligations they have undertaken pursuant to this Amendment No. 1.
- **5. Authority.** The persons executing this Amendment No. 1 on behalf of the parties hereto warrant that (i) such party is duly organized and existing, (ii) they are duly authorized to execute and deliver this Amendment No. 1 on behalf of said party, (iii) by so executing this Amendment No. 1, such party is formally bound to the provisions of this Amendment No. 1, and (iv) the entering into this Amendment No. 1 does not violate any provision of any other agreement to which said party is bound.
- **6. Counterparts.** This Amendment No. 1 may be executed in any number of counterparts and each of such counterparts shall for all purposes be deemed to be an original, whether the signatures are originals, electronic, facsimiles or digital. All such counterparts shall together constitute but one and the same Amendment No. 1.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 1 on the date and year first-above written.

	CITY:
	CITY OF CARSON, a municipal corporation
ATTEST:	Lula Davis-Holmes, Mayor
Dr. Khaleah K. Bradshaw, City Clerk	
APPROVED AS TO FORM: ALESHIRE & WYNDER, LLP	
Sunny K. Soltani, City Attorney [rjl]	
	CONSULTANT:
	CHENG-WEI PONG, a sole proprietorship doing business as Pong Consulting
	By: Name: Cheng-Wei Pong Title: Owner
	Address: 13649 Dearborn St Eastvale, CA 92880

Two corporate officer signatures required when Consultant is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer. CONSULTANT'S SIGNATURES SHALL BE DULY NOTARIZED, AND APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO CONSULTANT'S BUSINESS ENTITY.

01007.0001/939907.1 -3-

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

STAT	E OF CALIFORNIA	
COUN	NTY OF LOS ANGELES	
basis of acknown his/her	of satisfactory evidence to be the person(s) who wledged to me that he/she/they executed the	personally appeared, proved to me on the ose names(s) is/are subscribed to the within instrument and same in his/her/their authorized capacity(ies), and that by (s), or the entity upon behalf of which the person(s) acted,
I certif		s of the State of California that the foregoing paragraph is true
WITN	ESS my hand and official seal.	
Signat	ure:	_
	th the data below is not required by law, it may put fraudulent reattachment of this form.	TIONAL prove valuable to persons relying on the document and could
	CAPACITY CLAIMED BY SIGNER	DESCRIPTION OF ATTACHED DOCUMENT
	INDIVIDUAL CORPORATE OFFICER TITLE(S)	TITLE OR TYPE OF DOCUMENT
	PARTNER(S) LIMITED GENERAL ATTORNEY-IN-FACT	NUMBER OF PAGES
	TRUSTEE(S) GUARDIAN/CONSERVATOR OTHER	DATE OF DOCUMENT
	ER IS REPRESENTING: IE OF PERSON(S) OR ENTITY(IES))	SIGNER(S) OTHER THAN NAMED ABOVE
		-

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

STATE OF CALIFORNIA						
COUNTY OF LOS ANGELES						
On, 2025 before me,, personally appeared, proved to me on the basis of satisfactory evidence to be the person(s) whose names(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.						
I certify under PENALTY OF PERJURY under the laws of the S and correct.	tate of California that the foregoing paragraph is true					
WITNESS my hand and official seal.						
Signature:						
OPTIONAL Though the data below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent reattachment of this form						
_	ESCRIPTION OF ATTACHED DOCUMENT					
INDIVIDUAL CORPORATE OFFICER TITLE(S)	TITLE OR TYPE OF DOCUMENT					
PARTNER(S) LIMITED GENERAL ATTORNEY-IN-FACT TRUSTEE(S)	NUMBER OF PAGES					
GUARDIAN/CONSERVATOR OTHER	DATE OF DOCUMENT					
SIGNER IS REPRESENTING: (NAME OF PERSON(S) OR ENTITY(IES)) SIGNER(S) OTHER THAN NAMED ABOVE						

01007.0001/939907.1 -2-

EXHIBIT "C"

SCHEDULE OF COMPENSATION

I. Consultant shall be compensated in accordance with the following, which will include any and all expenses:

Services	Hours	Rates	Total
Onsite (City Hall) Software	50 32	\$195.00	\$9,750.00
Developer City Consultation			6,240.00
Pre/Post Implementation			
Remote (Virtual) Data Conversion	200	\$150.00	\$30,000.00
and Data Cleansing			
Remote (Virtual) Data Migration	140	\$150.00	\$21,000.00
Remote (Virtual) System	487 44	\$150.00	\$73,050.00
Functionality			6,600.00
Total			\$133,800.00
			63,840.00

- II. Within the budgeted amounts for each Task, and with the approval of the Contract Officer, funds may be shifted from one Task subbudget to another so long as the Contract Sum is not exceeded per Section 2.1, unless Additional Services are approved per Section 2.3.
- III. The City will compensate Consultant for the Services performed upon submission of a valid invoice, in accordance with Section 2.2. Each invoice is to include:
 - **A.** Line items for all the work performed, the number of hours worked, and the hourly rate.
 - **B.** Line items for all materials and equipment properly charged to the Services.
 - **C.** Line items for all other approved reimbursable expenses claimed, with supporting documentation.
 - **D.** Line items for all approved subcontractor labor, supplies, equipment, materials, and travel properly charged to the Services.
- IV. The total compensation for the Services shall not exceed \$133,800.00 \\$63,840.00, as provided in Section 2.1 of this Agreement.

01007,0001/939907.1

AGREEMENT FOR CONTRACT SERVICES BETWEEN THE CITY OF CARSON AND CHENG-WEI PONG DBA PONG CONSULTING

THIS AGREEMENT FOR CONTRACT SERVICES (herein "Agreement") is made and entered into this 25th day of ________, 2024 by and between the CITY OF CARSON, a California municipal corporation ("City") and CHENG-WEI PONG, a sole proprietorship doing business as Pong Consulting ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as "Party" and hereinafter collectively referred to as the "Parties."

NOW, THEREFORE, the parties hereto agree as follows:

1. SERVICES OF CONSULTANT

- 1.1 <u>Scope of Services</u>. In compliance with all of the terms and conditions of this Agreement, the Consultant shall perform the work or services set forth in the "Scope of Services" attached hereto as <u>Exhibit "A"</u> and incorporated herein by reference. Consultant warrants that it has the experience and ability to perform all work and services required hereunder and that it shall diligently perform such work and services in a professional and satisfactory manner.
- 1.2 <u>Compliance With Law</u>. All work and services rendered hereunder shall be provided in accordance with all ordinances, resolutions, statutes, rules, and regulations of the City and any Federal, State or local governmental agency of competent jurisdiction.
- 1.3 <u>Licenses, Permits, Fees and Assessments</u>. Consultant shall obtain at its sole cost and expense such licenses, permits, and approvals as may be required by law for the performance of the services required by the Agreement.
- 1.4 <u>Special Requirements.</u> Additional terms and conditions of this Agreement, if any, which are made a part hereof are set forth in the "Special Requirements" attached hereto as <u>Exhibit "B"</u> and incorporated herein by this reference. In the event of a conflict between the provisions of <u>Exhibit "B"</u> and any other provisions of this Agreement, the provisions of <u>Exhibit "B"</u> shall govern.

2. COMPENSATION

- 2.1 <u>Contract Sum.</u> For the services rendered pursuant to this Agreement, Consultant shall be compensated in accordance with the "Schedule of Compensation" attached hereto as <u>Exhibit "C"</u> and incorporated herein by this reference, but not exceeding the maximum contract amount of Sixty-Three Thousand Eight-Hundred Forty Dollars (\$63,840.00) ("Contract Sum").
- 2.2 <u>Invoices</u>. Each month Consultant shall furnish to City an original invoice for all work performed and expenses incurred during the preceding month in a form approved by City's Director of Finance. By submitting an invoice for payment under this Agreement, Consultant is certifying compliance with all provisions of the Agreement. The invoice shall detail charges for all

1

01007.0001/939907.1

necessary and actual expenses by the following categories: labor (by sub-category), travel, materials, equipment, supplies, and subcontractor contracts. Subcontractor charges shall also be detailed by such categories. Consultant shall not invoice City for any duplicate services performed by more than one person.

City shall independently review each invoice submitted by the Consultant to determine whether the work performed and expenses incurred are in compliance with the provisions of this Agreement. Except as to any charges for work performed or expenses incurred by Consultant which are disputed by City, City will use its best efforts to cause Consultant to be paid within forty five (45) days of receipt of Consultant's correct and undisputed invoice; however, Consultant acknowledges and agrees that due to City warrant run procedures, the City cannot guarantee that payment will occur within this time period. In the event any charges or expenses are disputed by City, the original invoice shall be returned by City to Consultant for correction and resubmission. Review and payment by the City of any invoice provided by the Consultant shall not constitute a waiver of any rights or remedies provided herein or any applicable law.

2.3 Additional Services. City shall have the right at any time during the performance of the services, without invalidating this Agreement, to order extra work beyond that specified in the Scope of Services or make changes by altering, adding to or deducting from said work. No such extra work may be undertaken unless a written order is first given by the Contract Officer to the Consultant, incorporating therein any adjustment in (i) the Contract Sum for the actual cost of the extra work, and/or (ii) the time to perform this Agreement, which said adjustments are subject to the written approval of the Consultant. Any increase in compensation of up to ten percent (10%) of the Contract Sum but not exceeding a total contract amount of Five Thousand Dollars (\$5,000) or in the time to perform of up to ninety (90) days may be approved by the Contract Officer. Any greater increases, taken either separately or cumulatively, must be approved by the City Council. No claim for an increase in the Contract Sum or time for performance shall be valid unless the procedures established in this Section are followed.

3. PERFORMANCE SCHEDULE

- 3.1 <u>Time of Essence</u>. Time is of the essence in the performance of this Agreement.
- 3.2 <u>Schedule of Performance</u>. Consultant shall commence the services pursuant to this Agreement upon receipt of a written notice to proceed and shall perform all services within the time period(s) established in the "Schedule of Performance" attached hereto as <u>Exhibit "D"</u> and incorporated herein by this reference. When requested by the Consultant, extensions to the time period(s) specified in the Schedule of Performance may be approved in writing by the Contract Officer but not exceeding thirty (30) days cumulatively.
- 3.3 Force Majeure. The time period(s) specified in the Schedule of Performance for performance of the services rendered pursuant to this Agreement shall be extended because of any delays due to unforeseeable causes beyond the control and without the fault or negligence of the Consultant, including, but not restricted to, acts of God or of the public enemy, unusually severe weather, fires, earthquakes, floods, epidemics, quarantine restrictions, riots, strikes, freight embargoes, wars, litigation, and/or acts of any governmental agency, including the City, if the Consultant shall within ten (10) days of the commencement of such delay notify the Contract Officer in writing of the causes of the delay. The Contract Officer shall ascertain the facts and the

extent of delay, and extend the time for performing the services for the period of the enforced delay when and if in the judgment of the Contract Officer such delay is justified. The Contract Officer's determination shall be final and conclusive upon the parties to this Agreement. In no event shall Consultant be entitled to recover damages against the City for any delay in the performance of this Agreement, however caused, Consultant's sole remedy being extension of the Agreement pursuant to this Section.

3.4 <u>Term</u>. Unless earlier terminated in accordance with Article 7 of this Agreement, this Agreement shall continue in full force and effect until completion of the services but not exceeding one (1) year from the date hereof, except as otherwise provided in the Schedule of Performance (<u>Exhibit</u> "D").

4. COORDINATION OF WORK

- 4.1 Representative of Consultant. Cheng-Wei Pong, Software Developer Consultant, is hereby designated as being the representative of Consultant authorized to act on its behalf with respect to the work and services specified herein and make all decisions in connection therewith. All personnel of Consultant and any authorized agents shall be under the exclusive direction of the representative of Consultant. Consultant shall utilize only competent personnel to perform services pursuant to this Agreement. Consultant shall make every reasonable effort to maintain the stability and continuity of Consultant's staff and subcontractors, and shall keep City informed of any changes.
- 4.2 <u>Contract Officer</u>. Gary Carter, Director, Information Technology & Security, or such person as may be designated by the City Manager is hereby designated as being the representative the City authorized to act in its behalf with respect to the work and services specified herein and to make all decisions in connection therewith ("Contract Officer").
- 4.3 <u>Prohibition Against Subcontracting or Assignment</u>. Consultant shall not contract with any entity to perform in whole or in part the work or services required hereunder without the express written approval of the City. Neither this Agreement nor any interest herein may be assigned or transferred, voluntarily or by operation of law, without the prior written approval of City. Any such prohibited assignment or transfer shall be void.
- 4.4 <u>Independent Consultant</u>. Neither the City nor any of its employees shall have any control over the manner, mode or means by which Consultant, its agents or employees, perform the services required herein, except as otherwise set forth. Consultant shall perform all services required herein as an independent contractor of City with only such obligations as are consistent with that role. Consultant shall not at any time or in any manner represent that it or any of its agents or employees are agents or employees of City, or that it is a member of a joint enterprise with City.

5. INSURANCE AND INDEMNIFICATION

5.1 <u>Insurance Coverages</u>. The Consultant shall procure and maintain, at its sole cost and expense, in a form and content satisfactory to City, during the entire term of this Agreement including any extension thereof, the following policies of insurance which shall cover all elected and appointed officers, employees and agents of City:

- (a) <u>General Liability Insurance (Coverage Form ISO CGL CG 00 01 or equivalent)</u>. A policy of comprehensive general liability insurance written on a per occurrence basis for bodily injury, personal injury and property damage. The policy of insurance shall be in an amount not less than \$1,000,000.00 per occurrence or if a general aggregate limit is used, then the general aggregate limit shall be twice the occurrence limit.
- (b) Worker's Compensation Insurance. A policy of worker's compensation insurance in such amount as will fully comply with the laws of the State of California and which shall indemnify, insure and provide legal defense for the Consultant against any loss, claim or damage arising from any injuries or occupational diseases occurring to any worker employed by or any persons retained by the Consultant in the course of carrying out the work or services contemplated in this Agreement, with Employer's Liability insurance coverage limits of at least \$1,000,000.00.
- (c) <u>Automotive Insurance (Coverage Form ISO CA 00 01 including "any auto" and endorsement CA 0025 or equivalent)</u>. A policy of comprehensive automobile liability insurance written on a per occurrence for bodily injury and property damage in an amount not less than \$1,000,000. Said policy shall include coverage for owned, non-owned, leased, hired cars and any automobile.
- (d) <u>Professional Liability</u>. Professional liability insurance appropriate to the Consultant's profession, as determined by the City's Risk Manager, provided that the limits shall be no less than \$1,000,000 per claim and no less than \$1,000,000 general aggregate. This coverage may be written on a "claims made" basis, and must include coverage for contractual liability. The professional liability insurance required by this Agreement must be endorsed to be applicable to claims based upon, arising out of or related to services performed under this Agreement. The insurance must be maintained for at least 5 consecutive years following the completion of Consultant's services or the termination of this Agreement. During this additional 5-year period, Consultant shall annually and upon request of the City submit written evidence of this continuous coverage.
- (e) <u>Subcontractors</u>. Consultant shall include all subcontractors as insureds under its policies or shall furnish separate certificates and certified endorsements for each subcontractor. All coverages for subcontractors shall include all of the requirements stated herein.
- (f) <u>Additional Insurance</u>. Policies of such other insurance, as may be required in the Special Requirements in <u>Exhibit "B."</u>
- (g) <u>Broader Coverages and Higher Limits</u>. Notwithstanding anything else herein to the contrary, if Consultant maintains broader coverages and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverages and/or higher limits maintained by Consultant.

5.2 General Insurance Requirements.

All of the above policies of insurance shall be primary insurance and shall name the City, its elected and appointed officers, employees and agents as additional insureds and any insurance maintained by City or its officers, employees or agents may apply in excess of, and not contribute with Consultant's insurance. The insurer is deemed hereof to waive all rights of subrogation and

contribution it may have against the City, its officers, employees and agents and their respective insurers. Moreover, the insurance policy must specify that where the primary insured does not satisfy the self-insured retention, any additional insured may satisfy the self-insured retention. All of said policies of insurance shall provide that said insurance may not be amended or cancelled by the insurer or any party hereto without providing thirty (30) days prior written notice by certified mail return receipt requested to the City. In the event any of said policies of insurance are cancelled, the Consultant shall, prior to the cancellation date, submit new evidence of insurance in conformance with this Section 5.1 to the Contract Officer. No work or services under this Agreement shall commence until the Consultant has provided the City with Certificates of Insurance, additional insured endorsement forms or appropriate insurance binders evidencing the above insurance coverages and said Certificates of Insurance or binders are approved by the City. City reserves the right to inspect complete, certified copies of and endorsement to all required insurance policies at any time. Any failure to comply with the reporting or other provisions of the policies including breaches or warranties shall not affect coverage provided to City.

The insurance required by this Agreement shall be satisfactory only if issued by companies qualified to do business in California, rated "A-" or better in the most recent edition of Best Rating Guide, The Key Rating Guide or in the Federal Register, and only if they are of a financial category Class VII or better, unless such requirements are waived by the City's Risk Manager or other designee of the City due to unique circumstances.

Indemnification. To the full extent permitted by law, Consultant agrees to indemnify, defend and hold harmless the City, its officers, employees and agents ("Indemnified Parties") against, and will hold and save them and each of them harmless from, any and all actions, either judicial, administrative, arbitration or regulatory claims, damages to persons or property, losses, costs, penalties, obligations, errors, omissions or liabilities whether actual or threatened (herein "claims or liabilities") that may be asserted or claimed by any person, firm or entity arising out of or in connection with the negligent performance of the work, operations or activities provided herein of Consultant, its officers, employees, agents, subcontractors, invitees, or any individual or entity for which Consultant is legally liable ("indemnitors"), or arising from Consultant's or indemnitors' reckless or willful misconduct, or arising from Consultant's or indemnitors' negligent performance of or failure to perform any term, provision, covenant or condition of this Agreement, except claims or liabilities occurring as a result of City's sole negligence or willful acts or omissions. Notwithstanding anything else herein, design professionals' indemnity hereunder shall be limited to claims and liabilities arising out of the negligence, recklessness or willful misconduct of the design professional. The indemnity obligation shall be binding on successors and assigns of Consultant and shall survive termination of this Agreement.

6. RECORDS, REPORTS, AND RELEASE OF INFORMATION

6.1 Records. Consultant shall keep, and require subcontractors to keep, such ledgers, books of accounts, invoices, vouchers, canceled checks, reports, studies or other documents relating to the disbursements charged to City and services performed hereunder (the "books and records"), as shall be necessary to perform the services required by this Agreement and enable the Contract Officer to evaluate the performance of such services and shall keep such records for a period of three years following completion of the services hereunder. The Contract Officer shall have full and free access to such books and records at all times during normal business hours of City, including the right to inspect, copy, audit and make records and transcripts from such records.

6.2 <u>Reports</u>. Consultant shall periodically prepare and submit to the Contract Officer such reports concerning the performance of the services required by this Agreement or as the Contract Officer shall require.

6.3 <u>Confidentiality and Release of Information.</u>

- (a) All information gained or work product produced by Consultant in performance of this Agreement shall be considered confidential, unless such information is in the public domain or already known to Consultant. Consultant shall not release or disclose any such information or work product to persons or entities other than the City without prior written authorization from the Contract Officer.
- (b) Consultant shall not, without prior written authorization from the Contract Officer or unless requested by the City Attorney, voluntarily provide documents, declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives the City notice of such court order or subpoena.
- (c) If Consultant provides any information or work product in violation of this Agreement, then the City shall have the right to reimbursement and indemnity from Consultant for any damages, costs and fees, including attorney's fees, caused by or incurred as a result of Consultant's conduct.
- (d) Consultant shall promptly notify the City should Consultant be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any party regarding this Agreement and the work performed thereunder. The City retains the right, but has no obligation, to represent Consultant or be present at any deposition, hearing or similar proceeding. Consultant agrees to cooperate fully with the City and to provide the City with the opportunity to review any response to discovery requests provided by Consultant.
- 6.4 Ownership of Documents. All studies, surveys, data, notes, computer files, reports, records, drawings, specifications, maps, designs, photographs, documents and other materials (the "documents and materials") prepared by Consultant in the performance of this Agreement shall be the property of the City and shall be delivered to the City upon request of the Contract Officer or upon the termination of this Agreement, and Consultant shall have no claim for further employment or additional compensation as a result of the exercise by the City of its full rights of ownership use, reuse, or assignment of the documents and materials hereunder. Moreover, with respect to any documents and materials that may qualify as "works made for hire" as defined in 17 U.S.C. § 101, such documents and materials are hereby deemed "works made for hire" for the City.

7. ENFORCEMENT OF AGREEMENT AND TERMINATION

7.1 <u>California Law</u>. This Agreement shall be interpreted, construed and governed both as to validity and to performance of the parties in accordance with the laws of the State of California. Legal actions concerning any dispute, claim or matter arising out of or in relation to this Agreement shall be instituted in the Superior Court of the County of Los Angeles,

State of California. In the event of litigation in a U.S. District Court, venue shall lie exclusively in the Central District of California, in the County of Los Angeles, State of California.

- 7.2 <u>Disputes; Default</u>. In the event that Consultant is in default under the terms of this Agreement, the City shall not have any obligation or duty to continue compensating Consultant for any work performed after the date of default. Instead, the City may give notice to Consultant of the default and the reasons for the default. The notice shall include the timeframe in which Consultant may cure the default. This timeframe is presumptively thirty (30) days, but may be extended, if circumstances warrant. During the period of time that Consultant is in default, the City shall hold all invoices and shall, when the default is cured, proceed with payment on the invoices. If Consultant does not cure the default, the City may take necessary steps to terminate this Agreement under this Article.
- 7.3 <u>Legal Action</u>. In addition to any other rights or remedies, either party may take legal action, in law or in equity, to cure, correct or remedy any default, to recover damages for any default, to compel specific performance of this Agreement, to obtain declaratory or injunctive relief, or to obtain any other remedy consistent with the purposes of this Agreement. Notwithstanding any contrary provision herein, Consultant shall file a statutory claim pursuant to Government Code Sections 905 et. seq. and 910 et. seq., in order to pursue any legal action under this Agreement.

Except with respect to rights and remedies expressly declared to be exclusive in this Agreement, the rights and remedies of the parties are cumulative and the exercise by either party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other party.

7.4 Termination Prior to Expiration of Term. This Section shall govern any termination of this Contract except as specifically provided in the following Section for termination for cause. The City reserves the right to terminate this Contract at any time, with or without cause, upon thirty (30) days' written notice to Consultant, except that where termination is due to the fault of the Consultant, the period of notice may be such shorter time as may be determined by the Contract Officer. In addition, the Consultant reserves the right to terminate this Contract at any time, with or without cause, upon sixty (60) days' written notice to City, except that where termination is due to the fault of the City, the period of notice may be such shorter time as the Consultant may determine. Upon receipt of any notice of termination, Consultant shall immediately cease all services hereunder except such as may be specifically approved by the Contract Officer. Except where the Consultant has initiated termination, the Consultant shall be entitled to compensation for all services rendered prior to the effective date of the notice of termination and for any services authorized by the Contract Officer thereafter in accordance with the Schedule of Compensation or such as may be approved by the Contract Officer. In the event the Consultant has initiated termination, the Consultant shall be entitled to compensation only for the reasonable value of the work product actually produced hereunder, but not exceeding the compensation provided therefore in the Schedule of Compensation Exhibit "C". In the event of termination without cause pursuant to this Section, the terminating party need not provide the non-terminating party with the opportunity to cure pursuant to Section 7.2.

01007.0001/939907.1 -7-

7.5 Termination for Default of Consultant. If termination is due to the failure of the Consultant to fulfill its obligations under this Agreement, City may, after compliance with the provisions of Section 7.2, take over the work and prosecute the same to completion by contract or otherwise, and the Consultant shall be liable to the extent that the total cost for completion of the services required hereunder exceeds the compensation herein stipulated (provided that the City shall use reasonable efforts to mitigate such damages), and City may withhold any payments to the Consultant for the purpose of set-off or partial payment of the amounts owed the City as previously stated.

8. MISCELLANEOUS

- 8.1 <u>Covenant Against Discrimination</u>. Consultant covenants that, by and for itself, its heirs, executors, assigns and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sex, gender, sexual orientation, marital status, national origin, ancestry, or other protected class in the performance of this Agreement. Consultant shall take affirmative action to ensure that applicants are employed and that employees are treated during employment without regard to their race, color, creed, religion, sex, gender, sexual orientation, marital status, national origin, ancestry, or other protected class
- 8.2 <u>Non-liability of City Officers and Employees</u>. No officer or employee of the City shall be personally liable to the Consultant, or any successor in interest, in the event of any default or breach by the City or for any amount, which may become due to the Consultant or to its successor, or for breach of any obligation of the terms of this Agreement.
- 8.3 Notice. Any notice, demand, request, document, consent, approval, or communication either party desires or is required to give to the other party or any other person shall be in writing and either served personally or sent by prepaid, first-class mail, in the case of the City, to the City Manager and to the attention of the Contract Officer (with her/his name and City title), City of Carson, 701 East Carson, Carson, California 90745 and in the case of the Consultant, to the person(s) at the address designated on the execution page of this Agreement. Either party may change its address by notifying the other party of the change of address in writing. Notice shall be deemed communicated at the time personally delivered or in seventy-two (72) hours from the time of mailing if mailed as provided in this Section.
- 8.4 <u>Integration; Amendment.</u> It is understood that there are no oral agreements between the parties hereto affecting this Agreement and this Agreement supersedes and cancels any and all previous negotiations, arrangements, agreements and understandings, if any, between the parties, and none shall be used to interpret this Agreement. This Agreement may be amended at any time by the mutual consent of the parties by an instrument in writing.
- 8.5 Severability. In the event that part of this Agreement shall be declared invalid or unenforceable by a valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining portions of this Agreement which are hereby declared as severable and shall be interpreted to carry out the intent of the parties hereunder unless the invalid provision is so material that its invalidity deprives either party of the basic benefit of their bargain or renders this Agreement meaningless.

01007.0001/939907.1 -8-

- 8.6 <u>Waiver</u>. No delay or omission in the exercise of any right or remedy by non-defaulting party on any default shall impair such right or remedy or be construed as a waiver. A party's consent to or approval of any act by the other party requiring the party's consent or approval shall not be deemed to waive or render unnecessary the other party's consent to or approval of any subsequent act. Any waiver by either party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Agreement.
- 8.7 <u>Attorneys' Fees</u>. If either party to this Agreement is required to initiate or defend or made a party to any action or proceeding in any way connected with this Agreement, the prevailing party in such action or proceeding, in addition to any other relief which any be granted, whether legal or equitable, shall be entitled to reasonable attorney's fees, whether or not the matter proceeds to judgment.

8.8 <u>Interpretation</u>.

The terms of this Agreement shall be construed in accordance with the meaning of the language used and shall not be construed for or against either party by reason of the authorship of this Agreement or any other rule of construction which might otherwise apply.

8.9 Counterparts.

This Agreement may be executed in any number of counterparts and each of such counterparts shall for all purposes be deemed to be an original, whether the signatures are originals, electronic, facsimiles or digital. All such counterparts shall together constitute but one and the same Agreement.

Warranty & Representation of Non-Collusion. No official, officer, or employee of City has any financial interest, direct or indirect, in this Agreement, nor shall any official, officer, or employee of City participate in any decision relating to this Agreement which may affect his/her financial interest or the financial interest of any corporation, partnership, or association in which (s)he is directly or indirectly interested, or in violation of any corporation, partnership, or association in which (s)he is directly or indirectly interested, or in violation of any State or municipal statute or regulation. The determination of "financial interest" shall be consistent with State law and shall not include interests found to be "remote" or "noninterests" pursuant to Government Code Sections 1091 or 1091.5. Consultant warrants and represents that it has not paid or given, and will not pay or give, to any third party including, but not limited to, any City official, officer, or employee, any money, consideration, or other thing of value as a result or consequence of obtaining or being awarded any agreement. Consultant further warrants and represents that (s)he/it has not engaged in any act(s), omission(s), or other conduct or collusion that would result in the payment of any money, consideration, or other thing of value to any third party including, but not limited to, any City official, officer, or employee, as a result of consequence of obtaining or being awarded any agreement. Consultant is aware of and understands that any such act(s), omission(s) or other conduct resulting in such payment of money, consideration, or other thing of value will render this Agreement void and of no force or effect.

Consultant's Authorized Initials c.w.p

8.11 <u>Corporate Authority</u>. The persons executing this Agreement on behalf of the parties hereto warrant that (i) such party is duly organized and existing, (ii) they are duly authorized

to execute and deliver this Agreement on behalf of said party, (iii) by so executing this Agreement, such party is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other Agreement to which said party is bound. This Agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the parties.

[Signatures on the following page.]

01007.0001/939907.1 -10-

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date and year first-above written.

CITY:

CITY OF CARSON, a municipal corporation

David C. Roberts, Jr., City Manager

ATTEST:

For Dr. Khaleah K. Bradshaw, City Clerk

APPROVED AS TO FORM: ALESHIRE & WYNDER, LLP

Sunny K. Soltani, City Attorney

[rjl]

CONSULTANT:

CHENG-WEI PONG, a sole proprietorship doing business as Pong Consulting

By: Name: Cheng-Wei Pong

Title: Owner

Address: 13649 Dearborn St Eastvale, CA 92880

Two corporate officer signatures required when Consultant is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer. CONSULTANT'S SIGNATURES SHALL BE DULY NOTARIZED, AND APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO CONSULTANT'S BUSINESS ENTITY.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date and year first-above written.

	CITY: CITY OF CARSON, a municipal corporation
ATTEST:	David C. Roberts, Jr., City Manager
Dr. Khaleah K. Bradshaw, City Clerk	
APPROVED AS TO FORM: ALESHIRE & WYNDER, LLP	
Sunny K. Soltani, City Attorney [rjl]	

CONSULTANT:

CHENG-WEI PONG, a sole proprietorship doing business as Pong Consulting

Name: Cheng-Wei Pong

Title: Owner

Address: 13649 Dearborn St Eastvale, CA 92880

Two corporate officer signatures required when Consultant is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer. CONSULTANT'S SIGNATURES SHALL BE DULY NOTARIZED, AND APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO CONSULTANT'S BUSINESS ENTITY.

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

STATE O	F CALIFORNIA					
COUNTY	OF LOS ANGELES	,				
On, 2024 before me,, personally appeared, proved to me on the basis of satisfactory evidence to be the person(s) whose names(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.						
I certify un		RY under the laws of the Sta	te of California that the foregoing paragraph is true			
WITNESS	my hand and official seal.					
Signature:						
	e data below is not required udulent reattachment of this		ble to persons relying on the document and could			
CA	APACITY CLAIMED BY	SIGNER DES	SCRIPTION OF ATTACHED DOCUMENT			
	NDIVIDUAL ORPORATE OFFICER TITLE(S)		TITLE OR TYPE OF DOCUMENT			
□ A'	() _	MITED ENERAL	NUMBER OF PAGES			
	UARDIAN/CONSERVATO		DATE OF DOCUMENT			
SIGNER IS REPRESENTING: (NAME OF PERSON(S) OR ENTITY(IES)) SIGNER(S) OTHER THAN NAMED ABOVE						

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

STATE OF CALIFORNIA					
COUNTY OF LOS ANGELES					
acknowledged to me that he/she/they executed the	personally appeared, proved to me on the ose names(s) is/are subscribed to the within instrument and same in his/her/their authorized capacity(ies), and that by u(s), or the entity upon behalf of which the person(s) acted,				
I certify under PENALTY OF PERJURY under the law and correct.	s of the State of California that the foregoing paragraph is true				
WITNESS my hand and official seal.					
Signature:	_				
	TIONAL prove valuable to persons relying on the document and could				
CAPACITY CLAIMED BY SIGNER	DESCRIPTION OF ATTACHED DOCUMENT				
INDIVIDUAL CORPORATE OFFICER TITLE(S)	TITLE OR TYPE OF DOCUMENT				
PARTNER(S) LIMITED GENERAL ATTORNEY-IN-FACT TRUSTEE(S)	NUMBER OF PAGES				
GUARDIAN/CONSERVATOR OTHER	DATE OF DOCUMENT				
SIGNER IS REPRESENTING: (NAME OF PERSON(S) OR ENTITY(IES)) SIGNER(S) OTHER THAN NAMED ABOVE					

EXHIBIT "A"

SCOPE OF SERVICES

- I. Consultant will provide software development consulting for the City's Enterprise Resource Planning Implementation. Services include:
 - a. Software Development Consulting for Enterprise Resource Planning Implementation Project.

Consultant will provide technical expertise and support to assist the City's transition to implement several Tyler Munis ERP modules. Consultant will be responsible for leading the data conversion from City's legacy applications to the Tyler Munis ERP system, as follows:

- i. Manage, coordinate, and complete technical project tasks between Tyler (ERP vendor) and City staff.
- ii. Data Conversion and Data Cleansing.
 - 1. Consultant will assist with development of establishing City Profile, identify master data elements, manage data cleansing and transformation, lead mock data conversions and validations, enhance data quality through standardization and removal of inaccuracies, and oversee final data migrations for cutover.
 - 2. Consultant will manage the development and deployment of a master data plan, work with any City 3rd party vendors as needed, complete data conversion activities, tasks, and deliverables.
 - 3. Consultant will provide guidance and assistance on the development of data conversion programs to ensure timely delivery, assist City with decision points on data integration or sunset of legacy applications, and provide reporting on the progress of data conversion, solution architecture, and system.

iii. Data Migration.

- 1. Consultant will work with Tyler Munis, City's 3rd party vendors, and City business owner and technical staff teams to migrate data.
- 2. Consultant will provide technical expertise for data migration and master data planning.
- iv. System Functionality

- 1. Consultant will provide technical expertise to ensure all City data meets City requirements and goals.
- 2. Consultant will coordinate between Tyler, City 3rd party vendors, and City technical staff to resolve identified system functionality issues until resolution.
- II. As part of the Services, Consultant will prepare and deliver the following tangible work products to the City:
 - **A.** Data Migration Plans, tools, and guidance including data profile, data migration plan, and master data planning.
 - **B.** System Functionality assessment and validation documentation including validation of all City data migration, solution architecture requirements, and signoff approval by City approved project point of contact.
- III. In addition to the requirements of Section 6.2, during performance of the Services, Consultant will keep the City updated of the status of performance by delivering the following status reports:
 - **A.** Status reports due upon Contract Officer's request.
- IV. All work product is subject to review and acceptance by the City, and must be revised by the Consultant without additional charge to the City until found satisfactory and accepted by City.

EXHIBIT "B"

SPECIAL REQUIREMENTS

(Superseding Contract Boilerplate) (new text shown in *bold italics*, deleted text in strikethrough)

- I. Section 5.1 (Insurance Coverages) of the Agreement is hereby amended to read in its entirety as follows: "5.1Insurance Coverages. The Consultant shall procure and maintain, at its sole cost and expense, in a form and content satisfactory to City, during the entire term of this Agreement including any extension thereof, the following policies of insurance which shall cover all elected and appointed officers, employees and agents of City:
- (a) <u>General Liability Insurance (Coverage Form ISO CGL CG 00 01 or equivalent)</u>. A policy of comprehensive general liability insurance written on a per occurrence basis for bodily injury, personal injury and property damage. The policy of insurance shall be in an amount not less than \$1,000,000.00 per occurrence or if a general aggregate limit is used, then the general aggregate limit shall be twice the occurrence limit.
- (b) <u>Worker's Compensation Insurance</u>. A policy of worker's compensation insurance in such amount as will fully comply with the laws of the State of California and which shall indemnify, insure and provide legal defense for the Consultant against any loss, claim or damage arising from any injuries or occupational diseases occurring to any worker employed by or any persons retained by the Consultant in the course of carrying out the work or services contemplated in this Agreement, with Employer's Liability insurance coverage limits of at least \$1,000,000.00.
- (c) <u>Automotive Insurance (Coverage Form ISO CA 00 01 including</u> "any auto" and endorsement <u>CA 0025 or equivalent</u>). A policy of comprehensive automobile liability insurance written on a per occurrence for bodily injury and property damage in an amount not less than \$1,000,000. Said policy shall include coverage for owned, non-owned, leased, hired cars and any automobile.
- (d) Professional Liability. Professional liability insurance appropriate to the Consultant's profession, as determined by the City's Risk Manager, provided that the limits shall be no less than \$1,000,000 per claim and no less than \$1,000,000 general aggregate. This coverage may be written on a "claims made" basis, and must include coverage for contractual liability. The professional liability insurance required by this Agreement must be endorsed to be applicable to claims based upon, arising out of or related to services performed under this Agreement. The insurance must be maintained for at least 5 consecutive years following the completion of Consultant's services or the termination of this Agreement. During this additional 5 year period, Consultant shall annually and upon request of the City submit written evidence of this continuous coverage. Technology Professional Liability Errors and Omissions. Technology Professional Liability Errors and Omissions Insurance appropriate to the Consultant's profession and work hereunder, with limits not less than \$2,000,000 per occurrence. Coverage shall be sufficiently broad to respond to the duties and obligations as is undertaken by the Consultant in this Agreement and shall include, but not be limited to, claims involving security breach, system failure, data recovery, business interruption, cyber extortion, social engineering,

infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private information, and alteration of electronic information. The policy shall provide coverage for breach response costs, regulatory fines and penalties as well as credit monitoring expenses. The policy shall include, or be endorsed to include, property damage liability coverage for damage to, alteration of, loss of, or destruction of electronic data and/or information "property" of the City in the care, custody, or control of Consultant.

- (e) <u>Subcontractors</u>. Consultant shall include all subcontractors as insureds under its policies or shall furnish separate certificates and certified endorsements for each subcontractor. All coverages for subcontractors shall include all of the requirements stated herein.
- (f) <u>Additional Insurance</u>. Policies of such other insurance, as may be required in the Special Requirements in <u>Exhibit "B."</u>
- (g) <u>Broader Coverages and Higher Limits</u>. Notwithstanding anything else herein to the contrary, if Consultant maintains broader coverages and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverages and/or higher limits maintained by Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City."

EXHIBIT "C"

SCHEDULE OF COMPENSATION

I. Consultant shall be compensated in accordance with the following, which will include any and all expenses:

Services	Hours	Rates	Total
Onsite (City Hall) Software	32	\$195.00	\$6,240.00
Developer City Consultation			
Pre/Post Implementation			
Remote (Virtual) Data Conversion	200	\$150.00	\$30,000.00
and Data Cleansing			
Remote (Virtual) Data Migration	140	\$150.00	\$21,000.00
Remote (Virtual) System	44	\$150.00	\$6,600.00
Functionality			
Total			\$63,840.00

- II. Within the budgeted amounts for each Task, and with the approval of the Contract Officer, funds may be shifted from one Task subbudget to another so long as the Contract Sum is not exceeded per Section 2.1, unless Additional Services are approved per Section 2.3.
- III. The City will compensate Consultant for the Services performed upon submission of a valid invoice, in accordance with Section 2.2. Each invoice is to include:
 - **A.** Line items for all the work performed, the number of hours worked, and the hourly rate.
 - **B.** Line items for all materials and equipment properly charged to the Services.
 - **C.** Line items for all other approved reimbursable expenses claimed, with supporting documentation.
 - **D.** Line items for all approved subcontractor labor, supplies, equipment, materials, and travel properly charged to the Services.
- IV. The total compensation for the Services shall not exceed \$63,840.00, as provided in Section 2.1 of this Agreement.

EXHIBIT "D"

SCHEDULE OF PERFORMANCE

- I. Consultant shall perform and complete all Services within six (6) months following issuance of Notice to Proceed by City's Contract Officer.
- II. The Contract Officer may approve extensions for performance of the Services in accordance with Section 3.2.

City of Carson 701 E Carson Street Carson, CA 90745



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 03/12/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

		INSURER F :				
Eastvale, CA 92880-5505		INSURER E :				
13649 Dearborn St		INSURER D :				
Cheng-Wei Pong		INSURER C:				
INSURED		INSURER B:				
		INSURER A :	Berkshire Hathaway Direct Insurance Comp	any		10391
BIBERK P.O. Box 113247 Stamford, CT 06911		INSURER(S) AFFORDING COVERAGE				NAIC#
		E-MAIL ADDRESS:	customerservice@biBERK.com			
		PHONE (A/C, No, Ext)	_: 844-472-0967	FAX (A/C, No):	203-6	654-3613
PRODUCER		CONTACT NAME:				
this certificate does not comer rights to the certificate notice in fied of such endorsement(s).						

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR		TYPE OF INSURANCE	ADDL		POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMIT	S
	Χ	COMMERCIAL GENERAL LIABILITY	IIIOD	*****		,	,	EACH OCCURRENCE DAMAGE TO RENTED	\$ 1,000,000
A	X	CLAIMS-MADE X OCCUR Primary & Non-Contributory	Х	Х	N9BP713148	03/01/2024	03/01/2025	PREMISES (Ea occurrence)	\$ 50,000 \$ 5,000
^		Tilliary & Non-Continuatory	**		N3DF713140	03/01/2024	03/01/2023	MED EXP (Any one person) PERSONAL & ADV INJURY	\$ 5,000 \$ Excluded
	GEN	L'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	\$ 2,000,000
		POLICY PRO- JECT LOC						PRODUCTS - COMP/OP AGG	\$ 2,000,000
	Χ	OTHER:							\$
	AUT	OMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	\$
		ANY AUTO						BODILY INJURY (Per person)	\$
		OWNED SCHEDULED AUTOS ONLY						BODILY INJURY (Per accident)	\$
		HIRED NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	\$
									\$
		UMBRELLA LIAB OCCUR						EACH OCCURRENCE	\$
		EXCESS LIAB CLAIMS-MADE						AGGREGATE	\$
		DED RETENTION \$							\$
		RKERS COMPENSATION EMPLOYERS' LIABILITY Y / N						PER OTH- STATUTE ER	
		PROPRIETOR/PARTNER/EXECUTIVE CER/MEMBER EXCLUDED?	N/A					E.L. EACH ACCIDENT	\$
	(Man	ndatory in NH)						E.L. DISEASE - EA EMPLOYEE	\$
	DES	s, describe under CRIPTION OF OPERATIONS below						E.L. DISEASE - POLICY LIMIT	\$
А		ofessional Liability (Errors & missions): Claims-Made	Х		N9PL720381	03/01/2024	03/01/2025	Per Occurrence/ Aggregate	\$2,000,000/ \$2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

City of Carson is insured on the general liability policy on a primary and non-contributory basis (see endorsement attached).

City of Carson is listed as additional insured as it pertains to general liability (see endorsement attached).

A waiver of transfer of rights exists on this policy as it pertains to general liability in favor of City of Carson (see endorsement attached).

City of Carson is listed as additional insured as it pertains to professional liability (see endorsement attached).

City of Carson 701 E Carson Street	son Street A 90745 RG	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.				
Carson, CA 90745		AUTHORIZED REPRESENTATIVE Paked 6.750				

CANCELLATION

CERTIFICATE HOLDER

City of Carson 701 E Carson Street Carson, CA 90745



CERTIFICATE OF PROPERTY INSURANCE

DATE (MM/DD/YYYY) 03/12/2024

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER. AND THE CERTIFICATE HOLDER.

PRODUCER	CONTACT NAME:	
	PHONE (A/C, No, Ext): (844) 472-0967 FAX (A/C, No): (203)	654-3613
BIBERK	E-MAIL ADDRESS: salessupport@biberk.com	
P.O. Box 113247	PRODUCER CUSTOMER ID:	
Stamford, CT 06911	INSURER(S) AFFORDING COVERAGE	NAIC#
INSURED	INSURER A : Berkshire Hathaway Direct Insurance Compai	541512
	INSURER B:	
Cheng-Wei Pong 13649 Dearborn St	INSURER C:	
Eastvale, CA 92880-5505	INSURER D:	
	INSURER E:	
	INSURER F:	

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

LOCATION OF PREMISES / DESCRIPTION OF PROPERTY (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

Location: 13649 Dearborn StEastvale, CA 92880-5505

Bldg #001: Consultants - Computer and Management - 4167501

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

R R	TYPE OF IN	SURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)		COVERED PROPERTY	LIMITS	
Х	PROPERTY					BUILDING	\$	
CA	USES OF LOSS	DEDUCTIBLES				PERSONAL PROPERTY	\$	(
	BASIC	BUILDING 250	N9BP713148	03/01/2024	03/01/2025	BUSINESS INCOME	\$	
	BROAD	CONTENTS	_			EXTRA EXPENSE	\$	
Χ	SPECIAL	JOSHILINIO				RENTAL VALUE	\$	
	EARTHQUAKE					BLANKET BUILDING	s n/a	
	WIND					BLANKET PERS PROP	s n/a	
	FLOOD					BLANKET BLDG & PP	s n/a	
							\$	
							\$	
	INLAND MARINE	=	TYPE OF POLICY				\$	
CA	USES OF LOSS						\$	
	NAMED PERILS		POLICY NUMBER				\$	
							\$	
	CRIME						\$	
TY	PE OF POLICY						\$	
							\$	
	BOILER & MACH						\$	
	EQUITMENT BY	LANDOWN					\$	
							\$	
							\$	

SPECIAL CONDITIONS / OTHER COVERAGES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

* ALS up to 12 months.

CERTIFICATE HOLDER	CANCELLATION				
City of Carson 701 E Carson Street	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.				
Carson, CA 90745	AUTHORIZED REPRESENTATIVE Rates 676				

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – DESIGNATED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS COVERAGE FORM

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s):			
City of Carson			
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.			

The following is added to Paragraph C. Who Is An Insured in Section II – Liability:

3. Any person(s) or organization(s) shown in the Schedule is also an additional insured, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf in the performance of your ongoing operations or in connection with your premises owned by or rented to you.

ADDITIONAL INSURED ENDORSEMENT

This endorsement modifies insurance provided under the following:

Miscellaneous Professional Liability Insurance Policy

SECTION V – DEFINITIONS, Section M. "Insured" of the policy is amended to add the following:

The Additional Insured stated below, but only for liability arising solely out of **Wrongful Acts** in the performance of **Insured Services** by the **Named Insured** or the **Individual Insureds**:

City of Carson

It is also agreed the policy does not apply to any **Claim** which includes allegations or facts indicating actual or alleged independent or direct liability on the part of an Additional Insured.

All other terms and conditions of this policy remain unchanged.

MPL 00 24 11 15 Page 1 of 1

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS COVERAGE FORM

SCHEDULE

Name Of Person Or Organization:
City of Carson
Information required to complete this Schedule, if not shown above, will be shown in the Declarations

Paragraph K. Transfer Of Rights Of Recovery Against Others To Us in Section III – Common Policy Conditions is amended by the addition of the following:

We waive any right of recovery we may have against the person or organization shown in the Schedule above because of payments we make for injury or damage arising out of your ongoing operations or "your work" done under a contract with that person or organization and included in the "products-completed operations hazard". This waiver applies only to the person or organization shown in the Schedule above.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NONCONTRIBUTORY – OTHER INSURANCE CONDITION

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS COVERAGE FORM

The following is added to Paragraph H. Other Insurance of Section III – Common Policy Conditions and supersedes any provision to the contrary:

Primary And Noncontributory Insurance

This insurance is primary to and will not seek contribution from any other insurance available to an additional insured under your policy provided that:

- 1. The additional insured is a Named Insured under such other insurance; and
- 2. You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

Renewal Auto Policy Declarations

To report a claim please call (800) 503-3724



Policy Period

From: 11/23/2023 12:01 AM **To:** 05/23/2024 12:01 AM

Standard time at the address of the Named Insured

Policy Number

CAAP0000761676

Agent

MASTER INS.AGENCY, INC.THE (044678) 3206 DEL MAR AVE

ROSEMEAD, CA 91770 (626) 307-3200 **Company**

Mercury Insurance Company

P.O. BOX 10730

SANTA ANA, CA 92711-0730

Named Insured

CHENG WEI PONG 13649 DEARBORN ST EASTVALE, CA 92880-5505 (714) 326-9898 **INSURANCE APPROVED**

RG 3/18/2024

Date Sent: 10/24/2023

Important Information

If renewed, this policy will replace policy number 040107150026502.

The enclosed Auto Insurance Renewal Bill and the U-251 IMPORTANT NOTICE are part of this policy. These specify the amount of your premium, your payment options, any applicable fees, and the due date. Your automobile insurance expires and coverage ceases at 12:01 AM on 11/23/2023. Coverage under this policy will become effective provided you pay the premium and any applicable fees as indicated on the Auto Insurance Renewal Bill. If you have any questions, please contact your agent at the phone number provided above.

This Declaration provides only a summary of coverage. All coverage is subject to the terms, conditions, and exclusions of the policy contract.

Discounts

2012 HONDA ODYSSEY EXL #95018 - Anti-Theft, Exceptional Driver, Good Driver, Group Discount, Multi-Car, Multi-Policy 2017 TOYOTA CAMRY HYBRID/LE/ #12142 - Exceptional Driver, Good Driver, Group Discount, Multi-Car, Multi-Policy 2008 BMW 335I #57017 - Exceptional Driver, Good Driver, Group Discount, Multi-Car, Multi-Policy

Listed Drivers

CHENG WEI PONG - Years License Experience: 28 YENGCHI PONG - Years License Experience: 27 I TSEN TUNG - Years License Experience: 24 CHING BING PONG - Years License Experience: 59

Excluded Drivers

A SIR PONG LAI

The Designated Excluded Drivers – Coverage Exclusion is applicable to all coverages, including but not limited to, liability and uninsured motorists, provided now or later. It is agreed that the insurance afforded by this policy shall not apply nor accrue to the benefit of any insured or any third-party claimant when any motor vehicle is being used or operated by an Excluded Driver designated above, regardless of where the person resides or whether the person is licensed to drive. Please refer to the terms of your auto policy.

Additional Household Members

None

Vehicles and Coverage Limits

U-176 CA 03/2023 Page 1 of 3

2012 HONDA ODYSSEY EXL WAG 4DR, VIN: 5FNRL5H65CB095018

Garaging Address: 13649 Dearborn St, Eastvale, CA,92880-5505

Primary Use of the Vehicle: Pleasure
Current Term Annual Mileage: 10,898
Renewal Term Annual Mileage: 10,706

Current Term Mileage Program: RealDrive - Verified Renewal Term Mileage Program: RealDrive - Verified

Coverages	Limits	Premium
Bodily Injury Liability	\$100,000 each Person/\$300,000 each Accident	\$284.00
Property Damage Liability	\$50,000 each Accident	
Uninsured/Underinsured Motorist Bodily	\$15,000 each Person/\$30,000 each Accident	\$40.00
Injury		
Uninsured Motorist Property	Collision Deductible Waiver Applies	\$3.00
Damage/Collision Deductible Waiver		
Comprehensive	Actual Cash Value Less \$1,000 Deductible	\$9.00
Collision	Actual Cash Value Less \$1,000 Deductible	\$138.00
Rental	\$40 each Day/Maximum 30 Days	\$23.00
Roadside Assistance	\$75 Towing and \$75 for Non-Towing Services	\$3.00
	per Occurrence/Maximum 3 Occurrences	
Non-Factory Equipment	\$1,000	Included
Total Premium for 2012 HONDA ODYSSEY EXL WAG 4DR		\$500.00

2017 TOYOTA CAMRY HYBRID/LE/ SED 4DR, VIN: 4T1BD1FKXHU212142

Garaging Address: 13649 Dearborn St, Eastvale, CA,92880-5505

Primary Use of the Vehicle: Commuting Current Term Annual Mileage: 18,095
Renewal Term Annual Mileage: 18,095

Current Term Mileage Program: RealDrive - Verified Renewal Term Mileage Program: RealDrive - Verified

Coverages	Limits	Premium
Bodily Injury Liability	\$100,000 each Person/\$300,000 each Accident	\$280.00
Property Damage Liability	\$50,000 each Accident	
Uninsured/Underinsured Motorist Bodily Injury	\$15,000 each Person/\$30,000 each Accident	\$33.00
Uninsured Motorist Property	Collision Deductible Waiver Applies	\$3.00
Damage/Collision Deductible Waiver		
Comprehensive	Actual Cash Value Less \$1,000 Deductible	\$32.00
Collision	Actual Cash Value Less \$1,000 Deductible	\$272.00
Rental	\$40 each Day/Maximum 30 Days	\$23.00
Roadside Assistance	\$75 Towing and \$75 for Non-Towing Services	\$3.00
	per Occurrence/Maximum 3 Occurrences	
Non-Factory Equipment	\$1,000	Included
Total Premium for 2017 TOYOTA CAMRY H	IYBRID/LE/ SED 4DR	\$646.00

2008 BMW 335I CPE, VIN: WBAWB73548P157017

Garaging Address: 13649 Dearborn St, Eastvale, CA,92880-5505

Primary Use of the Vehicle: Commuting Current Term Annual Mileage: 18,615
Renewal Term Annual Mileage: 18,615

Current Term Mileage Program: RealDrive - Verified Renewal Term Mileage Program: RealDrive - Verified

Vehicle Condition: Salvaged

U-176 CA 03/2023 Page 2 of 3

Coverages	Limits	Premium
Bodily Injury Liability	\$100,000 each Person/\$300,000 each Accident	\$305.00
Property Damage Liability	\$50,000 each Accident	
Uninsured/Underinsured Motorist Bodily	\$15,000 each Person/\$30,000 each Accident	\$33.00
Injury		
Uninsured Motorist Property	\$3,500 each Accident	\$5.00
Damage/Collision Deductible Waiver		
Total Premium for 2008 BMW 335I CPE		\$343.00
Subtotal Policy Premium (All Vehicles)		\$1,489.00
Fraud Fee		\$2.64
Total 6 Month Policy Premium (All Vehicles)		\$1,491.64

Policy Contract and Endorsements

Your insurance policy and any endorsement(s) contain a full explanation of your coverage. The policy contract is form U-10 MIC California Auto Policy (03/2023). The contract is modified by endorsement(s):

U-176 CA 03/2023 Page 3 of 3

Cheng-Wei Pong DBA Pong Consulting

03/06/2024

The City of Carson 701 E Carson Street, Carson, CA 90745

Dear Mr. Carter,

I hope this message finds you well. I am writing to clarify the structure of my business. As a sole proprietor, I am the only individual working within my company. Given this circumstance, the need for Workers' Compensation insurance is not applicable to my situation.

I kindly request that you consider waiving this requirement. Should you have any questions or require further information, please do not hesitate to reach out.

Thank you for your understanding and cooperation.

Best regards,

Cheng-Wei Pong

Chief Executive Officer

CITY OF CARSON



Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 18.

To: Honorable Mayor and City Council

From: Reata Kulcsar, Energy and Sustainability Officer CMO

Subject: CONSIDER APPROVING THE PARTICIPATION AGREEMENTS FOR THE CLEAN POWER ALLIANCE'S REACH CODE PROGRAMS FOR BUILDING AND TRANSPORTATION ELECTRIFICATION PROGRAM FOR NEW CONSTRUCTION AND EXISTING BUILDINGS (CITY COUNCIL)

I. SUMMARY

The Clean Power Alliance's (CPA) Reach Code Program assists member agencies in understanding and identifying reach code opportunities for both new construction and existing buildings.

Participation in this program is available at no cost to member agencies. However, the City is required to review and sign two participation agreements. These agreements are nearly identical, except for two instances where either "new construction" (Exhibit No. 1) or "existing buildings" (Exhibit No. 2) are referenced.

Technical support provided by CPA's consultant is anticipated to last until June 30, 2026. However, the Participation Agreement extends until December 2026 to accommodate any possible contract extensions with CPA's consultant and to allow the City adequate time to review and present a code to the City Council.

Staff intends to engage property owners and stakeholders early in the code development to better understand how to implement a policy that will meet both stakeholder interests and climate action goals by including cost-effective compliance options and flexibility.

II. RECOMMENDATION

TAKE the following actions:

- APPROVE the Participation Agreements with Clean Power Alliance to allow enrollment in the Clean Power Alliance Reach Code Program for Building and Transportation Electrification, applicable to both new construction and existing buildings.
- 2. AUTHORIZE the City Manager to execute the agreements and any related documents subject to approval as to form by the City Attorney.

III. <u>ALTERNATIVES</u>

TAKE another action the City Council deems appropriate, consistent with the requirements of the law.

IV. BACKGROUND

The CPA Reach Code Program is available to Los Angeles County and Ventura County municipalities served by CPA.

A reach code is a local building energy code that "reaches" beyond or exceeds the state minimum requirements for energy use in building design and construction. They are adopted by city councils and county boards of supervisors with input from builders, contractors, and community members to improve indoor air quality, increase electric vehicle (EV) charging infrastructure, and reduce harmful greenhouse gas (GHG) emissions.

CPA has hired a team of consultants to support member agencies that are interested in understanding and identifying reach code opportunities for both new construction and existing buildings by providing technical assistance and support that includes researching relevant policies, answering technical questions, educating stakeholders, presenting at meetings, reach code customization, and developing implementation tools to help member agencies enforce their reach codes, if needed.

Reach codes generally encourage the construction of new buildings with additional electric vehicle charging stations, electric water heating systems, space heating, cooking, or other appliances. They also call for upgrades to existing buildings at specific times, such as when an outdated appliance is replaced.

Staff plans to engage with the community to better understand reach code priorities and resource needs. This process will include identifying stakeholders, conducting outreach activities, assessing potential impacts, and developing policy recommendations. This work will occur over the coming year, with technical support from CPA's consultant anticipated to continue until June 30, 2026.

V. FISCAL IMPACT

There is no fiscal impact.

VI. **EXHIBITS**

- 1. Participation Agreement New Construction
- 2. Participation Agreement Existing Buildings

Attachments

<u>CPA Participation Agreement New Construction.pdf</u> <u>CPA Participation Agreement Existing Buildings.pdf</u>

PROGRAM PARTICIPATION AGREEMENT

This Program Participation Agreement ("Agreement"), made as of the last date signed below (the "Effective Date"), by and between City of Carson ("Participant"), and Clean Power Alliance of Southern California, a Joint Powers Authority and Community Choice Aggregation program ("CPA"), referred to individually or collectively as "Party" or "Parties," is to enroll Participant in the CPA Reach Code Program for Building and Transportation Electrification ("Reach Code Program"), described in more detail below.

RECITALS

WHEREAS, CPA desires to support community building and transportation electrification efforts in its service territory through its Reach Code Program (described in the Reach Code Program website and attached hereto as <u>Exhibit A</u>), which seeks to help Participant develop and adopt building and electrical vehicle ("EV") infrastructure reach codes that will result in healthier indoor air quality, increased EV charging infrastructure, and reductions in greenhouse gas emissions;

WHEREAS, Participant has received direction from its City Council through an adopted climate action plan, associated document, or other directive to pursue reach codes with respect to new construction;

WHEREAS, to implement the Reach Code Program, CPA has entered into the Professional Services Agreement, dated as of February 2, 2023, by and between TRC Solutions, Inc. ("TRC") and CPA, under which TRC will provide technical support for Participant as it engages in its own effort to develop, draft, review, and/or adopt Participant's reach code;

WHEREAS, CPA intends to make TRC or a successor consultant ("Contractor") available to Participant and other CPA member agencies to support Participant as it engages in its own effort to develop, draft, review, and/or adopt Participant's reach codes;

WHEREAS, Participant desires technical support from Contractor as Participant develops, drafts, reviews, and/or adopts reach codes; and

WHEREAS, Participant may seek financial support provided by CPA to offset the cost of staff time for Participant to develop, draft, review, adopt, and/or implement reach codes.

NOW, THEREFORE, in consideration of the mutual promises and agreements herein contained, it is mutually understood and agreed by and between the Parties as follows:

AGREEMENT

1. **Term.** This Agreement begins on the Effective Date and ends on December 31, 2026 ("Initial Term"). At the end of this Initial Term, the Parties may mutually agree to extend the term of this Agreement for six (6) months ("Renewal Term"; the Initial Term together with the Renewal Term, if any, shall be referred to as the "Term").

2. Termination.

a. <u>Convenience</u>. Any Party may terminate this Agreement for convenience and without liability to the other Party upon giving the other Party thirty (30) days prior written notice.

3. CPA Obligations

- a. CPA will make commercially reasonable efforts to ensure the availability of Contractor during the Reach Code Program term. CPA does not guarantee that (a) Contractor will be able to perform all duties that Participant staff would otherwise perform, or (b) that participation in the Reach Code Program guarantees adoption of a new or existing building reach code.
- b. CPA will provide financial awards to Reach Code Program participants upon completion of the milestones outlined in Exhibit B to this Agreement. Award amounts and participant requirements are subject to change at the sole discretion of CPA, provided that CPA provides prior written notice to Participant.
- c. CPA will monitor the technical support provided by Contractor and help coordinate reach code efforts with regional stakeholders.
- d. CPA will make best efforts to, or will coordinate with Contractor to make best efforts to, attend or provide support to Participant City Council meetings with respect to adoption of reach codes.

4. Participant Obligations

- a. General Obligations:
 - i. Participant agrees to engage with Contractor, including by designating staff to serve as primary contacts with Contractor.
 - ii. Participant agrees and acknowledges that all tools, templates, and other resources generated by the Contractor during the development of new construction reach codes will be the intellectual property of CPA.
 - iii. Participant agrees that any adopted reach code may be posted on Reach Code Program websites by Contractor and CPA.
 - iv. Participant agrees that it shall use best efforts to adopt a reach code that is approved by its City Council by June 30, 2026.
- b. Participant may elect to apply for a financial award, as described in <u>Exhibit B</u> attached hereto, by completing a Program Award Application, attached hereto as <u>Exhibit C</u>, and submitting the required documentation described therein. Participant agrees and acknowledges that CPA shall have the right to modify the Program Award Application at any time.

c. Participant acknowledges and agrees that Participant is solely and exclusively responsible and liable for Participant's development, drafting, review, adoption, and/or implementation for Participant's reach codes. Participant further agrees to conduct its own due diligence and review, including any technical or legal review of any proposed reach code that is considered by Participant.

5. NO LIABILITY; NO REPRESENTATION OR WARRANTY; INDEMNITY.

- a. CPA DOES NOT MAKE, AND HEREBY DISCLAIMS, ANY AND ALL OTHER EXPRESS OR IMPLIED WARRANTIES, INCLUDING, BUT NOT LIMITED TO FITNESS FOR A PARTICULAR PURPOSE, NON-INFRINGEMENT AND TITLE, AND ANY WARRANTIES ARISING FROM A COURSE OF DEALING, USAGE, OR TRADE PRACTICE WITH RESPECT TO (1) SERVICES PROVIDED BY CONTRACTOR TO PARTICIPANT AND (2) ANY REACH CODE ADOPTED BY PARTICIPANT.
- b. INDEMNIFICATION. EACH PARTY SHALL INDEMNIFY AND HOLD HARMLESS TO THE FULLEST EXTENT PERMITTED BY LAW THE OTHER PARTY AND ITS ELECTED OFFICIALS, OFFICERS, EMPLOYEES, MEMBERS, VOLUNTEERS, AGENTS, AND REPRESENTATIVES FROM AND AGAINST ANY AND ALL DAMAGES, LIABILITIES, COSTS, EXPENSES, CLAIMS, AND/OR JUDGMENTS, INCLUDING, WITHOUT LIMITATION, REASONABLE ATTORNEYS' FEES AND DISBURSEMENTS THAT MAY DIRECTLY OR INDIRECTLY ARISE AND/OR RESULT FROM THE INDEMNIFYING PARTY'S GROSS NEGLIGENCE OR WILLFUL MISCONDUCT. THIS INDEMNIFICATION SHALL BE ONLY PROPORTION TO AND TO THE EXTENT THAT SUCH CLAIMS, JUDGMENTS, CAUSES OF ACTION, DAMAGES, PENALTIES, COSTS, LIABILITIES, AND EXPENSES, INCLUDING ATTORNEYS' FEES AND COSTS INCURRED IN THE DEFENSE OF ANY SUCH CLAIM OR ANY ACTION OR PROCEEDING BROUGHT THEREON ARISE FROM THE NEGLIGENT OR INTENTIONAL ACTS OR OMISSIONS OF INDEMNIFYING PARTY, AND ITS OFFICERS, EMPLOYEES, INVITEES, OR AGENTS. NOTWITHSTANDING THE FOREGOING, CPA SHALL BE UNDER NO OBLIGATION WHATSOEVER TO INDEMNIFY PARTICIPANT OR HOLD PARTICIPANT HARMLESS, INCLUDING BUT NOT LIMITED TO ATTORNEY'S FEES, COSTS, OR DISBURSEMENTS AS A RESULT OF PARTICIPANT'S CONSIDERATION, DEVELOPMENT, DRAFTING, ADOPTION, AND/OR IMPLEMENTATION OF PARTICIPANT'S REACH CODE.

c. LIMITATION OF LIABILITY. CPA SHALL NOT BE LIABLE TO PARTICIPANT FOR ANY CONSEQUENTIAL, INDIRECT, PUNITIVE, LOST PROFIT, LOST OPPORTUNITY, OR EXEMPLARY DAMAGES FOR ANY CLAIM, WRIT, PETITION, OR CAUSE OF ACTION RELATED TO THIS AGREEMENT, INCLUDING BUT NOT LIMITED TO PARTICIPANT'S DEVELOPMENT, DRAFTING, REVIEW, ADOPTION, AND/OR IMPLEMENTATION OF PARTICIPANT'S REACH CODES, ANY SERVICES PROVIDED BY CONTRACTOR, AND/OR ANY OTHER CLAIM, WRIT, PETITION, OR CAUSE OF ACTION RELATED TO THIS AGREEMENT WHETHER ARISING FROM BREACH OF CONTRACT, WARRANTY, TORT (INCLUDING NEGLIGENCE AND STRICT LIABILITY), STATUTE, OR OTHERWISE.

6. Insurance.

- a. The Parties agree to provide and maintain throughout the term of this Agreement, at their own expense, a program of insurance, or self-insurance, covering the activities and operations of their respective officers, agents and employees, and contractors for the term of this Agreement. This insurance shall include general liability insurance with coverage limits of \$2,000,000 per occurrence and \$2,000,000 aggregate (unless the aggregate is on a per-policy basis, in which case the aggregate shall be a minimum of \$4,000,000). This insurance shall be endorsed to include the following: (i) CPA, its Board, Officers, Officials, Employees, Agents, Servants, and Volunteers are covered as additional insureds on Participant's commercial general liability policy, and Participant's Board, Officers, Officials, Employees, Agents, Servants, and Volunteers are covered as additional insureds on CPA's commercial general liability policy; and (ii) a written notice to be mailed to the other Party 30 days prior to the effective date of a cancellation or non-renewal of such insurance.
- b. The Participant agrees to maintain throughout the term of this Agreement, at their own expense, an automobile liability policy covering any auto (including owned, hired, and non-owned autos) with limits no less than \$1,000,000 per occurrence for bodily injury and property damage.
- c. The Parties agree to maintain throughout the term of this Agreement, at their own expense, a workers' compensation policy as required by the State of California, with Statutory Limits and Employer's Liability Insurance of no less than \$1,000,000 per occurrence for bodily injury or disease.
- d. Upon request, either Party shall provide the other evidence of such coverage naming the other Party as an additional insured including an additional insured endorsement issued by the insurance company or program of self-insurance.

- e. CPA may waive or change any of the requirements in this Section 6 at its discretion, upon mutual agreement with the Participant.
- f. Nothing herein waives or reduces a Party's indemnification obligations pursuant to Section 5.
- 7. **Publicity.** Any marketing materials generated by Participant related to the performance of this Agreement should reference CPA's contributions. Each Party shall make best efforts to display or utilize the words "Clean Power Alliance" and "Carson" in all marketing materials, including flyers, press releases, posters, brochures, public service announcements, interviews, and newspaper articles (to the extent possible); provided, that CPA may omit "Carson" from CPA marketing materials when publicizing the Reach Code Program generally and not specifically with respect to (a) this Agreement or (b) Participant's participation in the Reach Code Program. Any piece of publicity issued by Participant, including those mentioned above, must be reviewed and approved by CPA before issuing a press release. Participant agrees to provide CPA with reasonable time for review before such issuance.

Where CPA and Participant logos are used on any signage or documentation arising from this partnership, the logos of each Party will be of equal size. No signs may be posted, exhibited, or displayed on or about Participant property, except signage required by law or contemplated under this Agreement, without prior written approval from Participant.

8. General Provisions.

- a. <u>Entire Agreement.</u> This Agreement represents the full and complete understanding between the Parties as to the subject matter of this Agreement and supersedes any other agreement(s) and understanding(s), either oral or written, between the Parties related to the subject matter of this Agreement.
- b. <u>Amendment.</u> Any amendment to or modification of this Agreement will be effective only if in writing and signed by each Party's authorized representative. No verbal agreement or implied covenant will be valid to amend or abridge this Agreement.
- c. <u>Governing Law and Venue</u>. This Agreement is governed by the laws of the State of California. Any lawsuit filed in relation to this Agreement must be filed with the Superior Court for the County of Los Angeles, State of California.
- d. <u>Third Party Beneficiaries</u>. There are no intended third-party beneficiaries of this Agreement.
- e. <u>Independent Parties.</u> Each Party shall perform its responsibilities and activities described herein separately and not as an officer, agent, employee, or volunteer of

the other Party hereto. Each Party shall be solely responsible for the acts and omissions of its officers, agents, and employees. Nothing herein shall be considered as creating a partnership or joint venture between the parties.

- f. <u>Headings</u>. The headings in this Agreement are for convenience only, are not a part of the Agreement, and in no way affect, limit, or amplify the terms or provisions of this Agreement.
- g. <u>Severability / Partial Invalidity.</u> If any term or provision of this Agreement, or its application to a particular situation, is found by the court to be void, invalid, illegal, or unenforceable, such term or provision shall remain in force and effect to the extent allowed by such ruling. All other terms and provisions of this Agreement or their application to specific situations shall remain in full force and effect. The Parties agree to work in good faith to amend this Agreement to carry out its intent.
- h. <u>Survival.</u> All provisions which by their nature must continue after the Agreement expires or is terminated shall survive the Agreement and remain in full force and effect, including but not limited to the indemnification requirement in Section 5.
- i. <u>Notices.</u> All notices, requests, and approvals must be sent in writing to the persons below, which will be considered effective on the date of personal delivery; or the date confirmed by the reputable overnight delivery service; or on the fifth calendar day after deposit in the United States Mail, postage prepaid; or the next business day following submission by electronic mail:

To CPA:
Joanne O'Neill
Director, Customer Programs
801 S. Grand Ave., Suite 400
Los Angeles, CA 90017
joneill@cleanpoweralliance.org

With a copy, which shall not serve as notice as required or specified herein, to:

Francis Choi Assistant General Counsel 801 S. Grand Ave., Suite 400 Los Angeles, CA 90017 fchoi@cleanpoweralliance.org

To Participant: David Roberts City Manager City of Carson 701 E Carson Street Carson, CA 90745 droberts@carsonca.gov

- j. <u>Electronic Signatures.</u> This Agreement may be executed by electronic signature(s) and transmitted either by facsimile or in a portable document format ("pdf") version by email and such electronic signature(s) shall be deemed as original for purposes of this Agreement and shall have the same force and effect as a manually executed original.
- k. Execution in Counterparts. This Agreement may be executed in two or more counterpart copies, each of which shall be deemed as an original and all of which, when taken together, shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties have executed this Agreement on the latest date of execution set forth below.

Ted Bardacke
Chief Executive Officer
Clean Power Alliance of Southern California
Date:

David Roberts
City Manager
City of Carson
Date:

ATTEST:

Dr. Khaleah R. Bradshaw, City Clerk
APPROVED AS TO FORM:
ALESHIRE & WYNDER, LLP

Sunny K. Soltani, City Attorney
[ril]

Exhibit A

Reach Code Program Information



Residential Customers × Commercial Customers × Why Clean Energy × Programs & Assistance × Work With Us × About Us ×

Reach Code Program for Building and Transportation Electrification

Clean Power Alliance (CPA)'s Reach Code Program supports our member agencies in evaluating and adopting building electrification codes that will result in healthier indoor air quality, increases in electric vehicle (EV) charging infrastructure, and reductions in harmful greenhouse gas (GHG) emissions.

CPA has hired TRC Companies Inc., a technical consultant, who in partnership with CPA will provide technical support, model codes, community outreach support, and other resources to member agency staff.

Please note that applications are currently closed, as the Reach Code program will sunset in early 2026. Program resources are still accessible on this webpage and by clicking on the "Learn More" button to the right.



To access the tools and resources available to member agencies:

Learn More



Download the **Reach Codes Program** Factsheet here.

FAQs

What are reach codes?

A reach code is a local building energy code that "reaches" beyond or exceeds the state minimum requirements for energy use in building design and construction. They are adopted by city councils and county boards of supervisors with input from builders, contractors, and community members.

Reach codes typically promote that a new building be constructed with additional EV charging locations, electric water heating, space heating, cooking, or other appliances and that existing buildings receive upgrades at specific points like time-of-sale or when an old appliance is replaced.

Why establish reach codes?

Reach codes are a cost-effective way for city and county governments to align with state climate neutrality goals, increase EV adoption, improve air quality, and reduce greenhouse gas emissions in their communities. Furthermore, CPA customers receive additional GHG benefits from higher renewable content electricity as more fossil fuels are switched to electricity.

Program benefits

This program leverages technical expertise from other California Community Choice Aggregators (CCAs), stakeholders like Southern California Edison (SCE), and contractors who work closely with each member agency. Model codes and presentation templates will ease the workload for member agencies to pursue reach codes. The program will also help participants perform public outreach and building contractor education to ensure support for the codes they seek to pass.

Member agency financial support

CPA is providing financial support to cover your agency's staff time while pursuing reach codes. These benefits will range from \$2,500 - \$25,000.

For more information and details on how to apply, please visit cpareachcodes.org.





Customer Support: 888-585-3788 TTY: 323-214-1296 Customer Service

Contact CPA
Contact Energy Team
Outage Information
Customer Notices
Request a Public Record

Join Our Mailing List

For the latest news and updates from Clean Power Alliance. We look forward to connecting with you!

Email

Stay Updated

Exhibit B

Reach Code Program Financial Award Offerings

Participants may apply for a New Construction: Prospective Adopter award upon completion of the milestones listed below. "New Construction" means (1) a building that has never been used or occupied for any purpose or (2) an Existing Building (as defined below) that undergoes renovation such that 50% or more of the foundation or structural wall is replaced.

Participants may also apply for the Existing Building Pilot award, which includes two separate funding phases, each subject to separate milestones. "Existing Building" means a building erected prior to the date of adoption of the applicable jurisdiction's reach code, or one for which a legal building permit has been issued. Participants for the Existing Building Pilot award must indicate which milestone award they are applying for and submit separate Program Award Applications for each milestone award.

Award Type	Award Value	Requirements			
New Construction: Prospective Adopter*	\$12,500	 Executed Program Participation Agreement Participant must submit a New Construction reach code to City Council or Board of Supervisors ("BOS") for consideration of adoption during the Term of the Agreement Program Award Application after submittal of code to City Council or BOS for approval 			
Existing Building Pilot	\$25,000 (total)				
	Milestone 1: \$12,500	 Executed Program Participation Agreement Participant must obtain a directive from City Council or BOS committing Participant to investigate Existing Building reach codes. Directives include: Letter of Intent approved by City Council or BOS - or - Resolution passed by City Council or BOS to evaluate Existing Building reach codes - or - Adopted Climate Action Plan** Program Award Application 			
	Milestone 2: \$12,500	 Executed Program Participation Agreement Program Award Application Participant must submit an Existing Building reach code to City Council or BOS for consideration of adoption during the Term of the Agreement 			

^{*} New Construction: Prospective Adopter awardees are also eligible for the Existing Building Pilot award, subject to meeting all applicable award requirements

** A Climate Action Plan or similar document that has been adopted by City Council or BOS that includes an existing building reach code measure with a timeline of implementation that overlaps with CPA's 4-year Reach Code Program.

Exhibit C

Form of Program Award Application

Clean Power Alliance's ("CPA's") Reach Code Program for Building and Transportation Electrification ("Reach Code Program") provides technical and financial assistance to help eligible CPA member agencies (each an "Applicant") develop and adopt building and electrical vehicle ("EV") infrastructure reach codes that will result in healthier indoor air quality, increases in EV charging infrastructure, and reductions in greenhouse gas emissions. CPA has contracted with TRC Solutions, Inc. ("Contractor") to provide technical and stakeholder engagement support.

Objective & Overview

The purpose of this Program Award Application is to outline the requirements for Applicants to receive financial awards while participating in CPA's Reach Code Program.

"New Construction" means (1) a building that has never been used or occupied for any purpose or (2) an Existing Building (as defined below) that undergoes renovation such that 50% or more of the foundation or structural wall is replaced.

Applicants may also apply for the Existing Building Pilot award, which includes two separate funding phases, each subject to separate milestones. "Existing Building" means a building erected prior to the date of adoption of the applicable jurisdiction's reach code, or one for which a legal building permit has been issued. Applicants for the Existing Building Pilot must indicate which milestone award they are applying for and submit separate Program Award Applications for each milestone award.

CPA Financial Award Offerings				
Award Type	Award Value	Requirements		
New Construction: Prospective Adopter*	\$12,500	 Executed Program Participation Agreement Participant must submit a New Construction reach code to Council or Board of Supervisors ("BOS") for consideration adoption during the term of the Program Participation Agreement Program Award Application after submittal of code to City Council or BOS for approval 		
Existing	\$25,000 total:			
Building Pilot	Milestone 1: \$12,500	 Executed Program Participation Agreement Applicant must obtain a directive from City Council or BOS committing Applicant to investigate Existing Building reach codes. Directives include: Letter of Intent approved by City Council or BOS - or - Resolution passed by City Council or BOS to evaluate Existing Building reach codes - or - 		

	 Adopted Climate Action Plan** Program Award Application
Milestone 2: \$12,500	 Executed Program Participation Agreement Program Award Application Applicant must submit an Existing Building reach code to City Council or BOS for consideration of adoption during the term of the Program Participation Agreement

^{*} New Construction: Prospective Adopter awardees are also eligible for the Existing Building Pilot award, subject to meeting all applicable award requirements

Award amounts and application requirements are subject to change at the sole discretion of CPA, provided that CPA provides prior written notice to Applicant.

Eligibility Checklist

Applicant shall check the box(es) below for the type of financial award it is applying for and check box(es) indicating which requirements have been completed.

To submit an application, make sure all required documents have been attached to an email and send to: cpareachcodes@cleanpoweralliance.org. Title your email: "{Applicant Name} Program Award Application". Applications will be accepted through the Program Term.

Ч	New Construction: Prospective Adopter
	Applicant has executed a Program Participation Agreement. Participant must submit a New Construction reach code to City Council or Board of Supervisors ("BOS") for consideration of adoption during the term of the Program Participation Agreement.
	Program Award Application after submittal of code to City Council or BOS for approval.
Do	 cuments to Include Agenda and related materials from City Council / County Board of Supervisors meeting where new construction reach code was discussed. W-9 form.
	Existing Building Pilot:
	Milestone Payment 1: \$12,500

^{**} A Climate Action Plan or similar document that has been adopted by City Council or BOS that includes an existing building reach code measure with a timeline of implementation that overlaps with CPA's 2-year Reach Code Program.

	Applicant has been selected for the Existing Building Pilot and has executed a Program Participation Agreement.
	Applicant affirms that it has obtained a directive from City Council / County Board of Supervisors committing Applicant to investigate existing building reach codes. Directives include:
	 Letter of Intent approved by City Council or BOS - or - Resolution passed by City Council or BOS to evaluate existing building reach codes - or -
	Annlicant has a Program Award Application
	☐ Applicant has a Program Award Application.
Do	cuments to Include
	 Related materials documenting directive from City Council or County Board of Directors to pursue an existing building reach code. W-9 form.
	Milestone Payment 2: \$12,500
	Applicant has executed a Program Participation Agreement. Applicant has a Program Award Application. Applicant must submit an existing building reach code to City Council or BOS for consideration of adoption during the term of the Program Participation Agreement.
Do	cuments to Include
	 Agenda and related materials from City Council / County Board of Supervisors meeting where an existing building reach code was presented. W-9 form.
	ereby certify that, to the best of my knowledge, the provided information is true and accurated that I am authorized to provide such information.
Na	me:
Tit	le:
	ganization:
Da	te:

PROGRAM PARTICIPATION AGREEMENT

This Program Participation Agreement ("Agreement"), made as of the last date signed below (the "Effective Date"), by and between City of Carson ("Participant"), and Clean Power Alliance of Southern California, a Joint Powers Authority and Community Choice Aggregation program ("CPA"), referred to individually or collectively as "Party" or "Parties," is to enroll Participant in the CPA Reach Code Program for Building and Transportation Electrification ("Reach Code Program"), described in more detail below.

RECITALS

WHEREAS, CPA desires to support community building and transportation electrification efforts in its service territory through its Reach Code Program (described in the Reach Code Program website and attached hereto as Exhibit A), which seeks to help Participant develop and adopt building and electrical vehicle ("EV") infrastructure reach codes that will result in healthier indoor air quality, increased EV charging infrastructure, and reductions in greenhouse gas emissions;

WHEREAS, Participant has received direction from its City Council through an adopted climate action plan, associated document, or other directive to pursue reach codes with respect to existing buildings;

WHEREAS, to implement the Reach Code Program, CPA has entered into the Professional Services Agreement, dated as of February 2, 2023, by and between TRC Solutions, Inc. ("TRC") and CPA, under which TRC will provide technical support for Participant as it engages in its own effort to develop, draft, review, and/or adopt Participant's reach code;

WHEREAS, CPA intends to make TRC or a successor consultant ("Contractor") available to Participant and other CPA member agencies to support Participant as it engages in its own effort to develop, draft, review, and/or adopt Participant's reach codes;

WHEREAS, Participant desires technical support from Contractor as Participant develops, drafts, reviews, and/or adopts reach codes; and

WHEREAS, Participant may seek financial support provided by CPA to offset the cost of staff time for Participant to develop, draft, review, adopt, and/or implement reach codes.

NOW, THEREFORE, in consideration of the mutual promises and agreements herein contained, it is mutually understood and agreed by and between the Parties as follows:

AGREEMENT

1. **Term.** This Agreement begins on the Effective Date and ends on December 31, 2026 ("Initial Term"). At the end of this Initial Term, the Parties may mutually agree to extend the term of this Agreement for six (6) months ("Renewal Term"; the Initial Term together with the Renewal Term, if any, shall be referred to as the "Term").

2. Termination.

a. <u>Convenience</u>. Any Party may terminate this Agreement for convenience and without liability to the other Party upon giving the other Party thirty (30) days prior written notice.

3. CPA Obligations

- a. CPA will make commercially reasonable efforts to ensure the availability of Contractor during the Reach Code Program term. CPA does not guarantee that (a) Contractor will be able to perform all duties that Participant staff would otherwise perform, or (b) that participation in the Reach Code Program guarantees adoption of a new or existing building reach code.
- b. CPA will provide financial awards to Reach Code Program participants upon completion of the milestones outlined in Exhibit B to this Agreement. Award amounts and participant requirements are subject to change at the sole discretion of CPA, provided that CPA provides prior written notice to Participant.
- c. CPA will monitor the technical support provided by Contractor and help coordinate reach code efforts with regional stakeholders.
- d. CPA will make best efforts to, or will coordinate with Contractor to make best efforts to, attend or provide support to Participant City Council meetings with respect to adoption of reach codes.

4. Participant Obligations

- a. General Obligations:
 - i. Participant agrees to engage with Contractor, including by designating staff to serve as primary contacts with Contractor.
 - ii. Participant agrees and acknowledges that all tools, templates, and other resources generated by the Contractor during the development of existing buildings reach codes will be the intellectual property of CPA.
 - iii. Participant agrees that any adopted reach code may be posted on Reach Code Program websites by Contractor and CPA.
 - iv. Participant agrees that it shall use best efforts to adopt a reach code that is approved by its City Council by June 30, 2026.
- b. Participant may elect to apply for a financial award, as described in <u>Exhibit B</u> attached hereto, by completing a Program Award Application, attached hereto as <u>Exhibit C</u>, and submitting the required documentation described therein. Participant agrees and acknowledges that CPA shall have the right to modify the Program Award Application at any time.

c. Participant acknowledges and agrees that Participant is solely and exclusively responsible and liable for Participant's development, drafting, review, adoption, and/or implementation for Participant's reach codes. Participant further agrees to conduct its own due diligence and review, including any technical or legal review of any proposed reach code that is considered by Participant.

5. NO LIABILITY; NO REPRESENTATION OR WARRANTY; INDEMNITY.

- a. CPA DOES NOT MAKE, AND HEREBY DISCLAIMS, ANY AND ALL OTHER EXPRESS OR IMPLIED WARRANTIES, INCLUDING, BUT NOT LIMITED TO FITNESS FOR A PARTICULAR PURPOSE, NON-INFRINGEMENT AND TITLE, AND ANY WARRANTIES ARISING FROM A COURSE OF DEALING, USAGE, OR TRADE PRACTICE WITH RESPECT TO (1) SERVICES PROVIDED BY CONTRACTOR TO PARTICIPANT AND (2) ANY REACH CODE ADOPTED BY PARTICIPANT.
- b. INDEMNIFICATION. EACH PARTY SHALL INDEMNIFY AND HOLD HARMLESS TO THE FULLEST EXTENT PERMITTED BY LAW THE OTHER PARTY AND ITS ELECTED OFFICIALS, OFFICERS, EMPLOYEES, MEMBERS, VOLUNTEERS, AGENTS, AND REPRESENTATIVES FROM AND AGAINST ANY AND ALL DAMAGES, LIABILITIES, COSTS, EXPENSES, CLAIMS, AND/OR JUDGMENTS, INCLUDING, WITHOUT LIMITATION, REASONABLE ATTORNEYS' FEES AND DISBURSEMENTS THAT MAY DIRECTLY OR INDIRECTLY ARISE AND/OR RESULT FROM THE INDEMNIFYING PARTY'S GROSS NEGLIGENCE OR WILLFUL MISCONDUCT. THIS INDEMNIFICATION SHALL BE ONLY PROPORTION TO AND TO THE EXTENT THAT SUCH CLAIMS, JUDGMENTS, CAUSES OF ACTION, DAMAGES, PENALTIES, COSTS, LIABILITIES, AND EXPENSES, INCLUDING ATTORNEYS' FEES AND COSTS INCURRED IN THE DEFENSE OF ANY SUCH CLAIM OR ANY ACTION OR PROCEEDING BROUGHT THEREON ARISE FROM THE NEGLIGENT OR INTENTIONAL ACTS OR OMISSIONS OF INDEMNIFYING PARTY, AND ITS OFFICERS, EMPLOYEES, INVITEES, OR AGENTS. NOTWITHSTANDING THE FOREGOING, CPA SHALL BE UNDER NO OBLIGATION WHATSOEVER TO INDEMNIFY PARTICIPANT OR HOLD PARTICIPANT HARMLESS, INCLUDING BUT NOT LIMITED TO ATTORNEY'S FEES, COSTS, OR DISBURSEMENTS AS A RESULT OF PARTICIPANT'S CONSIDERATION, DEVELOPMENT, DRAFTING, ADOPTION, AND/OR IMPLEMENTATION OF PARTICIPANT'S REACH CODE.

c. LIMITATION OF LIABILITY. CPA SHALL NOT BE LIABLE TO PARTICIPANT FOR ANY CONSEQUENTIAL, INDIRECT, PUNITIVE, LOST PROFIT, LOST OPPORTUNITY, OR EXEMPLARY DAMAGES FOR ANY CLAIM, WRIT, PETITION, OR CAUSE OF ACTION RELATED TO THIS AGREEMENT, INCLUDING BUT NOT LIMITED TO PARTICIPANT'S DEVELOPMENT, DRAFTING, REVIEW, ADOPTION, AND/OR IMPLEMENTATION OF PARTICIPANT'S REACH CODES, ANY SERVICES PROVIDED BY CONTRACTOR, AND/OR ANY OTHER CLAIM, WRIT, PETITION, OR CAUSE OF ACTION RELATED TO THIS AGREEMENT WHETHER ARISING FROM BREACH OF CONTRACT, WARRANTY, TORT (INCLUDING NEGLIGENCE AND STRICT LIABILITY), STATUTE, OR OTHERWISE.

6. Insurance.

- a. The Parties agree to provide and maintain throughout the term of this Agreement, at their own expense, a program of insurance, or self-insurance, covering the activities and operations of their respective officers, agents and employees, and contractors for the term of this Agreement. This insurance shall include general liability insurance with coverage limits of \$2,000,000 per occurrence and \$2,000,000 aggregate (unless the aggregate is on a per-policy basis, in which case the aggregate shall be a minimum of \$4,000,000). This insurance shall be endorsed to include the following: (i) CPA, its Board, Officers, Officials, Employees, Agents, Servants, and Volunteers are covered as additional insureds on Participant's commercial general liability policy, and Participant's Board, Officers, Officials, Employees, Agents, Servants, and Volunteers are covered as additional insureds on CPA's commercial general liability policy; and (ii) a written notice to be mailed to the other Party 30 days prior to the effective date of a cancellation or non-renewal of such insurance.
- b. The Participant agrees to maintain throughout the term of this Agreement, at their own expense, an automobile liability policy covering any auto (including owned, hired, and non-owned autos) with limits no less than \$1,000,000 per occurrence for bodily injury and property damage.
- c. The Parties agree to maintain throughout the term of this Agreement, at their own expense, a workers' compensation policy as required by the State of California, with Statutory Limits and Employer's Liability Insurance of no less than \$1,000,000 per occurrence for bodily injury or disease.
- d. Upon request, either Party shall provide the other evidence of such coverage naming the other Party as an additional insured including an additional insured endorsement issued by the insurance company or program of self-insurance.

- e. CPA may waive or change any of the requirements in this Section 6 at its discretion, upon mutual agreement with the Participant.
- f. Nothing herein waives or reduces a Party's indemnification obligations pursuant to Section 5.
- 7. **Publicity.** Any marketing materials generated by Participant related to the performance of this Agreement should reference CPA's contributions. Each Party shall make best efforts to display or utilize the words "Clean Power Alliance" and "Carson" in all marketing materials, including flyers, press releases, posters, brochures, public service announcements, interviews, and newspaper articles (to the extent possible); provided, that CPA may omit "Carson" from CPA marketing materials when publicizing the Reach Code Program generally and not specifically with respect to (a) this Agreement or (b) Participant's participation in the Reach Code Program. Any piece of publicity issued by Participant, including those mentioned above, must be reviewed and approved by CPA before issuing a press release. Participant agrees to provide CPA with reasonable time for review before such issuance.

Where CPA and Participant logos are used on any signage or documentation arising from this partnership, the logos of each Party will be of equal size. No signs may be posted, exhibited, or displayed on or about Participant property, except signage required by law or contemplated under this Agreement, without prior written approval from Participant.

8. General Provisions.

- a. <u>Entire Agreement.</u> This Agreement represents the full and complete understanding between the Parties as to the subject matter of this Agreement and supersedes any other agreement(s) and understanding(s), either oral or written, between the Parties related to the subject matter of this Agreement.
- b. <u>Amendment.</u> Any amendment to or modification of this Agreement will be effective only if in writing and signed by each Party's authorized representative. No verbal agreement or implied covenant will be valid to amend or abridge this Agreement.
- c. <u>Governing Law and Venue</u>. This Agreement is governed by the laws of the State of California. Any lawsuit filed in relation to this Agreement must be filed with the Superior Court for the County of Los Angeles, State of California.
- d. <u>Third Party Beneficiaries</u>. There are no intended third-party beneficiaries of this Agreement.
- e. <u>Independent Parties.</u> Each Party shall perform its responsibilities and activities described herein separately and not as an officer, agent, employee, or volunteer of

the other Party hereto. Each Party shall be solely responsible for the acts and omissions of its officers, agents, and employees. Nothing herein shall be considered as creating a partnership or joint venture between the parties.

- f. <u>Headings</u>. The headings in this Agreement are for convenience only, are not a part of the Agreement, and in no way affect, limit, or amplify the terms or provisions of this Agreement.
- g. <u>Severability / Partial Invalidity.</u> If any term or provision of this Agreement, or its application to a particular situation, is found by the court to be void, invalid, illegal, or unenforceable, such term or provision shall remain in force and effect to the extent allowed by such ruling. All other terms and provisions of this Agreement or their application to specific situations shall remain in full force and effect. The Parties agree to work in good faith to amend this Agreement to carry out its intent.
- h. <u>Survival.</u> All provisions which by their nature must continue after the Agreement expires or is terminated shall survive the Agreement and remain in full force and effect, including but not limited to the indemnification requirement in Section 5.
- i. <u>Notices.</u> All notices, requests, and approvals must be sent in writing to the persons below, which will be considered effective on the date of personal delivery; or the date confirmed by the reputable overnight delivery service; or on the fifth calendar day after deposit in the United States Mail, postage prepaid; or the next business day following submission by electronic mail:

To CPA:
Joanne O'Neill
Director, Customer Programs
801 S. Grand Ave., Suite 400
Los Angeles, CA 90017
joneill@cleanpoweralliance.org

With a copy, which shall not serve as notice as required or specified herein, to:

Francis Choi Assistant General Counsel 801 S. Grand Ave., Suite 400 Los Angeles, CA 90017 fchoi@cleanpoweralliance.org

To Participant: David Roberts City Manager City of Carson 701 E Carson Street Carson, CA 90745 droberts@carsonca.gov

- j. <u>Electronic Signatures.</u> This Agreement may be executed by electronic signature(s) and transmitted either by facsimile or in a portable document format ("pdf") version by email and such electronic signature(s) shall be deemed as original for purposes of this Agreement and shall have the same force and effect as a manually executed original.
- k. <u>Execution in Counterparts</u>. This Agreement may be executed in two or more counterpart copies, each of which shall be deemed as an original and all of which, when taken together, shall constitute one and the same instrument.

IN WITNESS WHEREOF, the parties have executed this Agreement on the latest date of execution set forth below.

Ted Bardacke	David Roberts
Chief Executive Officer	City Manager
Clean Power Alliance of Southern California	City of Carson
Date:	Date:
	ATTEST:
	Dr. Khaleah R. Bradshaw, City Clerk
	APPROVED AS TO FORM:
	ALESHIRE & WYNDER, LLP
	Sunny K. Soltani, City Attorney [rjl]

Exhibit A

Reach Code Program Information



Residential Customers × Commercial Customers × Why Clean Energy × Programs & Assistance × Work With Us × About Us ×

Reach Code Program for Building and Transportation Electrification

Clean Power Alliance (CPA)'s Reach Code Program supports our member agencies in evaluating and adopting building electrification codes that will result in healthier indoor air quality, increases in electric vehicle (EV) charging infrastructure, and reductions in harmful greenhouse gas (GHG) emissions.

CPA has hired TRC Companies Inc., a technical consultant, who in partnership with CPA will provide technical support, model codes, community outreach support, and other resources to member agency staff.

Please note that applications are currently closed, as the Reach Code program will sunset in early 2026. Program resources are still accessible on this webpage and by clicking on the "Learn More" button to the right.



To access the tools and resources available to member agencies:

Learn More



Download the **Reach Codes Program** Factsheet here.

FAQs

What are reach codes?

A reach code is a local building energy code that "reaches" beyond or exceeds the state minimum requirements for energy use in building design and construction. They are adopted by city councils and county boards of supervisors with input from builders, contractors, and community members.

Reach codes typically promote that a new building be constructed with additional EV charging locations, electric water heating, space heating, cooking, or other appliances and that existing buildings receive upgrades at specific points like time-of-sale or when an old appliance is replaced.

Why establish reach codes?

Reach codes are a cost-effective way for city and county governments to align with state climate neutrality goals, increase EV adoption, improve air quality, and reduce greenhouse gas emissions in their communities. Furthermore, CPA customers receive additional GHG benefits from higher renewable content electricity as more fossil fuels are switched to electricity.

Program benefits

This program leverages technical expertise from other California Community Choice Aggregators (CCAs), stakeholders like Southern California Edison (SCE), and contractors who work closely with each member agency. Model codes and presentation templates will ease the workload for member agencies to pursue reach codes. The program will also help participants perform public outreach and building contractor education to ensure support for the codes they seek to pass.

Member agency financial support

CPA is providing financial support to cover your agency's staff time while pursuing reach codes. These benefits will range from \$2,500 - \$25,000.

For more information and details on how to apply, please visit cpareachcodes.org.





Customer Support: 888-585-3788 TTY: 323-214-1296 Customer Service

Contact CPA
Contact Energy Team
Outage Information
Customer Notices
Request a Public Record

Join Our Mailing List

For the latest news and updates from Clean Power Alliance. We look forward to connecting with you!

Email

Stay Updated

Exhibit B

Reach Code Program Financial Award Offerings

Participants may apply for a New Construction: Prospective Adopter award upon completion of the milestones listed below. "New Construction" means (1) a building that has never been used or occupied for any purpose or (2) an Existing Building (as defined below) that undergoes renovation such that 50% or more of the foundation or structural wall is replaced.

Participants may also apply for the Existing Building Pilot award, which includes two separate funding phases, each subject to separate milestones. "Existing Building" means a building erected prior to the date of adoption of the applicable jurisdiction's reach code, or one for which a legal building permit has been issued. Participants for the Existing Building Pilot award must indicate which milestone award they are applying for and submit separate Program Award Applications for each milestone award.

Award Type	Award Value	Requirements			
New Construction: Prospective Adopter*	\$12,500	 Executed Program Participation Agreement Participant must submit a New Construction reach code to City Council or Board of Supervisors ("BOS") for consideration of adoption during the Term of the Agreement Program Award Application after submittal of code to City Council or BOS for approval 			
Existing Building Pilot	\$25,000 (total) Milestone 1: \$12,500	 Executed Program Participation Agreement Participant must obtain a directive from City Council or BOS committing Participant to investigate Existing Building reach codes. Directives include: Letter of Intent approved by City Council or BOS - or - Resolution passed by City Council or BOS to evaluate Existing Building reach codes - or - Adopted Climate Action Plan** Program Award Application 			
	Milestone 2: \$12,500	 Executed Program Participation Agreement Program Award Application Participant must submit an Existing Building reach code to City Council or BOS for consideration of adoption during the Term of the Agreement 			

^{*} New Construction: Prospective Adopter awardees are also eligible for the Existing Building Pilot award, subject to meeting all applicable award requirements

** A Climate Action Plan or similar document that has been adopted by City Council or BOS that includes an existing building reach code measure with a timeline of implementation that overlaps with CPA's 4-year Reach Code Program.

Exhibit C

Form of Program Award Application

Clean Power Alliance's ("CPA's") Reach Code Program for Building and Transportation Electrification ("Reach Code Program") provides technical and financial assistance to help eligible CPA member agencies (each an "Applicant") develop and adopt building and electrical vehicle ("EV") infrastructure reach codes that will result in healthier indoor air quality, increases in EV charging infrastructure, and reductions in greenhouse gas emissions. CPA has contracted with TRC Solutions, Inc. ("Contractor") to provide technical and stakeholder engagement support.

Objective & Overview

The purpose of this Program Award Application is to outline the requirements for Applicants to receive financial awards while participating in CPA's Reach Code Program.

"New Construction" means (1) a building that has never been used or occupied for any purpose or (2) an Existing Building (as defined below) that undergoes renovation such that 50% or more of the foundation or structural wall is replaced.

Applicants may also apply for the Existing Building Pilot award, which includes two separate funding phases, each subject to separate milestones. "Existing Building" means a building erected prior to the date of adoption of the applicable jurisdiction's reach code, or one for which a legal building permit has been issued. Applicants for the Existing Building Pilot must indicate which milestone award they are applying for and submit separate Program Award Applications for each milestone award.

CPA Financial Award Offerings				
Award Type	Award Value	Requirements		
New Construction: Prospective Adopter*	\$12,500	 Executed Program Participation Agreement Participant must submit a New Construction reach code to Council or Board of Supervisors ("BOS") for consideration adoption during the term of the Program Participation Agreement Program Award Application after submittal of code to City Council or BOS for approval 		
Existing	\$25,000 total:			
Building Pilot	Milestone 1: \$12,500	 Executed Program Participation Agreement Applicant must obtain a directive from City Council or BOS committing Applicant to investigate Existing Building reach codes. Directives include: Letter of Intent approved by City Council or BOS - or - Resolution passed by City Council or BOS to evaluate Existing Building reach codes - or - 		

	 Adopted Climate Action Plan** Program Award Application
Milestone 2: \$12,500	 Executed Program Participation Agreement Program Award Application Applicant must submit an Existing Building reach code to City Council or BOS for consideration of adoption during the term of the Program Participation Agreement

^{*} New Construction: Prospective Adopter awardees are also eligible for the Existing Building Pilot award, subject to meeting all applicable award requirements

Award amounts and application requirements are subject to change at the sole discretion of CPA, provided that CPA provides prior written notice to Applicant.

Eligibility Checklist

Applicant shall check the box(es) below for the type of financial award it is applying for and check box(es) indicating which requirements have been completed.

To submit an application, make sure all required documents have been attached to an email and send to: cpareachcodes@cleanpoweralliance.org. Title your email: "{Applicant Name} Program Award Application". Applications will be accepted through the Program Term.

Ч	<u>New Construction: Prospective Adopter</u>
	Applicant has executed a Program Participation Agreement. Participant must submit a New Construction reach code to City Council or Board of Supervisors ("BOS") for consideration of adoption during the term of the Program Participation Agreement.
	Program Award Application after submittal of code to City Council or BOS for approval.
Do	 cuments to Include □ Agenda and related materials from City Council / County Board of Supervisors meeting where new construction reach code was discussed. □ W-9 form.
	Existing Building Pilot:
	Milestone Payment 1: \$12,500

^{**} A Climate Action Plan or similar document that has been adopted by City Council or BOS that includes an existing building reach code measure with a timeline of implementation that overlaps with CPA's 2-year Reach Code Program.

	Applicant has been selected for the Existing Building Pilot and has executed a Program Participation Agreement.
	Applicant affirms that it has obtained a directive from City Council / County Board of Supervisors committing Applicant to investigate existing building reach codes. Directives include:
	 Letter of Intent approved by City Council or BOS - or - Resolution passed by City Council or BOS to evaluate existing building reach codes - or -
	 Adopted Climate Action Plan*
	☐ Applicant has a Program Award Application.
Do	cuments to Include
	 Related materials documenting directive from City Council or County Board of Directors to pursue an existing building reach code. W-9 form.
	Milestone Payment 2: \$12,500
	Applicant has executed a Program Participation Agreement. Applicant has a Program Award Application. Applicant must submit an existing building reach code to City Council or BOS for
	consideration of adoption during the term of the Program Participation Agreement.
Do	cuments to Include
	 Agenda and related materials from City Council / County Board of Supervisors meeting where an existing building reach code was presented. W-9 form.
	ereby certify that, to the best of my knowledge, the provided information is true and accurated that I am authorized to provide such information.
	me:
Tit	
Da [*]	ganization:
υa	ic.



Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 19.

To: Honorable Mayor and City Council

From: Reata Kulcsar, Energy and Sustainability Officer CMO

Subject: CONSIDER APPROVAL OF A REVISED GRANT OF EASEMENT TO SOUTHERN CALIFORNIA EDISON COMPANY AT CARRIAGE CREST PARK LOCATED AT 23800 FIGUEROA STREET, CARSON, CA 90745 FOR THE PURPOSE OF PROVIDING ELECTRICAL POWER TO VEHICLE CHARGING STATIONS (CITY COUNCIL)

I. SUMMARY

In conjunction with Southern California Edison's (SCE) Charge Ready Program, the City of Carson agreed to provide a utility easement to SCE for utility services to the premises. During the construction of the electric vehicle charging stations at Carriage Crest Park located at 23800 Figueroa Street, an underground obstacle was encountered, and the path of the new conduit was slightly modified to accommodate it, necessitating a new easement. The new Grant of Easement (Exhibit No. 1) is attached and outlines the terms and conditions of the easement, along with the legal description and sketch of the area.

II. RECOMMENDATION

TAKE the following actions:

- 1. APPROVE a Grant of Easement to Southern California Edison Company.
- 2. AUTHORIZE the Mayor to execute a Grant of Easement to Southern California Edison Company.

III. ALTERNATIVES

TAKE another action the City Council deems appropriate, consistent with the requirements of the law.

IV. BACKGROUND

The easement allows SCE to build, maintain, operate, and repair any infrastructure it places on City property within the designated easement area. SCE will ensure that the easement is recorded and filed following the execution and notarization by the City.

The easement specifies that if the charging stations are removed (unless part of a relocation), the City can terminate the easement with 60 days' written notice. Additionally, if the City requests it, SCE must relocate its facilities to another mutually agreed area on the City's property, provided SCE obtains an easement for the new location with the same terms as this easement. The relocation will be solely at the City's expense, and once completed, SCE will sign a quitclaim for the vacated easement under mutually acceptable terms. The quitclaim deed will be brought to the City Council for formal action during a future meeting.

V. FISCAL IMPACT

There is no fiscal impact. SCE will waive the \$500 fee to quitclaim the previously signed easement recorded on March 6, 2024, for this location.

VI. <u>EXHIBITS</u>

1. Grant of Easement.

Attachments

SCE_Easement_Carriage.pdf

RECORDING REQUESTED BY



An EDISON INTERNATIONAL Company

WHEN RECORDED MAIL TO SOUTHERN CALIFORNIA EDISON COMPANY 2 INNOVATION WAY, 2nd FLOOR POMONA, CA 91768

Attn: Title and Real Estate Services

SPACE ABOVE THIS LINE FOR RECORDER'S USE

SCE Doc No.:

GRANT OF
EASEMENT
Vehicle Charging Station

DOCUMENTARY TRANSFER TAX \$ NONE (VALUE AND CONSIDERATION LESS THAN \$100.00)	Compton	SERVICE ORDER TD2091379	SERIAL NO.	MAP SIZE
SIG. OF DECLARANT OR AGENT DETERMINING TAX SCE Company FIRM NAME	GVM LT-8141-A APN 7330-007-905	APPROVED: VEGETATION & LAND MANAGEMENT	SLS/CG	08/21/24

CITY OF CARSON, a municipal corporation (hereinafter referred to as "Grantor"), hereby grants to SOUTHERN CALIFORNIA EDISON COMPANY, a corporation, its successors and assigns (hereinafter referred to as "Grantee"), an easement and right of way to construct, use, maintain, operate, alter, add to, repair, replace, reconstruct, inspect and remove at any time and from time to time overhead and underground electrical supply systems and internal communication systems for SCE's sole use (hereinafter referred to as "systems"), consisting of poles, guys and anchors, crossarms, wires, underground conduits, cables, vaults, manholes, handholes, and including above-ground enclosures, markers and concrete pads and other appurtenant fixtures and equipment necessary or useful for distributing electrical energy and for transmitting intelligence by electrical means, solely for the purpose of providing electrical power to vehicle charging stations, in, on, over, under, across and along that certain real property in the County of Los Angeles, State of California, described as follows:

FOR LEGAL DESCRIPTION AND SKETCH TO ACCOMPANY LEGAL DESCRIPTION, SEE EXHIBITS "A" AND "B" BOTH ATTACHED HERETO AND MADE A PART HEREOF.

Grantor agrees for itself, its heirs and assigns, not to erect, place or maintain, nor to permit the erection, placement or maintenance of any building, planter boxes, earth fill or other structures except walls and fences on the hereinbefore described easement area. The Grantee, and its contractors, agents and employees, shall have the right to trim or top such trees and to cut such roots as may endanger or interfere with said systems and shall have free access to said systems and every part thereof, at all times, for the purpose of exercising the rights herein granted; provided, however, that in making any excavation on said property of the Grantor, the Grantee shall make the same in such a manner as will cause the least injury to the surface of the ground around such excavation, and shall replace the earth so removed by it and restore the surface of the ground to as near the same condition as it was prior to such excavation as is practicable.

Upon written request, Grantee shall relocate its facilities installed hereunder to another mutually approved area on Grantor's property and provided that Grantee has first been given an easement over such new area on terms identical to those set forth herein. Such relocation shall be at Grantor's sole cost and expense. Upon completion of the relocation, Grantee shall execute a quitclaim of this easement on terms reasonably acceptable to Grantor and Grantee.

To the extent Grantor removes the vehicle charging stations, and such removal is not part of a relocation, Grantor may, upon sixty (60) days written notice, terminate this easement and Grantee shall execute a quitclaim on a mutually acceptable form. However, in no event will the vehicle charging stations be removed for a period of ten (10) years from the date of execution below. Upon termination, Grantee shall have a limited right to access the property for the purpose of removing its facilities or Grantee may abandon its systems in place. In addition, upon written request, Grantee will execute a quitclaim of this easement on terms reasonably acceptable to Grantee and Grantor.

EXECUTED this day of	
	GRANTOR
	CITY OF CARSON, a municipal corporation
	By
	Name Title
A Notary Public or other officer completing this certificate verifies of to which this certificate is attached, and not the truthfulness, accuracy	
State of California)	
County of)	
On before me,	, a Notary Public, personally appeared
satisfactory evidence to be the person(s) whose name(s) is/are subsche/she/they executed the same in his/her/their authorized capacity(ie person(s), or the entity upon behalf of which the person(s) acted, exe	s), and that by his/her/their signature(s) on the instrument the
I certify under PENALTY OF PERJURY under the laws of the scorrect.	State of California that the foregoing paragraph is true and
WITNESS my hand and official seal.	
Signature (Seal)	

EXECUTED	this day of	, 20
		GRANTEE
		SOUTHERN CALIFORNIA EDISON COMPANY, a corporation
		By
		Name
		Title
		is certificate verifies only the identity of the individual who signed the document
to which this certificat	te is attached, and not the	truthfulness, accuracy, or validity of that document.
State of California)	
	,	
County of)	
On	before me,	, a Notary Public, personally appeare
		, who proved to me on the basis
he/she/they executed to	the same in his/her/their	e name(s) is/are subscribed to the within instrument and acknowledged to me the authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s) acted, executed the instrument.
I certify under PENA correct.	ALTY OF PERJURY ur	der the laws of the State of California that the foregoing paragraph is true ar
WITNESS my hand a	nd official seal.	
Signature		(Seal)
<i>8</i>		

EXHIBIT "A"

VARIOUS STRIPS OF LAND LYING WITHIN LOT 14 OF E.N. MCDONALD'S SUBDIVISION, AS PER MAP RECORDED IN BOOK 52, PAGE 3 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF LOS ANGELES COUNTY, CALIFORNIA, THE CENTERLINES OF SAID STRIPS ARE DESCRIBED AS FOLLOWS:

STRIP #1 (6.00 FEET WIDE)

COMMENCING AT THE POINT OF INTERSECTION OF THE CENTERLINE OF CARRIAGEDALE DRIVE, 30.00 FOOT HALF-WIDTH, WITH THE CENTERLINE OF FIGUEROA STREET, 50.00 FOOT HALF-WIDTH, AS SHOWN ON A RECORD OF SURVEY, FILED IN BOOK 202, PAGES 22 THROUGH 31 OF RECORD OF SURVEYS, IN THE OFFICE OF SAID COUNTY RECORDER, SAID POINT BEING IN A CURVE CONCAVE EASTERLY IN THE CENTERLINE OF SAID FIGUEROA STREET, AND HAVING A RADIUS OF 2000.00 FEET, A RADIAL LINE PASSING THROUGH SAID POINT BEARS SOUTH 78°10'16" WEST; THENCE SOUTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 04°35'33" AN ARC DISTANCE OF 160.31 FEET; THENCE ALONG A RADIAL LINE OF SAID CURVE, NORTH 73°34'43" EAST 50.00 FEET TO THE EASTERLY LINE OF SAID FIGUEROA STREET AND THE TRUE POINT OF BEGINNING; THENCE SOUTH 62°09'37" EAST 11.39 FEET; THENCE SOUTH 17°09'37" EAST 45.95 FEET; THENCE NORTH 67°58'26" EAST 61.41 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY AND HAVING A RADIUS OF 12.50 FEET; THENCE SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°02'07" AN ARC DISTANCE OF 19.64 FEET; THENCE SOUTH 21°59'27" EAST 28.00 FEET TO A POINT TO BE HEREINAFTER REFERRED TO AS POINT "A"; THENCE CONTINUING SOUTH 21°59'27" EAST 24.00 FEET TO A POINT OF ENDING.

THE SIDELINES OF SAID STRIP ARE TO BE PROLONGED OR SHORTENED TO TERMINATE NORTHWESTERLY IN SAID EASTERLY LINE.

STRIP #2 (6.00 FEET WIDE)

BEGINNING AT SAID POINT "A"; THENCE SOUTH 68°37'06" WEST 10.83 FEET TO A POINT TO BE HEREINAFTER REFERRED TO AS POINT "B"; THENCE CONTINUING SOUTH 68°37'06" WEST 4.50 FEET TO A POINT OF ENDING.

EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN STRIP #1 DESCRIBED HEREINABOVE.

STRIP #3 (9.00 FEET WIDE)

BEGINNING AT SAID POINT "B": THENCE SOUTH 21°22'54" EAST 76.00 FEET TO A POINT OF ENDING.

EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN STRIP #2 DESCRIBED HEREINABOVE.

STRIP #4 (9.00 FEET WIDE)

BEGINNING AT SAID POINT "B"; THENCE NORTH 21°22'54" WEST 11.00 FEET TO A POINT OF ENDING.

EXCEPTING THEREFROM THAT PORTION INCLUDED WITHIN STRIP #2 DESCRIBED HEREINABOVE.

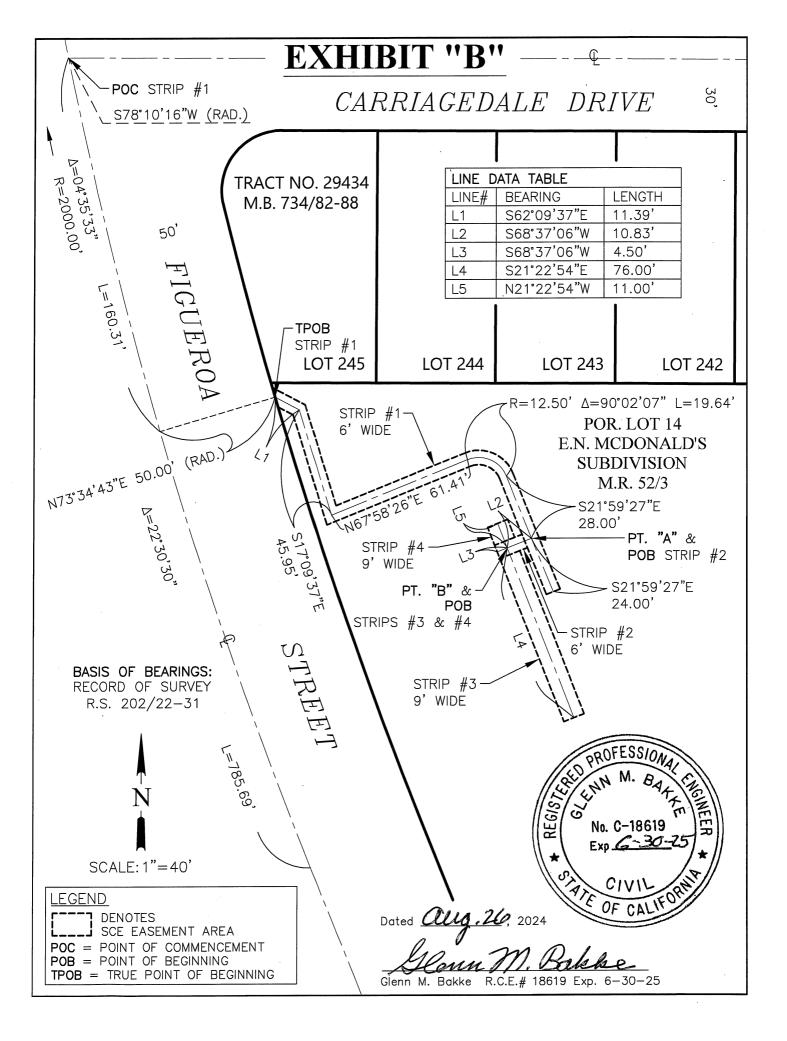
FOR SKETCH TO ACCOMPANY LEGAL DESCRIPTION, SEE EXHIBIT "B" ATTACHED HERETO AND MADE A PART HEREOF.



Prepared by me or under my supervision:

Dated: <u>Allq., 26</u>, 2024

Glenn M. Bakke R.C.E. #18619 Exp. 06-30-2025



CITY OF CARSON



Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 20.

To: Honorable Mayor and City Council

From: John Raymond, CRA Executive Director and Assistant City Manager CMO Administration
Subject: CONSIDER UPDATE ON ALAMEDA STREET REPAIRS BY CALTRANS (CITY COUNCIL)

I. SUMMARY

Report to City Council on street repair being undertaken by the California Department of Transportation ("Caltrans") on sections of Alameda Street in Carson, pursuant to a Memorandum of Understanding ("MOU") between the City and Caltrans dated July 31, 2023.

II. RECOMMENDATION

RECEIVE and **FILE**

III. ALTERNATIVES

TAKE another action to Council deems appropriate.

IV. BACKGROUND

The condition of certain sections of Alameda Street, and whether it was affected by the City's efforts to transfer Alameda (State Route 47) from the City of Carson to Caltrans, was brought up at the February 18, 2025 city Council meeting. Staff reported that the transfer of property isn't happening soon because of additional requirements by Caltrans, but that they are respecting the part of the MOU where they agreed to repair the sections of the street in the greatest need. Last fall City staff marked the areas on Alameda for Caltrans to repair and Caltrans bid the work to be done. On November 25, 2024, Caltrans' contractor applied for a permit to start construction and on February 20 they received approval of the traffic control plan for the work after a few rounds of comments. Caltrans has awarded the contract to R.J. Noble & Sons, who is a contractor the City also uses a lot. Caltrans expects to spend several million on the repairs. While it's not enough for a full repaving of the entire length of street in Carson, it should fix the areas that the City identified as the most urgent need.

The work should start within the next few weeks.

V. FISCAL IMPACT

None. Work is being paid for by Caltrans.

VI. **EXHIBITS**

None.



Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 21.

To: Honorable Mayor and City Council

From: Debra Scott, Housing Specialist CMO Housing & Neighborhood

Subject: CONSIDER THE APPROVAL OF RESOLUTION NO. 25-029, AUTHORIZING THE SUBMITTAL OF AN APPLICATION TO THE CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT FOR FUNDING UNDER THE CAL HOME PROGRAM (CITY COUNCIL)

I. SUMMARY

The requested action relates to the submittal by the City of an application to the California Department of Housing and Community Development (HCD), for funding under the Cal-Home Program. HCD's application requires a resolution from the jurisdiction's governing body authorizing the submittal of the aforementioned application.

II. RECOMMENDATION

 WAIVE further reading and ADOPT Resolution No. 25-029, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, AUTHORIZING THE CITY MANAGER AND/OR DESIGNEE TO APPLY FOR A GRANT FROM THE STATE OF CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT CALHOME PROGRAM OF 2025"

III. ALTERNATIVES

TAKE another action the City Council deems appropriate.

IV. BACKGROUND

The CAL HOME Program is a Federal Housing assistance program provided by the State to local public agencies and non-profit corporations for first-time home buyer and housing rehabilitation assistance to enable low- and very low income households to become or remain homeowners. Under the CAL HOME Program, the following forms of housing assistance will be available to eligible applicants:

1. Mobile Home Park rehabilitation for Community Revitalization;

In response to a Notice of Funding ability issued by HCD on December 12, 2024 and application due by March 13, 2025, staff seeks authorization to apply for housing assistance funds under the CAL HOME program. Staff intends to utilize the program funds for mobile home owner-occupied rehabilitation assistance throughout Carson to assist residents in over 20 mobile home parks. The application requires local jurisdictions to include a resolution approved by the jurisdiction's governing body authorizing the submittal of the aforementioned application. To this end, Resolutions No 25-029 is attached (Exhibit no. 1).

Staff anticipates funding in the \$500,000 to 1,000,000 range based on past funds granted. In addition, these funds can be best used to leverage the City's Community Development Block Grant (CDBG) funds used for the city's Neighborhood Pride Program to assist more very low and low income residents and persons with disabilities to make needed repairs to their mobile homes.

V. FISCAL IMPACT

There will be no direct impact on the City's general fund.

VI. <u>EXHIBITS</u>

1. Resolution No. 25-029

Attachments

CalHOME Resolution 25-029_City of Carson.pdf

RESOLUTION NO. 25-029

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, AUTHORIZING THE CITY MANAGER AND/OR DESIGNEE TO APPLY FOR A GRANT FROM THE STATE OF CALIFORNIA DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT CALHOME PROGRAM OF 2025

WHEREAS, the California Department of Housing and Community Development issued a Request for Concept Proposals for the CalHOME Program dated November 27, 2024, to provide grants for affordable housing development, rehabilitation, and assistance for low-income households (or, in the case of a disaster, households at or below moderate-income) through private nonprofit and local government agencies; and

WHEREAS the CalHOME Program is designed to increase homeownership, encourage neighborhood revitalization and sustainable development, and maximize the use of existing homes; and

WHEREAS the City of Carson ("City") is eligible to apply for CalHOME Program funds and intends to apply for funding to support the Mobilehome Park Owners Repair & Rehabilitation Project, which aims to assist eligible low-income mobile home owners with necessary repairs and rehabilitation efforts within the City; and

WHEREAS, if the grant is awarded to City, as part of the CalHOME Program, the City will be asked to enter into various contracts such as a Standard Agreement (STD 213), affordable housing covenant, a performance deed of trust, and a disbursement agreement; and

WHEREAS the City desires to apply for the maximum available grant amount, not to exceed \$1,000,000.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON DOES HEREBY RESOLVE AS FOLLOWS:

- **Section 1. Recitals.** The City Council finds and determines that all the foregoing recitals are true and correct and incorporated herein by this reference.
- <u>Section 2</u>. **Authorization.** The City Council hereby authorizes the City Manager, or his/her designee, to apply for the CalHOME Program grant in the amount up to \$1,000,000.00 and execute an application therefor as well as any other documents necessary to secure the CalHOME Program grant.
- <u>Section 3.</u> Severability. The City Council declares that, should any provision, section, paragraph, sentence or word of this Resolution be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words of this Resolution as hereby adopted shall remain in full force and effect.
- **Section 4. Effective Date.** The City Clerk shall certify the adoption of this Resolution. This Resolution shall take effect upon its adoption.

PASSED, APPROVED, AND ADOPTED by the City Council of the City of Carson at a regular meeting held on the 4th day of March 2025.
CITY OF CARSON:
Lula Davis-Holmes, Mayor
ATTEST:
Dr. Khaleah Bradshaw, City Clerk
APPROVED AS TO FORM:
Sunny K. Soltani, City Attorney

CITY OF CARSON



File #: Version:

Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 22.

To: Honorable Mayor and City Council

From: Dr. Arlington Rodgers, Director of Public Works PW Engineering

Subject: CONSIDER APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATE, AND RECORDING A "NOTICE OF EXEMPTION" IN THE OFFICE OF THE LOS ANGELES COUNTY CLERK AND WITH THE STATE CLEARING HOUSE FOR PROJECT NO. 1608 (MLK JR. STREET IMPROVEMENT PROJECT), PURSUANT TO SECTION 15301 OF THE CALIFORNIA ENVIRONMENTAL QUALITY ACT GUIDELINES (CITY COUNCIL)

I. <u>SUMMARY</u>

Project NO. 1608 – MLK Jr. Street Pavement Rehabilitation from Main Street to Avalon Blvd. is listed on the City's Capital Improvement Program (CIP). This project is programmed for FY 2025/26, funding has not been identified yet and the estimated construction cost is \$5,180,000.

The project consists of removal and replacement of subgrade, roadway pavement section, grind and overlay existing asphalt pavement, repair of damaged sidewalks, driveway approaches, curbs and gutters, access ramps, installation of new streetlights, tree removals and replacement. The reconstruction of MLK Jr. Street has been identified as a priority because of its existing pavement distress condition due to the presence of underlying landfill materials, which have caused ongoing deterioration. The required asphalt pavement improvements will repair and restore the roadway sections to a level service allowing for a better road, and the required concrete improvements will repair and restore concrete to city standards and meet the Americans with Disabilities Act (ADA) requirements.

The Plans (EXHIBIT NO. 1), Specifications, and Estimates (EXHIBIT NO. 2) (PS&E) for Project No.1608 – MLK Jr. Street Improvements from Main St to Avalon Blvd. have been completed and are ready for construction bids. The PS&E are on file in the City Engineer's Office and the estimated construction cost is \$5,180,100.00.

The City Council is requested to approve the PS&E and authorize staff to advertise for construction bids, and to record the Notice of Exemption to satisfy the California Environmental Quality Act's requirements.

II. RECOMMENDATION

TAKE the following actions:

- APPROVE the PS&E for Proj. No. 1608 MLK Jr. Street. Rehabilitation from Main St. to Avalon Blvd.
- 2. AUTHORIZE staff to advertise the work and call for construction bids for Project No. 1608: MLK Jr. Street. Rehabilitation from Main St. to Avalon Blvd.

- 3. MAKE the California Environmental Quality Act finding that the proposed Project No.1608: MLK Jr. Street Rehabilitation from Main St. to Avalon Blvd is categorically exempt pursuant to Section 15301 of the California Environmental Quality Act guidelines
- 4. AUTHORIZE staff to record the "Notice of Exemption" (EXHIBIT NO. 3) in the office of the Los Angeles County Clerk and with the State Clearing House at the Governor's Office of Planning and Research for Project No. 1608: MLK Jr. Street Rehabilitation Project from Main St. to Avalon Blvd.

III. ALTERNATIVES

- 1. DO NOT APPROVE the above recommendations. However, staff will not be able to proceed with the construction of the project.
- 2. TAKE another action the City Council deems appropriate, consistent with the requirements of the law.

IV. BACKGROUND

Project No. 1608: MLK Jr. Street Reconstruction is part of the city's Capital Improvement Program (CIP) and the estimated construction cost is \$5,180,000.00. The project includes the reconstruction of sub-grade and substructure of the road including new asphalt. The repair of the sub-grade and new design of the substructure will bridge the expansive nature of the landfill conditions that are present on the western portion of the street. Additionally, repairs are being done to the sidewalk, driveway approaches, curbs and gutters, and access ramps. The required concrete improvements will repair and restore concrete to city standards and meet the Americans with Disabilities Act (ADA) requirements.

The reconstruction of MLK Boulevard has been identified as a priority because of its existing pavement distress condition due to the presence of underlying landfill materials, which have caused ongoing deterioration. This issue has been a significant concern for both motorists and the city, prompting various temporary measures to maintain passability and public safety. However, despite these efforts, the unsuitable landfill materials continue to compromise the roadway surface, leading to persistent failures and escalating concerns. To address the problem, the city has hired a consultant, Tait and Associates to conduct a comprehensive study, determine the most effective long-term solution, and complete the PS&E package for this project. As part of the design process the city asked the designer to investigate other methods beyond the final selected Geo-grid Method for dealing with the conditions of the Landfill area. Other methods such as Deep Dynamic Compaction (DDC) and the shallower Rapid Impact Compaction (RIC), removal of landfill materials, full depth excavation of landfill materials, and portland cement concrete were all explored. After a thorough evaluation, it was determined that the reconstruction of 2.5' depth of the roadway section with geogrid reinforcement is the best alternative method, and other methods are more disruptive to the surrounding community without improving the longevity of the improvement. The consultant has presented five potential methods and provided a recommendation for the best possible alternative, aiming to ensure a more durable and efficient roadway for the future.

FIVE RECONSTRUCTION METHODS:

Method 1: Reconstruct 2.5' depth of the roadway section with Geogrid Reinforcement - \$5,180,000.

- This method involves excavating 2.5' section of the existing and subgrade material, replacing with 2.5' of aggregate base combined with three separate layers of geogrid material each spaced at 8" apart. Settlement of the existing underlying landfill may be expected to continue, but this proposed roadway section will result in less frequent, and more uniform settlement.
- This method of stiffening the upper section (geogrids and AB) while sticking with a flexible pavement section will accommodate relatively higher deflection/differential settlements which could be more cost-effective and may provide long-term benefits. This is the recommended method as it provides structural support while being a very cost-effective solution.

Method 2: Reconstruct 2.5' depth of the roadway section with Geogrid Reinforcement and Dynamic compaction - \$5,348,500 (EXHIBIT NO. 4)

- Deep Dynamic Compaction involves lifting and dropping a heavy weight from a significant height several
 times in one place, then repeating this process on a grid pattern across the site. This typically utilizes a
 hydraulic hammer which repeatedly strikes an impact plate on the ground surface. DDC results in significant
 vibrations that may impact/damage buildings and structures up to 100' horizontally from the process. MLK
 Jr. Street has 5 residential properties whose property lines/fences are approximately 50' from the site, and
 whose houses are 75' from the site. In addition, there is an existing bridge on this portion of MLK Jr. Street
 over a drainage channel.
- Any existing utilities would have to be removed/rerouted during the DDC process. There is a California Water Service 14" trunk line in MLK Jr. Street and a Torrance Pipeline Company gas line on the east side of Main Street. Further investigation is also required to verify if there are additional buried dry utilities (cable, electrical, telecom, etc.) in MLK Jr. Street for this location which would also be impacted.
- DDC can work for larger developments sites that are not close to existing houses or other structures. It also
 works better where soil conditions are poor vs. over landfill materials, which will still likely decay/settle over
 time.
- DDC will not provide soil densification deep enough for this project, for the landfill materials underlying MLK Jr. Street and therefore not recommended to be suitable solution to the existing problem.

Method 3: Full Depth Excavation of landfill Areas with vertical shoring at ROW Line. \$27,278,900

• The option of full-depth excavation of landfill areas, utilizing vertical shoring at the right-of-way (ROW) lines, is a more thorough approach to addressing subsurface conditions. While this method may offer long-term benefits by completely removing waste materials and mitigating future settlement risks, it is also a highly costly and resource-intensive solution. The extensive excavation and shoring requirements would significantly increase project expenses and construction timelines, making it an impractical choice for large-scale or long-term implementation. Given these challenges, this approach is not recommended as a permanent solution, and alternative remediation strategies should be considered to balance effectiveness, feasibility, and cost-efficiency.

Method 4: Full Depth Excavation of Landfill Areas with open cut 1:5:1 slope. \$31,673,600

- Similar to Method 3, this method involves a full-depth excavation of landfill areas, but uses open cut slopes at a 1.5:1 ratio instead of vertical shoring.
- This method requires additional space for excavation, it is a more extensive and costly approach but could be more cost-effective compared to vertical shoring, but may provide long-term benefits.
- The extensive excavation and additional space requirements would significantly increase project expenses and construction timelines, making it an impractical choice for large-scale or long-term implementation. Given these challenges, this approach is not recommended as a permanent solution, and alternative remediation strategies should be considered to balance effectiveness, feasibility, and cost-efficiency.

Method 5: Port land Cement Concrete (PCC) Pavement. \$9,088,000

- Factors such as temperature fluctuations, heavy traffic loads, and natural ground movement contribute
 to portland cement concrete's tendency to develop cracks, leading to increased maintenance costs and
 potential safety concerns. To ensure long-term durability and cost-effectiveness, it is strongly advise to follow
 the alternative method which offers better resilience and lower maintenance requirements for the city's
 infrastructure.
- The use of Portland cement concrete as a permanent roadway surface solution due to its high likelihood of considerable cracking over time is not recommended.

Among the five methods evaluated, considering both the cost implications and the need for a long-term solution, staff recommends Method I as the best alternative. This method offers the most effective approach to addressing the ongoing roadway issues while ensuring durability and stability over time. Additionally, it is the most cost-effective option, providing significant benefits to the city by minimizing future maintenance expenses and enhancing roadway performance. By implementing Method I, the city can achieve a reliable and sustainable solution that balances affordability with long-term effectiveness.

Based on California Environmental Quality Act (CEQA) guidelines, the proposed project is categorically exempt according to the following:

- Section 15301 of the CEQA includes the type of existing facilities projects that are categorically exempt. The following sections applies:
- Section 15301 (a): Interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances.
- Section 15301 (b): Existing facilities of both investor and publicly owned utilities used to provide electric power, natural gas, sewerage, or other public utility services.

The plans and specifications for Project No. 1608 have been completed by the Engineering Services Division of the Public Works Department and are now ready to be advertised for construction bids.

It is requested that the City Council approve the PS&E and authorize staff to advertise the project for construction bids, and to record the Notice of Exemption to satisfy the California Environmental Quality Act's requirements.

V. FISCAL IMPACT

No funding is being requested as part of this staff report. Staff is merely asking for authorization to advertise for bids on the scope of work for construction. The preliminary estimated construction cost of the project is \$5,180,000 (Method 1). This project will be part of the proposed FY 2025/26 CIP projects for City Council's consideration and approval during the annual budget process.

VI. **EXHIBITS**

- 1. Plans
- 2. Estimates
- 3. Notice of Exemption
- 4. Memo on Roadway Reconstruction over existing Landfill Area.

Prepared by: <u>Dr. Arlington Rodgers Jr., Director of Public Works, Gilbert Marquez, P.E., City Engineer and Ken Young, P.E. Senior Civil Engineer</u>

Attachments

Exhibit 1. FINAL 100% Roadway and Signing & Striping Plans - MLK Jr Street.pdf

Exhibit 2. 2025-02-12 100% QTY and Cost Estimates - MLK.pdf

Exhibit 3. Notice of Exemption MLK.pdf

Exhibit 4. MLK Jr Street Improvements - DDC Memo.pdf

CITY OF CARSON

PAVEMENT REHABILITATION MLK JR. ST, MAIN ST TO AVALON BLVD

GENERAL NOTES

- ALL WORK AND MATERIALS SHALL COMPLY WITH THE STANDARD PLANS OF THE CITY OF CARSON AMERICAN PUBLIC WORKS ASSOCIATION AND CALTRANS STANDARD PLANS AND SPECIFICATIONS (ALL LATEST EDITION)
- THE CONTRACTOR SHALL NOTIFY THE CITY ENGINEER 24 HOURS IN ADVANCE FOR INSPECTION PRIOR TO STARTING WORK AT (310) 952-1700 EXT. 1814.
- THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANIES 48 HOURS IN ADVANCE PRIOR TO WORKING AROUND THEIR FACILITIES.
- THE CONTRACTOR SHALL CALL UNDERGROUND SERVICE ALERT (800)422-4133 48-HRS PRIOR TO ANY EXCAVATION.
- THE CONTRACTOR SHALL PROVIDE AND MAINTAIN AT ALL TIMES DURING CONSTRUCTION AMPLE MEANS AND DEVICES WITH WHICH TO PROMPTLY REMOVE AND PROPERLY DISPOSE OF ALL WATER FROM ANY SOURCE ENTERING THE EXCAVATION OR OTHER PARTS OF THE WORK.
- 6. ALL EXISTING IMPROVEMENTS, INCLUDING STRIPING, REMOVED OR DAMAGED SHALL BE
- REPLACED IN KIND, OR AS SPECIFIED IN THE TECHNICAL SPECIFICATIONS.
- THE EDGES OF ALL A.C. PATCH SHALL BE SEALED WITH ASPHALT EMULSION TRAFFIC CONTROL AND CONSTRUCTION SIGNING SHALL BE PER WATCH HANDBOOK, OR THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) ALONG WITH THE CALIFORNIA
- CONTRACTOR SHALL HAVE SUFFICIENT MATERIALS ON HAND AT ALL TIMES TO EXPEDITE ANY
- 10. WORKING HOURS SHALL BE BETWEEN 9AM AND 3PM MONDAY FRIDAY ON ARTERIALS UNLESS OTHERWISE APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
- 11. REPAIR ANY BROKEN OR RAISED SIDEWALK, CURB AND GUTTER ABUTTING THE DEVELOPMENT PER CITY OF CARSON STANDARD AND TO THE SATISFACTION OF THE CITY ENGINEER.
- 12. THE CONTRACTOR SHALL FILL IN MISSING SIDEWALK, REMOVE AND REPLACE ANY BROKEN/DAMAGED DRIVEWAY APPROACH IN THE PUBLIC RIGHT OF WAY, ABUTTING THE PROPOSED DEVELOPMENT PER CITY OF CARSON STANDARD AND TO THE SATISFACTION OF THE CITY ENGINEER.
- 13. THE CONTRACTOR SHALL MODIFY EXISTING DRIVEWAYS IN THE PUBLIC RIGHT OF WAY PER CITY OF CARSON STANDARD TO COMPLY WITH THE ADA REQUIREMENTS AND TO THE SATISFACTION OF THE CITY ENGINEER.
- 14. WHERE SIDEWALK MEANDER AROUND EXISTING DRIVEWAYS AND EXTENDING BEYOND THE PUBLIC RIGHT OF WAY AT ANY LOCATION, THE REQUIRED DESCRIBED SIDEWALK EASEMENTS SHALL BE SUBMITTED AND APPROVED PRIOR TO ISSUANCE OF THE BUILDING PERMIT
- 15. REMOVE UNUSED DRIVEWAY APPROACH IF ANY, AND REPLACE IT WITH FULL HEIGHT CURB AND GUTTER AND SIDEWALK PER CITY OF CARSON STANDARD. AND TO THE SATISFACTION OF THE CITY ENGINEER.
- 16. ALL NEW OVERHEAD UTILITY LINES, ABUTTING THE PROPOSED DEVELOPMENT SHALL BE UNDERGROUND TO THE SATISFACTION OF THE CITY ENGINEER.
- 17. A CONSTRUCTION PERMIT IS REQUIRED FOR ANY WORK TO BE DONE IN THE PUBLIC RIGHT-OF-WAY.
- 18. ANY IMPROVEMENTS DAMAGED DURING THE CONSTRUCTION SHALL BE REMOVED AND RECONSTRUCTED PER CITY OF CARSON STANDARD PLAN AND TO THE SATISFACTION OF THE
- 19. CONSTRUCTION BOND AS REQUIRED FOR ALL WORK TO BE DONE WITHIN THE PUBLIC RIGHT OF
- 20. PROOF OF WORKER'S COMPENSATION AND LIABILITY INSURANCE.
- 21. ALL TRENCHES IN PAVEMENT TO BE REPAIRED PER "CITY OF CARSON DRAWING" NO. 136 "TRENCH BACKFILL AND PAVEMENT REPAIRS."
- 22. CONTRACTOR IS REQUIRED TO PLACE A RUBBERIZED EMULSION AGGREGATE SLURRY SEAL (REAS) OVER THE STREET WIDTH IN WICH THE EXCAVATION WAS MADE.
- 23. ALL SURVEY MONUMENTS DESTROYED AS A RESULT OF THE CONTRACTOR'S WORK SHALL BE RESET "IN KIND" AT THE CONTRACTORS EXPENSE BY A LICENSED SURVEYOR OR REGISTERED CIVIL ENGINEER. COPIES OF ALL TIES TO RESET MONUMENTS SHALL BE SUPPLIED TO THE CITY PRIOR TO RELEASE OF ANY SURETIES.
- 24. INSTALLATION OF STREETLIGHTS SHALL BE TO SATISFACTION OF THE L.A. COUNTY STREET LIGHTING DIVISION, DEPARTMENT OF PUBLIC WORKS. ANNEXATION THE AREA TO THE L.A. COUNTY LIGHTING MAINTENANCE DISTRICT, FOR THE PURPOSE OF OPERATING AND MAINTAINING THE STREETLIGHTS TO BE INSTALLED, MAYBE NECESSARY TO COMPLY WITH ANNEXATION. (ANNEXATION PROCEDURE IS APPROXIMATELY 12-MONTH)
- 25. PARKWAY TREES SHALL BE PER CITY OF CARSON STANDARD NOS. 117, 132, 133 AND 134.
- 26. PLANT PARKWAY GRASS ABUTTING THE PROPOSED DEVELOPMENT TO THE STATISFACTION OF THE CITY ENGINEER.
- 27. INSTALL IRRIGATION SYSTEM FOR THE PURPOSE OF MAINTAINING THE PARKWAY TREES TO BE PLANTED ABUTTING THIS PROPOSED DEVELOPMENT

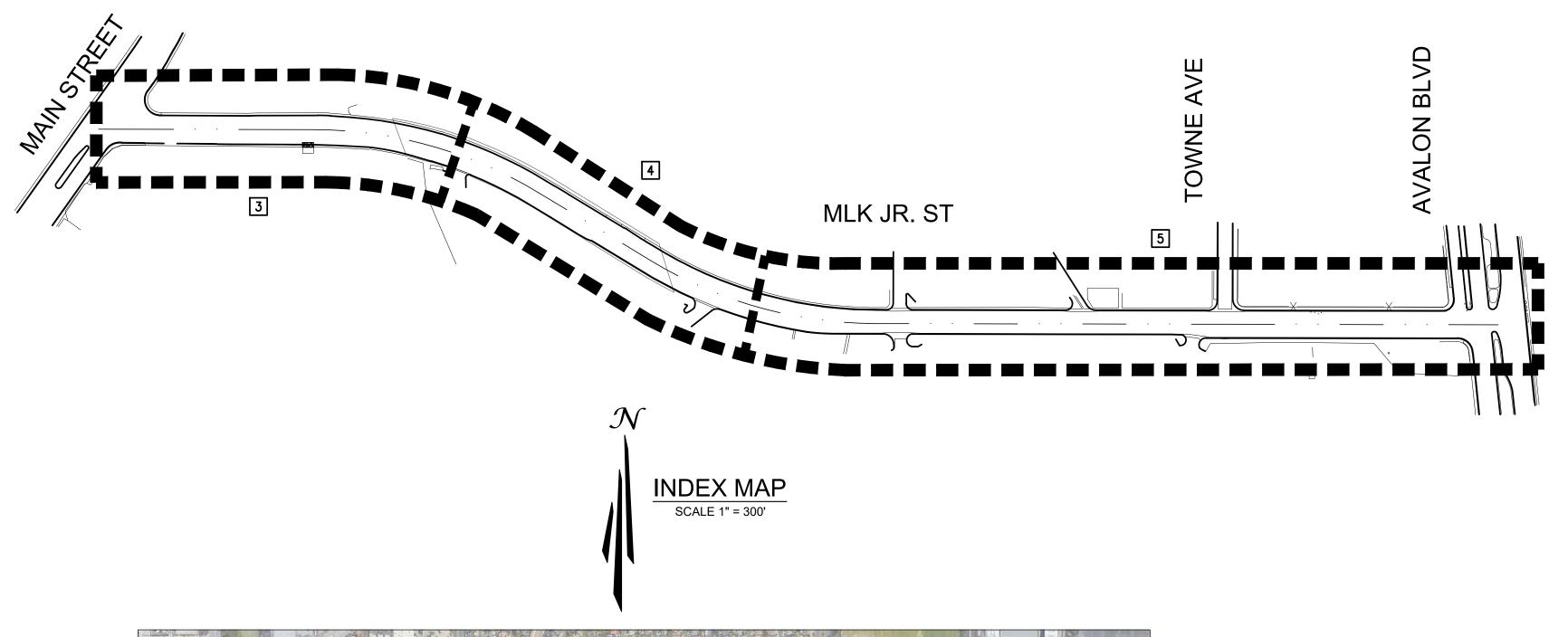
DECLARATION OF RESPONSIBLE CHARGE:

I HEREBY DECLARE THAT I AM THE (ENGINEER) OF WORK FOR THIS PROJECT, THAT I HAVE EXERCISED RESPONSIBLE CHARGE OVER THE DESIGN OF THE PROJECT AS DEFINED IN THE CALIFORNIA BUSINESS AND PROFESSIONS CODE. AND THAT THE DESIGN IS CONSISTENT WITH CURRENT STANDARDS AS OF THE DATE OF THESE DRAWINGS. I UNDERSTAND THAT THE CHECK OF THE PROJECT DRAWINGS AND SPECIFICATIONS BY THE CITY OF CARSON IS CONFINED TO A REVIEW ONLY AND DOES NOT RELIEVE ME, AS AN ENGINEER OF WORK, OF MY RESPONSIBILITIES FOR THE PROJECT DESIGN. THE PLAN CHECK IS NOT A DETERMINATION OF THE TECHNICAL ADEQUACY OF THE DESIGN OF THESE IMPROVEMENTS. TAIT & ASSOCIATES DENNIS POSTLER, PE

LICENSE NO. C46106 XX/XX/XX

DATE

701 N. PARKCENTER DRIVE SANTA ANA, CA 92705 P: (714) 560-8200 F: (714) 560-8211 INFO@TAIT.COM



SHEET INDEX

- 1 TITLE SHEET
- 2 DETAILS
- 3 M.L.K. JR. STREET PLAN STA. 10+00 TO 17+50
- 4 M.L.K. JR. STREET PLAN STA. 17+50 TO 26+50
- 5 M.L.K. JR. STREET PLAN STA. 26+50 TO 43+00
- 6 SIGNING AND STRIPING PLAN TITLE SHEET
- 7 SIGNING AND STRIPING PLAN STA. 10+00 TO 31+00
- 8 SIGNING AND STRIPING PLAN STA. 31+00 TO 43+00
- 9 STREET LIGHTING PLAN TITLE SHEET
- 10 STREET LIGHTING PLAN STA. 10+00 TO 31+00
- 11 STREET LIGHTING PLAN STA. 31+00 TO 43+00
- 12 STREET LIGHTING PLAN ELECTRICAL CALCULATIONS
- 13 STREET LIGHTING PLAN DETAIL SHEET

SUBSTRUCTURE NOTICES

APPROVE DATE

PROJECT NO.

WEST BASIN MUNICIPAL WATER DISTRICT 17140 SOUTH AVALON BOULEVARD CARSON, CA 90746 (310) 217 - 2411info@westbasin.org

DESCRIPTION

MASTER LIST OF CONSTRUCTION NOTES

PLANS, SEE PLAN FOR DETAIL AS APPLIES.

- EXCAVATE ROADWAY, CURB & GUTTER, AND ANY OTHER IMPROVEMENTS WITHIN THE R/W, 2.5' DEPTH. INSTALL THREE LAYERS OF GEOGRID WITHIN A 24" AGGREGATE BASE LAYER PER TYPICAL SECTION ON SHEET 2.
- (3) CONSTRUCT 6" AC PAVEMENT SECTION PER TYPICAL SECTION ON SHEET:
- UNIFORM DEPTH COLD MILL, 4" THICK & INSTALL 2" AC LEVELING COURSE (4) (CLASS IIIC3 PG 64-10), TENSAR GLASPAVE50 PAVING MAT, AND 2" ARHM
- AFTER COLD MILL, SAWCUT AND REMOVE 8" OF EXISTING PAVEMENT SECTION AND CONSTRUCT NEW 8" AC PAVEMENT SECTION PER DETAIL 3 ON SHEET
- REMOVE AND REPLACE EXISTING CURB RAMP, INCLUDING FULL CURB RETURN (6) AND SIDEWALK WITHIN, PER SPPWC STD. 111-5, CASE AND TYPE PER
- RETROFIT CURB RAMP WITH SURFACE APPLIED TRUNCATED DOMES PER SPPWC STD. 111-5 AND GRIND LIP OF GUTTER AT BOTTOM OF RAMP TO 0'
- REMOVE AND REPLACE 4" PCC SIDEWALK PER SPPWC STD. PLAN NO. 113-2 PRUNE & REMOVE CONFLICTING ROOTS, CONTRACTOR TO COORDINATE WITH
- (9) GRIND EXISTING PCC SIDEWALK LIP FLUSH WITH ADJACENT SIDEWALK PANEL
- REMOVE AND REPLACE PCC CURB & GUTTER PER SPPWC PLAN NO. 120-2 HEIGHT & WIDTH TO MATCH EXISTING.
- REMOVE EXISTING PORTION OF ROAD AND EXISTING CROSS GUTTER AND CONSTRUCT CROSS GUTTER PER SPPWC STD. PLAN NO. 122-2.
- REMOVE AND REPLACE EXISTING DRIVEWAY PER CITY OF CARSON STD PLAN NO. 111 (DRIVEWAY SHALL BE 10% MAX.).
- PEDESTRIAN RAMPS AND TRAFFIC SIGNAL EQUIPMENT IMPROVEMENTS ALONG AVALON BLVD BY OTHERS (L.A. COUNTY)
- REMOVE EXISTING TRENCH DRAIN AND GUTTER AND INSTALL 8" WIDE SLOTTED DRAIN WITH EXTREME DUTY FRAME (DURA TRENCH), CONNECT TO
- EXISTING STORM DRAIN PIPE. SEE DETAIL ON SHEET 2 FOR FUTHER RECONSTRUCT CURB AND GUTTER OR MODIFIED CROSS GUTTER AROUND NEW
- REMOVE AND REPLACE 8' OF EXISTING 12" RCP STORM DRAIN. CONNECT
- TO EXISTING 12" RCP STORM DRAIN AND TO NEW SLOT DRAIN. EXACT LOCATION AND ELEVATION TO BE DETERMINED IN THE FIELD.
- CONTRACTOR TO COORDINATE WITH WEST BASIN MUNICIPAL WATER DISTRICT TO RELOCATE/RECONSTRUCT IRRIGATION VALVE. IF VALVE TO REMAIN IN
- CURRENT LOCATION, INSTALL SURFACE APPLIED TACTILE WARNING PANELS
- REMOVE EXISTING CHAIN LINK FENCE AND CONCRETE FOOTING, INSTALL NEW CHAIN LINK FENCE ON CITY R/W PER SPPWC STD. PLAN 600-4.
- (20) 4" TOPSOIL AND SEEDING.

UTILITY NOTES

- ADJUST EXISTING SEWER/STORM DRAIN MANHOLE FRAME & COVER TO GRADE PER SPPWC STD. DWG. 205-2.
- 2 ADJUST EXISTING SEWER VAULT LID TO GRADE.
- 3 ADJUST EXISTING WATER VALVE CAN & LID TO GRADE.
- 4 ADJUST EXISTING GAS VALVE CAN & LID TO GRADE.
- ADJUST ELECTRIC VAULT LID/MANHOLE FRAME & COVER TO GRADE (BY
- 6 ADJUST MONITORING WELL FRAME & COVER TO GRADE
- 7 ADJUST TELECOM MANHOLE FRAME & COVER TO GRADE.
- 8 ADJUST CATV/FIBER VAULT LID TO GRADE
- 9 ADJUST WATER METER BOX TO GRADE
- 10 ADJUST STREET LIGHT PULL BOX TO GRADE.
- 111 ADJUST EXISTING FIRE HYDRANT TO GRADE.

HATCHING LEGEND

EXCAVATE ROADWAY, CURB & GUTTER, AND ANY OTHER IMPROVEMENTS WITHIN THE R/W, 2.5' DEPTH. INSTALL THREE LAYERS OF GEOGRID WITHIN A 24" AGGREGATE BASE LAYER PER TYPICAL SECTION ON SHEET 2.

CONSTRUCT 6" AC PAVEMENT SECTION PER TYPICAL SECTION ON

UNIFORM DEPTH COLD MILL, 4" THICK & INSTALL 2" AC LEVELING COURSE (CLASS IIIC3 PG 64-10), TENSAR GLASPAVE50 PAVING MAT, AND 2" ARHM (GG-C PG 64-16) OVERLAY.

AFTER COLD MILL, SAWCUT AND REMOVE 8" OF EXISTING PAVEMENT SECTION AND CONSTRUCT NEW 8" AC PAVEMENT SECTION PER DETAIL

3 ON SHEET 2. **CITY OF CARSON**



DENNIS POSTLER, PE



VICINITY MAP

SCALE 1" = 300'

BENCHMARK:

PAVEMENT REHABILITATION MLK JR. ST, MAIN ST TO AVALON BLVD

ENGINEERING SERVICES DIVISION

TITLE SHEET

1608

1 of 13

PLAN NO.

AVE 42+00 43+0043+17 SCALE: 1" = 40'

MASTER LIST OF CONSTRUCTION NOTES

1 PROTECT IN PLACE.

UNIFORM DEPTH COLD MILL, 4" THICK & INSTALL 2" AC LEVELING COURSE

(CLASS IIIC3 PG 64-10), TENSAR GLASPAVE50 PAVING MAT, AND 2" ARHM (GG-C PG 64-16) OVERLAY.

AFTER COLD MILL, SAWCUT AND REMOVE 8" OF EXISTING PAVEMENT SECTION AND CONSTRUCT NEW 8" AC PAVEMENT SECTION PER DETAIL 3 ON SHEET

RETROFIT CURB RAMP WITH SURFACE APPLIED TRUNCATED DOMES PER 7 SPPWC STD. 111-5 AND GRIND LIP OF GUTTER AT BOTTOM OF RAMP TO 0"

REMOVE AND REPLACE 4" PCC SIDEWALK PER SPPWC STD. PLAN NO. 113-2, PRUNE & REMOVE CONFLICTING ROOTS, CONTRACTOR TO COORDINATE WITH CITY ARBORIST.

REMOVE AND REPLACE PCC CURB & GUTTER PER SPPWC PLAN NO. 120-2. HEIGHT & WIDTH TO MATCH EXISTING.

REMOVE EXISTING PORTION OF ROAD AND EXISTING CROSS GUTTER AND CONSTRUCT CROSS GUTTER PER SPPWC STD. PLAN NO. 122-2.

REMOVE EXISTING PORTION OF ROAD AND EXISTING CROSS GUTTER AND CONSTRUCT CROSS GUTTER PER SPPWC STD. PLAN NO. 122-2.

PEDESTRIAN RAMPS AND TRAFFIC SIGNAL EQUIPMENT IMPROVEMENTS ALONG AVALON BLVD BY OTHERS (L.A. COUNTY)

17) INSTALL 105' 3" PVC CONDUIT

CONTRACTOR TO COORDINATE WITH WEST BASIN MUNICIPAL WATER DISTRICT TO RELOCATE/RECONSTRUCT IRRIGATION VALVE. IF VALVE TO REMAIN IN CURRENT LOCATION, INSTALL SURFACE APPLIED TACTILE WARNING PANELS PER CALTRANS APPROVED PRODUCT LIST.

UTILITY NOTES

ADJUST EXISTING SEWER/STORM DRAIN MANHOLE FRAME & COVER TO GRADE PER SPPWC STD. DWG. 205-2.

3 ADJUST EXISTING WATER VALVE CAN & LID TO GRADE.

11 ADJUST EXISTING FIRE HYDRANT TO GRADE.

HATCHING LEGEND

UNIFORM DEPTH COLD MILL, 4" THICK & INSTALL 2" AC LEVELING COURSE (CLASS IIIC3 PG 64-10), TENSAR GLASPAVE50 PAVING MAT, AND 2" ARHM (GG-C PG 64-16) OVERLAY.



AFTER COLD MILL, SAWCUT AND REMOVE 8" OF EXISTING PAVEMENT SECTION AND CONSTRUCT NEW 8" AC PAVEMENT SECTION PER DETAIL 3 ON SHEET 2.

REVISIONS **CITY OF CARSON** APPROVE DATE

PAVEMENT REHABILITATION MLK J.R. BLVD, MAIN ST TO AVALON BLVD

M.L.K. JR. STREET- STA 26+50 TO STA 42+50

1608 5 of 13

PLAN NO.

DESCRIPTION ENGINEERING SERVICES DIVISION BENCHMARK: 701 N. Parkcenter Drive Santa Ana, CA 92705 p: 714/560/8200 f: 714/560/8211 www.tait.com PROJECT NO. DENNIS POSTLER, PE

SIGNING AND STRIPING PLAN M.I.K. JR. STRFFT FROM MAIN STREET TO AVALON BLVD CITY OF CARSON

=(91)= VICTORIA ST. UNIVERSITY DR. PROJECT STRIPING AREA DEL AMO BLVD.

VINCINITY MAP

N.T.S.

SHEET INDEX:

- SIGNING AND STRIPING PLAN
- TITLE SHEET
- M.L.K. JR. STREET FROM MAIN STREET TO AVALON BLVD.
- SIGNING AND STRIPING PLAN M.L.K. JR. STREET FROM MAIN STREET TO AVALON BLVD.
- SIGNING AND STRIPING PLAN M.L.K. JR. STREET FROM MAIN STREET TO AVALON BLVD.

SIGNING AND STRIPING CONSTRUCTION NOTES:

(E)	EXISTING SIGN TO REMAIN.
IS	INSTALL SIGN AND POST.
ISL	INSTALL SIGN ON STREET LIGHT POLE.
PM	INSTALL THERMOPLASTIC PAVEMENT MARKING AS SHOWN PER CA-MUTCD STANDARDS.
TX	INSTALL THERMOPLASTIC 12" SOLID WHITE LIMIT LINE OR HIGH VISIBILITY LADDER CROSSWALK PER CITY OF CARSON STANDARDS. SEE DETAIL 'A'.
XX	REMOVE CONFLICTING STRIPING OR MARKINGS BY WET SANDBLASTING PROCESS.
K	INSTALL K-71 POST
T6	PAINT 6" SOLID WHITE LANE LINE STRIPE.
P12	PAINT 12" SOLID WHITE CHEVRON STRIPE @ 25' O/C. Y=YELLOW, W=WHITE.
9 *	PAINT 6" WHITE LANE LINE SKIP STRIPE PER CALTRANS STD. PLAN A20A — DETAIL 9.
12 *	PAINT 6" WHITE LANE LINE SKIP STRIPE PER CALTRANS STD. PLAN A20A — DETAIL 12.
22)*	PAINT 6" DOUBLE YELLOW CENTERLINE STRIPE PER CALTRANS STD. PLAN A20A - DETAIL 22
27B *	PAINT 6" WHITE RIGHT EDGE LINE STRIPE PER CALTRANS STD. PLAN A20B — DETAIL 27B.
29 *	PAINT 6" DOUBLE YELLOW MEDIAN STRIPE PER CALTRANS STD. PLAN A20B — DETAIL 29.
32)*	PAINT 6" DOUBLE YELLOW TWO-WAY LEFT TURN MEDIAN STRIPE PER CALTRANS STD. PLAN A20B - DETAIL 32.
37B *	PAINT 8" WHITE LANE DROP STRIPE PER CALTRANS STD. PLAN A20C — DETAIL 37B.
38 *	PAINT 8" WHITE CHANNELIZING LANE LINE STRIPE PER CALTRANS STD. PLAN A20D — DETAIL 38.
	*PAINT LANE AND EDGE LINES 2 COATS PER CITY OF CARSON STANDARDS.

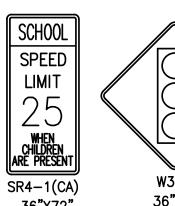
SIGNALIZED INTERSECTION

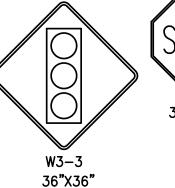
1. SIGNING AND STRIPING SHALL CONFORM TO PART 2 SIGNS AND PART 3 MARKINGS OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND ANY ADDENDUMS THERE TO OR LATEST EDITION, THESE PLANS AND SPECIAL PROVISIONS.

SIGNING AND STRIPING GENERAL NOTES:

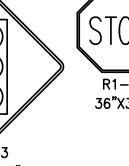
- 2. PAVEMENT LEGENDS SHALL MATCH THE CITY STENCILS.
- 3. ALL STRIPING AND PAVEMENT MARKINGS SHALL BE REFLECTORIZED AND APPLIED IN TWO COATS. A MINIMUM OF SEVEN DAYS SHALL BE PROVIDED BETWEEN FIRST AND SECOND COATS.
- 4. ALL CONFLICTING STRIPINGS. PAVEMENT MARKINGS, AND CURB PAINT SHALL BE REMOVED BY WET SANDBLASTING OR OTHER APPROVED METHOD PRIOR TO INSTALLATION OF NEW STRIPING. ALL CONFLICTING RAISED PAVEMENT
- 5. PAVEMENT THAT IS DAMAGED DUE TO REMOVAL OF MARKERS OR STRIPING SHALL BE REPAIRED TO THE SATISFACTION OF THE CITY INSPECTOR.
- 6. THE CONTRACTOR SHALL CONTACT THE CITY OF CARSON INSPECTION SERVICES FOR INSPECTION 48 HOURS PRIOR TO BEGINNING OF CONSTRUCTION.
- 7. CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS AND DIMENSIONS BEFORE STARTING WORK. IF CONDITIONS EXIST WHICH ARE CONTRARY TO THOSE SHOWN ON THESE PLANS, THE CITY OF CARSON INSPECTION SERVICES SHALL BE NOTIFIED BEFORE PROCEEDING WITH WORK.
- 8. ALL WORK SHALL CONFORM TO THE PLANS AND SPECIFICATIONS IN ALL RESPECTS AND SHALL BE SUBJECT TO APPROVAL BY THE CITY ENGINEER.
- 9. ALL TRAFFIC CONTROL WORK FOR CONSTRUCTION SHALL CONFORM TO PART 6 TEMPORARY TRAFFIC CONTROL OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD) AND ANY ADDENDUMS THERE TO OR LATEST EDITION AND ALL O.S.H.A. REQUIREMENTS.
- 10. THE CONTRACTOR SHALL HAVE ALL TRAFFIC CONTROL CONSTRUCTION SIGNS, DELINEATORS, ETC., PROPERLY INSTALLED PRIOR TO COMMENCING CONSTRUCTION.
- 11. THE CONTRACTOR SHALL MAINTAIN ALL TRAFFIC CONTROL SIGNS, DELINEATORS, ETC., TO ENSURE PROPER FLOW AND SAFETY OF TRAFFIC WHILE WORKING IN THE STREET.
- 12. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED IN THE FIELD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED BY THE CITY INSPECTOR/ REPRESENTATIVE TO ASSURE PUBLIC SAFETY AT ALL TIMES.
- 13. THE CONTRACTOR SHALL UTILIZE A FLAGMAN DURING CONSTRUCTION WORK AS DEEMED NECESSARY BY THE CITY
- 14. ARROW BOARDS SHALL BE USED ON ANY LANE CLOSURE ON ARTERIAL STREETS.
- 15. STRIPING SHALL BE CAT TRACKED AND APPROVED BY THE CITY INSPECTOR PRIOR TO FINAL INSTALLATION.
- 16. ALL SIGN FACE REFLECTIVE SHEETING SHALL BE HIGH INTENSITY GRADE WITH PROTECTIVE OVERLAY FILM.
- 17. BLUE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ADJACENT TO ALL EXISTING FIRE HYDRANTS IN ACCORDANCE WITH THE LATEST EDITION OF THE CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA

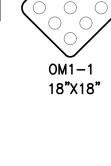
SIGN LEGEND:



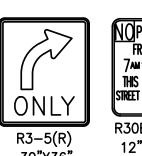










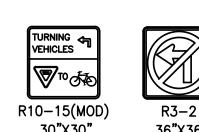


TURNING VEHICLES TO

30"X30"









36"X36"



R2-1

30"X36"









PLANS PREPARED BY: TJW ENGINEERING, INC.

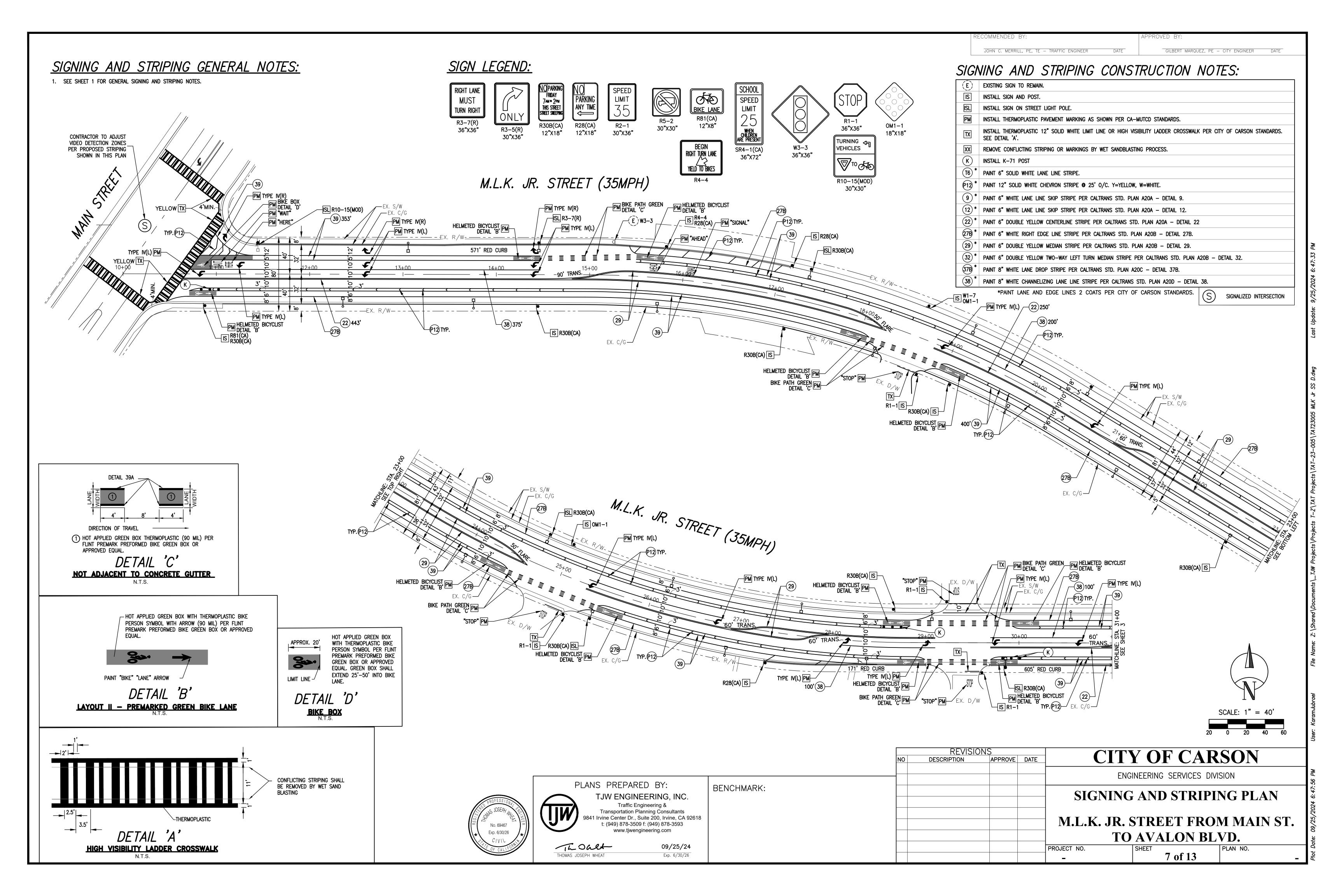
Traffic Engineering & Transportation Planning Consultants 9841 Irvine Center Dr., Suite 200, Irvine, CA 92618 t: (949) 878-3509 f: (949) 878-3593 www.tjwengineering.com

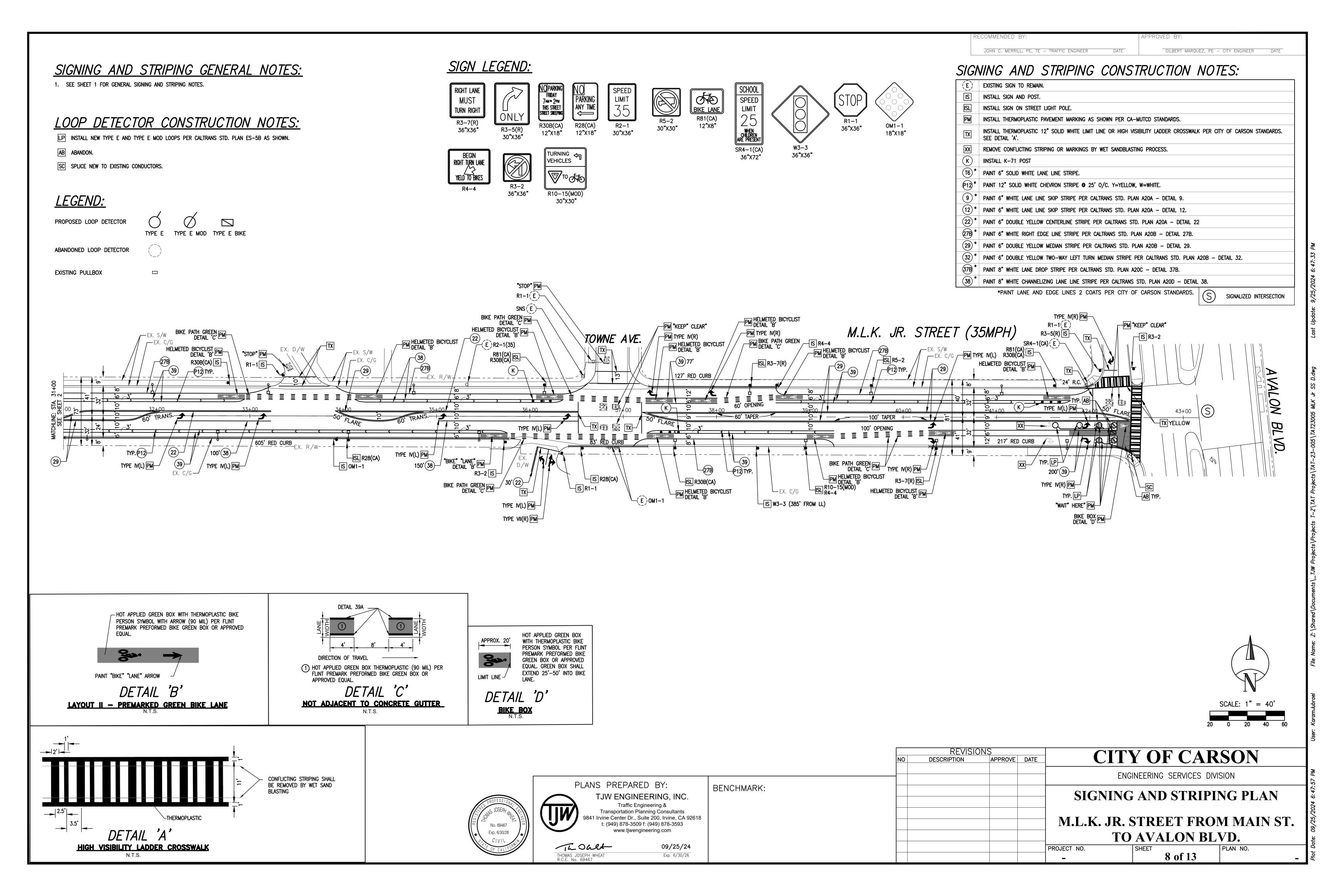
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09/25/24 Exp. 6/30/26

BENCHMARK:

CITY OF CARSON DESCRIPTION ENGINEERING SERVICES DIVISION SIGNING AND STRIPING PLAN TITLE SHEET M.L.K. JR. STREET FROM MAIN ST. TO AVALON BLVD. PROJECT NO. 6 of 13





ENGINEER'S OPINION OF PROBABLE COST CITY OF CARSON, CA 100% PLANS - MLK JR ROADWAY REHABILITATION



DATE: 10/23/2024
REVISED DATE: 2/12/2025
REVIEWED BY: DP
PREPARED BY: AR

No.	ITEM	QUANTITY	UNIT	COST PER UNIT	TOTAL
	ROADWAY ITEMS				
	Project Mobilization, Demobilization, & Cleanup (Not to Exceed				
1	5% of Construction Costs)	1	LS	\$224,200	\$224,200
2	Surveying & Monument Preservation	1	LS	\$15,000	\$15,000
3	Traffic Control & Public Noticing	1	LS	\$100,000	\$100,000
4	Traffic Signing, Striping, Markings and Legends	1	LS	\$40,000	\$40,000
5	Street Lighting	1	LS	\$300,000	\$300,000
6	Excavate Roadway in landfill area 2.5' R/W to R/W	9,130	CY	\$100	\$913,000
7	Install 24" CSPB R/W to R/W	14,300	TON	\$75	\$1,072,500
8	Install 3 layers of Geogrid in CMB	32,150	SY	\$8	\$257,200
9	Install 6" AC Pavement	2,859	TON	\$150	\$428,850
10	Install 4" of Top Soil between the roadway and R/W	240	TON	\$50	\$12,000
11	Install Seeding between the roadway and R/W	0.22	AC	\$2,000	\$440
12	Uniform Depth Cold Mill 4"	105,775	SF	\$0.5	\$52,888
13	Install Tensar Pavement Matting	11,760	SY	\$8	\$94,080
14	Install 2" AC Leveling Course	1,322	TON	\$140	\$185,080
15	Furnish & Install 2" ARHM Overlay	1,322		\$150	\$198,300
	Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8" of				
	Ex. AC Pavement & CAB Section and Construct New Full Depth				
16	AC Pavement Section)	9,505	SF	\$10.0	\$95,050
17	Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp	5	EA	\$7,500	\$37,500
	Retrofit Curb Ramp with Non-Wet Set Detectable Warning				
18	Surface (Truncated Domes)	3	EA	\$1,500	\$4,500
19	Construct new PCC ADA Compliant Sidewalk Improvements	6,406	SF	\$20	\$128,120
20	Remove and replace existing PCC Driveway	1,155	SF	\$40	\$46,200
21	Remove and replace PCC Curb and Gutter	2,481	LF	\$120	\$297,720
	Remove Existing Cross Gutter and Construct New PCC Cross				
22	Gutter	7	EA	\$15,000	\$105,000
23	Install 3" PVC Conduit	110	LF	\$25	\$2,750
24	Remove and Replace Existing 12" RCP Storm Drain	8	LF	\$500	\$4,000
25	Remove and Replace Existing Trench Drain	100	LF	\$75	\$7,500
26	Remove and Replace Existing Chain Link Fence	310	LF	\$50	\$15,500
	Replace Traffic Loop Detectors (Type E, Modified Type E, Type				
27	D (Bike Loops))	8	EA	\$600	\$4,800
	Adjust Ex. Sewer/Storm Drain Manhole Frame & Cover or Vault				
28	Lid to Grade	3	EA	\$850	\$2,550
29	Adjust Ex. Water Valve Frame & Cover to Grade	10	EA	\$600	\$6,000
30	Unsuitable Material	100	CY	\$40	\$4,000
31	Saturated Soil	100	CY	\$40	\$4,000
32	Allowance	1	LS	\$50,000	\$50,000

GRAND TOTAL \$4,708,800
CONTINGENCY (10%) \$470,900
GRAND TOTAL INCL. CONTINGENCY \$5,179,700

100% PLANS WITH DYNAMIC COMPACTION (Option 2) - MLK JR ROADWAY REHABILITATION



DATE: 2/15/2024
REVISED DATE: 2/12/2025
REVIEWED BY: DP
PREPARED BY: AR

No.	ITEM	QUANTITY	UNIT	COST PER UNIT	TOTAL
	ROADWAY ITEMS				
	Project Mobilization, Demobilization, & Cleanup (Not to				
1	Exceed 5% of Construction Costs)	1	LS	\$229,100	\$229,100
2	2 Surveying & Monument Preservation	1	LS	\$15,000	\$15,000
3	3 Traffic Control & Public Noticing	1	LS	\$100,000	\$100,000
4	Traffic Signing, Striping, Markings and Legends	1	LS	\$40,000	\$40,000
5	Street Lighting	1	LS	\$300,000	\$300,000
ϵ	Excavate Roadway in landfill area 2.5' R/W to R/W	9,130	CY	\$100	\$913,000
7	Deep Dynamic Compaction	96,440	SF	\$1.50	\$144,660
8	Install 24" CMB R/W to R/W	14,300	TON	\$75	\$1,072,500
ç	Install 3 layers of Geogrid in CMB	32,150	SY	\$8	\$257,200
10	Install 6" AC Pavement	2,859	TON	\$150	\$428,850
11	Install 4" of Top Soil between the roadway and RW	240	TON	\$50	\$12,000
12	Install Seeding between the roadway and R/W	2.21	AC	\$2,000	\$4,420
13	3 Uniform Depth Cold Mill 4"	105,775	SF	\$0.50	\$52,888
14	Install Tensar Pavement Matting	11,760	SY	\$8	\$94,080
15	Install 2" AC Leveling Course	1,322	TON	\$140	\$185,080
16	Furnish & Install 2" ARHM Overlay	1,322	TON	\$150	\$198,300
	Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8"				
	of Ex. AC Pavement & CAB Section and Construct New Full				
17	Depth AC Pavement Section)	9,505	SF	\$10.0	\$95,050
18	3 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp	5	EA	\$7,500	\$37,500
	Retrofit Curb Ramp with Non-Wet Set Detectable Warning				
19	9 Surface (Truncated Domes)	3	EA	\$1,500	\$4,500
20	Construct new PCC ADA Compliant Sidewalk Improvements	6,406	SF	\$20	\$128,120
21	Remove and replace existing PCC Driveway	1,155	SF	\$40	\$46,200
22	Remove and replace PCC Curb and Gutter	2,481	LF	\$120	\$297,720
	Remove Existing Cross Gutter and Construct New PCC Cross				
23	3 Gutter	7	EA	\$15,000	\$105,000
24	Install 3" PVC Conduit	110	LF	\$25	\$2,750
25	Remove and Replace Existing 12" RCP Storm Drain	8	LF	\$500	\$4,000
	Remove and Replace Existing Trench Drain	100	LF	\$75	\$7,500
	Remove and Replace Existing Chain Link Fence	310	LF	\$50	\$15,500
	Replace Traffic Loop Detectors (Type E, Modified Type E, Type				
28	B D (Bike Loops))	8	EA	\$600	\$4,800
	Adjust Ex. Sewer/Storm Drain Manhole Frame & Cover or			·	
29	Vault Lid to Grade	3	EA	\$850	\$2,550
	Adjust Ex. Water Valve Frame & Cover to Grade		EA	\$600	\$6,000
	Unsuitable Material	100		\$40	\$4,000
	2 Saturated Soil	100		\$40	\$4,000
33	3 Allowance		LS	\$50,000	\$50,000
				T/-00	,,

GRAND TOTAL \$4,862,300 CONTINGENCY (10%) \$486,200

GRAND TOTAL INCL. CONTINGENCY \$5,348,500

100% PLANS TO REMOVE LANDFILL (Option 3A) - MLK JR ROADWAY REHABILITATION



DATE: 2/15/2024
REVISED DATE: 2/12/2025
REVIEWED BY: DP
PREPARED BY: AR

2 Surveying & Monument Preservation 1 LS \$15,000 \$15,000 3 Traffic Control & Public Noticing 1 LS \$100,000 \$40,000 4 Traffic Signing, Striping, Markings and Legends 1 LS \$40,000 \$40,000 5 Street Lighting 1 LIS \$300,000 \$300,000 5 Street Lighting 1 LIS \$300,000 \$300,000 6 Excavate Roadway and Dirt 5' Deep (West of Bridge) 7,976 CY \$75 \$293,750 6 Excavate Landfill Area 15' Deep (West of Bridge) 23,928 CY \$200 \$4,785,556 8 Excavate Roadway and Dirt 15' Deep (East of Bridge) 30,583 CY \$75 \$2,293,750 9 Excavate Landfill Area 15' Deep (East of Bridge) 30,583 CY \$200 \$6,116,667 10 Earth Retention System (Vertical Sidewall Shoring) 2,500 LF \$1,000 \$2,500,000 11 Fill Area with Native Soil, 13' to 28' Deep 93,070 CY \$50 \$4,653,519 12 Install 12" CMB \$5,725 TON \$75 \$42,9375 13 Install 6" AC Pavement 2,875 TON \$150 \$43,250 14 Install 4" of Top Soil between the roadway and RW 240 TON \$50 \$12,000 15 Uniform Depth Cold Mill 4" 105,775 \$F \$0.50 \$52,888 16 Install Tensar Pavement Matting 11,760 5Y \$8 \$94,080 17 Install 2" AC Leveling Course 1,322 TON \$140 \$185,080 18 Furnish & Install 2" AMHO Overlay 1,322 TON \$150 \$3185,080 18 Furnish & Install 2" AMHO Overlay 1,322 TON \$150 \$3185,080 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp 5 EA \$7,500 \$37,500 20 Construct new PCC ADA Compliant Curb Ramp 6 EAC \$7,500 \$37,500 21 Remove and replace existing PCC Driveway 1,155 \$F \$40 \$46,200 22 Remove and replace Existing Carlo Mill French Drain 100 LF \$75 \$7,500 24 Install 3" PVC Conduit 100 LF \$75 \$7,500 25 Remove and Replace Existing Carlo Link Fence 70 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$10 \$1	No.	ITEM	QUANTITY	UNIT	COST PER UNIT	TOTAL
1 Exceed 5% of Construction Costs) 2 Surveying & Monument Preservation 3 Traffic Control & Public Noticing 1 LS 515,000 3 Traffic Control & Public Noticing 1 LS 510,000 5 Street Lighting 5 Traffic Signing, Striping, Markings and Legends 1 LS 5300,000 5 Street Lighting 1 LS 5300,000 5 Street Lighting 7,976 CY 575 5598,194 7 Excavate Roadway and Dirt 5' Deep (West of Bridge) 7,976 CY 575 5598,194 7 Excavate Landfill Area 15' Deep (West of Bridge) 8 Excavate Roadway and Dirt 15' Deep (East of Bridge) 9 Excavate Landfill Area 15' Deep (East of Bridge) 9 Excavate Landfill Area 15' Deep (East of Bridge) 9 Excavate Landfill Area 15' Deep (East of Bridge) 10 Earth Retention System (Vertical Sidewall Shoring) 11 Fill Area with Native Soil, 13' to 28' Deep 9 3,070 CY 500 54,653,551 12 Install 12" CMB 5,725 TON 575 5429,375 13 Install 6" AC Pavement 2,875 TON 575 5429,375 13 Install 6" AC Pavement 1,05775 15 Sp3,194 14 Install 4" of Top Soil between the roadway and RW 240 TON 550 15 Uniform Depth Cold Mill 4" 105,775 55 50,50 528,888 16 Install Tensar Pavement Matting 11,760 SY 58 594,080 17 Install 12" AC Leveling Course 1,322 TON 510 18 Furnish & Install 2" ARHM Overlay 1,322 TON 510 10 Earth AC Pavement & CAB Section and Construct New Full 17 Depth AC Pavement & CAB Section and Construct New Full 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp Retrofit Curb Ramp with Non-Wet Set Detectable Warning 19 Surface (Truncated Domes) 20 Construct new PCC ADA Compliant Sidewalk Improvements 6,406 SF 520 512,810 520 527,808 527,808 527,800 527,700 527,700 527,700 528,7500 537,500 54,500 5		ROADWAY ITEMS				
2 Surveying & Monument Preservation 1 LS \$15,000 \$15,000 3 Traffic Control & Public Noticing 1 LS \$100,000 \$40,000 4 Traffic Signing, Striping, Markings and Legends 1 LS \$40,000 \$40,000 5 Street Lighting 1 LS \$300,000 \$300,000 5 Street Lighting 1 LS \$300,000 \$300,000 6 Excavate Roadway and Dirt 5' Deep (West of Bridge) 7,976 CY \$75 \$293,750 6 Excavate Landfill Area 15' Deep (West of Bridge) 23,928 CY \$200 \$4,785,556 8 Excavate Landfill Area 15' Deep (East of Bridge) 30,583 CY \$75 \$2,293,750 9 Excavate Landfill Area 15' Deep (East of Bridge) 30,583 CY \$200 \$6,116,667 10 Earth Retention System (Vertical Sidewall Shoring) 2,500 LF \$1,000 \$2,500,000 11 Fill Area with Native Soil, 13' to 28' Deep 93,070 CY \$50 \$4,653,519 12 Install 12" CMB \$5,725 TON \$75 \$42,93,750 13 Install 6" AC Pavement 2,2875 TON \$150 \$43,250 14 Install 4" of Top Soil between the roadway and RW 240 TON \$50 \$12,000 15 Uniform Depth Cold Mill 4" \$105,775 SF \$0.50 \$52,888 16 Install Tensar Pavement Matting 11,760 SY \$8 \$94,080 17 Install 2" AC Leveling Course 1,322 TON \$140 \$185,080 18 Furnish & Install 2" AC Leveling Course 1,322 TON \$140 \$185,080 18 Furnish & Install 2" AC Leveling Course 1,322 TON \$150 \$3,7500 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp th Sunstall Curb Ramp with Non-Wet Set Detectable Warning 19 Surface (Truncated Domes) \$3,600 \$4,500 20 Construct new PCC ADA Compliant Sidewalk Improvements 6,406 SF \$20 \$128,120 21 Remove and replace existing PCC Driveway 1,155 SF \$40 \$46,200 22 Remove and replace Existing Tench Drain 8 LF \$500 \$4,000 25 Remove and Replace Existing 12" RCP Storm Drain 8 LF \$500 \$4,000 26 Remove and Replace Existing 12" RCP Storm Drain 8 LF \$500 \$4,000 27 Remove and Replace Existing Chain Link Fence 8 Replace Traffic Loop Detectors (Type E, Modified Type E, Type 28 D (Bike Loops) \$4,000 28 Remove and Replace Existing Chain Link Fence 8 Cover or 29 Vault Lid to Grade \$4,000 \$4,000 32 Saturated Soil \$4,000 \$4,000 32 Saturated Soil \$4,000 \$4,000 32 Saturated Soil \$4,000 \$4,000		Project Mobilization, Demobilization, & Cleanup (Not to				
3 Traffic Control & Public Noticing 4 Traffic Signing, Striping, Markings and Legends 5 Street Lighting 1 LS 540,000 540,000 5300,000 6 Excavate Roadway and Dirt 5' Deep (West of Bridge) 7,976 CY 575 5598,194 7 Excavate Landfill Area 15' Deep (West of Bridge) 7,976 CY 575 52,293,750 9 Excavate Roadway and Dirt 15' Deep (West of Bridge) 30,583 CY 575 52,293,750 9 Excavate Landfill Area 15' Deep (West of Bridge) 30,583 CY 520 520 521 6 Excavate Landfill Area 15' Deep (East of Bridge) 30,583 CY 520 521 6 Excavate Landfill Area 15' Deep (East of Bridge) 30,583 CY 520 521 7 Excavate Landfill Area 15' Deep (East of Bridge) 7 Excavate Landfill Area 15' Deep (East of Bridge) 7 Excavate Landfill Area 15' Deep (East of Bridge) 8 Excavate with Native Soil, 13' to 28' Deep 9 3,070 CY 500 10 Earth Retention System (Vertical Sidewall Shoring) 11 Fill Area with Native Soil, 13' to 28' Deep 9 3,070 CY 500 12 Install 12" CMB 5,725 TON 575 5429,375 13 Install 6" AC Pavement 12 Install 14" of Top Soil between the roadway and RW 14 Install 4" of Top Soil between the roadway and RW 10 Tonn 15 Uniform Depth Cold Mill 4" 105,775 SF 50,50 50 51 Stall 15 Install Tensar Pavement Matting 11,760 SY 58 594,080 18 Furnish & Install 2" ARHM Overlay 1,322 TON 5140 5150 5160 517 Depth AC Pavement & CAB Section and Construct New Full 17 Depth AC Pavement & CAB Section and Construct New Full 17 Depth AC Pavement Section 8 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp 5 EA 57,500 537,500 545,000 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp 5 EA 57,500 595,050 18 Sawcut, Remove & Replace PCC CADA Compliant Curb Ramp 5 EA 57,500 597,720 64 Stall 13" PVC Conduit 7 Excertion 10 In 15 Stall 2" RCP Storm Drain 8 LF 5100 529,7720 720 Remove and replace existing PCC Driveway 1,155 SF 540 540,000 54	1	Exceed 5% of Construction Costs)	1	LS	\$1,178,100	\$1,178,100
4 Traffic Signing, Striping, Markings and Legends 5 Street Lighting 1 LS \$300,000 \$300,000 5 Street Lighting 1 LS \$300,000 \$300,000 5 Street Lighting 1 LS \$300,000 \$300,000 5 Street Lighting 7 Excavate Roadway and Dirt 5' Deep (West of Bridge) 7 Excavate Landfill Area 15' Deep (West of Bridge) 23,928 CY \$200 \$4,785,556 8 Excavate Roadway and Dirt 15' Deep (East of Bridge) 30,583 CY \$75 \$2,293,750 8 Excavate Landfill Area 15' Deep (East of Bridge) 30,583 CY \$520 \$6,116,667 10 Earth Retention System (Vertical Sidewall Shoring) 10 Earth Retention System (Vertical Sidewall Shoring) 11 Fill Area with Native Soil, 13' to 28' Deep 93,070 CY \$50 \$4,653,519 12 Install 12' CMB \$5,725 TON \$75 \$429,375 13 Install 6' AC Pavement 2,875 TON \$50 \$44,633,519 13 Install 6' AC Pavement 2,875 TON \$50 \$43,3250 15 Uniform Depth Cold Mill 4" 105,775 SF \$0,500 \$52,888 \$94,080 17 Install 2" AC Leveling Course 1,322 TON \$110 \$110 \$110 \$110 \$110 \$110 \$110 \$11	2	Surveying & Monument Preservation	1	LS	\$15,000	\$15,000
5 Street Lighting 1 LS \$300,000 \$300,000 6 Excavate Roadway and Dirt 5' Deep (West of Bridge) 7,976 CY \$75 \$598,134 7 Excavate Landfill Area 15' Deep (West of Bridge) 23,928 CY \$200 \$4788,556 8 Excavate Roadway and Dirt 15' Deep (East of Bridge) 30,583 CY \$75 \$2,293,750 9 Excavate Landfill Area 15' Deep (East of Bridge) 30,583 CY \$200 \$5,116,667 10 Earth Retention System (Vertical Sidewall Shoring) 2,500 LP \$1,000 \$2,500,000 11 Fill Area with Native Soil, 13' to 28' Deep 93,070 CY \$50 \$46,53,519 12 Install 12" CMB 5,725 TON \$75 \$429,375 13 Install 6" AC Pavement 2,875 TON \$150 \$431,250 14 Install 4" of Top Soil between the roadway and RW 240 TON \$50 \$12,000 15 Uniform Depth Cold Mill 4" 105,775 SF \$0.50 \$52,288 16 Install 2" AC Eveling Course 1,322 TON \$140 \$148,508 17 Install 2" AC Eveling Course 1,322 TON \$140 \$188,508 18 Famish R Install 2" ACH MILL Coate, Sawcut and Remove 8"	3	Traffic Control & Public Noticing	1	LS	\$100,000	\$100,000
6 Excavate Roadway and Dirt 5' Deep (West of Bridge) 7,976 CY \$75 \$598,194 7 Excavate Landfill Area 15' Deep (West of Bridge) 23,928 CY \$200 \$4,785,556 8 Excavate Roadway and Dirt 15' Deep (East of Bridge) 30,583 CY \$75 \$2,293,750 9 Excavate Landfill Area 15' Deep (East of Bridge) 30,583 CY \$200 \$6,116,667 10 Earth Retention System (Vertical Sidewall Shoring) 2,500 LF \$1,000 \$2,500,000 11 Fill Area with Native Soil, 13' to 28' Deep 93,070 CY \$50 \$4,633,519 12 Install 12" CMB 5,725 TON \$75 \$429,375 13 Install 6" AC Pavement 2,875 TON \$150 \$431,250 14 Install 4" of Top Soil between the roadway and RW 240 TON \$50 \$12,000 15 Uniform Depth Cold Mill 4" 105,775 SF \$0.50 \$52,888 16 Install Tensar Pavement Matting 11,760 SY \$8 \$94,080 17 Install 2" AC Leveling Course 1,322 TON \$140 \$185,000 18 Furnish & Install 2" ARHM Overlay 1,322 TON \$140 \$185,000 17 Ex. AC Pavement & CAB Section and			1	LS	\$40,000	\$40,000
7 Excavate Landfill Area 15' Deep (West of Bridge) 23,928 CY \$200 \$4,785,556 8 Excavate Roadway and Dirt 15' Deep (East of Bridge) 30,583 CY \$75 \$2,293,750 9 Excavate Landfill Area 15' Deep (East of Bridge) 30,583 CY \$200 \$6,16,667 10 Earth Retention System (Vertical Sidewall Shoring) 2,500 LF \$1,000 \$2,500,000 11 Fill Area with Native Soil, 13' to 28' Deep 93,070 CY \$50 \$4,653,191 12 Install 12" CMB 5,725 TON \$75 \$429,375 13 Install 6" AC Pavement 2,875 TON \$150 \$431,250 14 Install 4" of Top Soil between the roadway and RW 240 TON \$50 \$12,000 15 Uniform Depth Cold Mill 4" 105,775 SF \$0.50 \$52,888 16 Install 2" AC Leveling Course 1,322 TON \$140 \$185,080 17 Install 2" AC Leveling Course 1,322 TON \$150 \$198,300 18 Furnish & Install 2" ARHM Overlay 1,322 TON \$150 \$198,300 Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8" of £x. AC Pavement & CAB Section and Construct New Full 5 EA \$7,500 \$37,500 </td <td>5</td> <td>Street Lighting</td> <td>1</td> <td>LS</td> <td>\$300,000</td> <td>\$300,000</td>	5	Street Lighting	1	LS	\$300,000	\$300,000
8 Excavate Roadway and Dirt 15' Deep (East of Bridge) 30,583 CY \$75 \$2,293,750 9 Excavate Landfill Area 15' Deep (East of Bridge) 30,583 CY \$200 \$6,116,667 10 Earth Retention System (Vertical Sidewall Shoring) 2,500 LF \$1,000 \$2,500,000 11 Fill Area with Native Soil, 13' to 28' Deep 93,070 CY \$50 \$4,653,519 12 Install 12" CMB 5,725 TON \$75 \$429,375 13 Install 6" AC Pavement 2,875 TON \$150 \$431,250 14 Install 4" of Top Soil between the roadway and RW 240 TON \$50 \$12,000 15 Uniform Depth Cold Mill 4" 105,775 SF \$0.50 \$52,888 16 Install Tensar Pavement Matting 11,760 SY \$8 \$94,080 17 Install 2" AC Leveling Course 1,322 TON \$140 \$1185,080 18 Furnish & Install 2" ARHM Overlay 1,322 TON \$150 \$198,300 Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8" of Ex. AC Pavement & CAB Section and Construct New Full \$10,00 \$95,050 17 Depth AC Pavement & Section \$95,050 \$37,500 \$37,500 Retrofit Curb Ramp	6	Excavate Roadway and Dirt 5' Deep (West of Bridge)	7,976	CY	\$75	\$598,194
9 Excavate Landfill Area 15' Deep (East of Bridge) 30,583 CY \$200 \$6,116,667 10 Earth Retention System (Vertical Sidewall Shoring) 2,500 LF \$1,000 \$2,500,000 \$2,500,100 \$2,500,100 \$2,500,100 \$2,500,100 \$2,500,100 \$2,500,100 \$2,500,100 \$2,500,100 \$2,500,100 \$2,500,100 \$2,500,100 \$2,500 \$2,288 \$2,12,000 \$2,100	7	' Excavate Landfill Area 15' Deep (West of Bridge)	23,928	CY	\$200	\$4,785,556
10 Earth Retention System (Vertical Sidewall Shoring) 2,500 LF \$1,000 \$2,500,000 \$11 Fill Area with Native Soil, 13' to 28' Deep 93,070 CY \$50 \$4,653,519 \$12 Install 12" CMB 5,725 TON \$75 \$429,375 \$21 Install 12" CMB 5,725 TON \$150 \$431,250 \$14 Install 4" of Top Soil between the roadway and RW 240 TON \$50 \$512,000 \$15 Uniform Depth Cold Mill 4" 105,775 SF \$0.50 \$52,888 \$16 Install Tensar Pavement Matting 11,760 SY \$8 \$94,080 \$17 Install 2" AC Leveling Course 1,322 TON \$140 \$185,080 \$18 Furnish & Install 2" ARHM Overlay 1,322 TON \$150 \$198,300 \$18 Furnish & Install 2" ARHM Overlay 1,322 TON \$150 \$198,300 \$17 Depth AC Pavement & CAB Section and Construct New Full \$17 Depth AC Pavement & CAB Section and Construct New Full \$17 Depth AC Pavement & CAB Section and Construct New Full \$18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp \$5 EA \$7,500 \$37,500 \$37,500 \$18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp \$5 EA \$7,500 \$37,500	8	Excavate Roadway and Dirt 15' Deep (East of Bridge)	30,583	CY	\$75	\$2,293,750
11 Fill Area with Native Soil, 13' to 28' Deep 93,070 CY \$50 \$4,653,519 12 Install 12" CMB 5,725 TON \$75 \$429,375 13 Install 6" AC Pavement 2,875 TON \$150 \$431,250 14 Install 4" of Top Soil between the roadway and RW 240 TON \$50 \$12,000 15 Uniform Depth Cold Mill 4" 105,775 SF \$0.50 \$52,888 16 Install Tensar Pavement Matting 11,760 SY \$8 \$94,080 17 Install 2" AC Leveling Course 1,322 TON \$140 \$185,080 18 Furnish & Install 2" ARHM Overlay 1,322 TON \$150 \$198,300 Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8" of £x. AC Pavement & CAB Section and Construct New Full 70 \$10 \$150 \$198,300 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp of £x. AC Pavement Section) 9,505 SF \$10.0 \$95,050 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp activates 5 EA \$7,500 \$37,500 19 Surface (Truncated Domes) 3 EA \$1,500 \$4,500 20 Construct new PCC ADA Compliant Sidewalk Improvements 6,406 SF \$20 \$128,120 21 Remove and replace existing PCC Driveway	9	Excavate Landfill Area 15' Deep (East of Bridge)	30,583	CY	\$200	\$6,116,667
12 Install 12" CMB	10	Earth Retention System (Vertical Sidewall Shoring)	2,500	LF	\$1,000	\$2,500,000
13 Install 6" AC Pavement 2,875 TON \$150 \$431,250 14 Install 4" of Top Soil between the roadway and RW 240 TON \$50 \$12,000 15 Uniform Depth Cold Mill 4" 105,775 SF \$0.50 \$52,888 16 Install Tensar Pavement Matting 11,760 SY \$8 \$94,080 17 Install 2" AC Leveling Course 1,322 TON \$140 \$185,080 18 Furnish & Install 2" ARHM Overlay 1,322 TON \$150 \$198,300 10 Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8" of £x. AC Pavement & CAB Section and Construct New Full 17 Depth AC Pavement & CAB Section and Construct New Full 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp 5 EA \$7,500 \$37,500 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp 5 EA \$7,500 \$37,500 Retrofit Curb Ramp with Non-Wet Set Detectable Warning 19 Surface (Truncated Domes) 3 EA \$1,500 \$4,500 20 Construct new PCC ADA Compliant Sidewalk Improvements 6,406 SF \$20 \$128,120 21 Remove and replace existing PCC Driveway 1,155 SF \$40 \$46,200 22 Remove and replace existing PCC Driveway 1,155 SF \$40 \$46,200 23 Gutter 7 EA \$15,000 \$105,000 24 Install 3" PVC Conduit 110 LF \$25 \$2,750 25 Remove and Replace Existing 12" RCP Storm Drain 8 LF \$500 \$4,000 26 Remove and Replace Existing Trench Drain 100 LF \$75 \$7,500 27 Remove and Replace Existing Trench Drain 100 LF \$75 \$7,500 28 D(Bike Loops) 8 EA \$600 \$4,800 Adjust Ex. Sewer/Storm Drain Manhole Frame & Cover or 29 Vault Lid to Grade 3 EA \$850 \$2,550 30 Adjust Ex. Sewer/Storm Drain Manhole Frame & Cover or 29 Vault Lid to Grade 3 EA \$600 \$6,000 31 Unsuitable Material 100 CY \$40 \$4,000 32 Saturated Soil 100 CY \$40 \$4,000 32 Saturated Soil 100 CY \$40 \$4,000 33 Caturated Soil 100 CY \$40 \$4,000 34 Saturated Soil 100 CY \$40 \$4,000 35 Saturated Soil 100 CY \$40 \$4,000 35 Sur	11	. Fill Area with Native Soil, 13' to 28' Deep	93,070	CY	\$50	\$4,653,519
14 Install 4" of Top Soil between the roadway and RW 240 TON \$50 \$12,000 15 Uniform Depth Cold Mill 4" 105,775 SF \$0.50 \$52,888 16 Install Tensar Pavement Matting 11,760 SY \$8 \$94,080 17 Install 2" AC Leveling Course 1,322 TON \$140 \$185,080 18 Furnish & Install 2" ARHM Overlay 1,322 TON \$150 \$198,300 Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8" of £x. AC Pavement & CAB Section and Construct New Full \$150 \$198,300 17 Depth AC Pavement Section 9,505 SF \$10.0 \$95,050 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp 5 EA \$7,500 \$37,500 Retrofit Curb Ramp with Non-Wet Set Detectable Warning 3 EA \$1,500 \$4,500 20 Construct new PCC ADA Compliant Sidewalk Improvements 6,406 SF \$20 \$128,120 21 Remove and replace existing PCC Driveway 1,155 SF \$40 \$46,200 22 Remove and replace PCC Curb and Gutter 2,481 LF \$120 \$297,720 Remove Existing Cross Gutter and Construct New PCC Cross 3 3 Gutter 7 EA \$15,000 \$105,000 24 Install 3" PVC Conduit <t< td=""><td>12</td><td>! Install 12" CMB</td><td>5,725</td><td>TON</td><td>\$75</td><td>\$429,375</td></t<>	12	! Install 12" CMB	5,725	TON	\$75	\$429,375
15 Uniform Depth Cold Mill 4" 105,775 SF \$0.50 \$52,888 16 Install Tensar Pavement Matting 11,760 SY \$8 \$94,080 17 Install 2" AC Leveling Course 1,322 TON \$140 \$185,080 18 Furnish & Install 2" ARHM Overlay 1,322 TON \$150 \$198,300 Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8" of Ex. AC Pavement & CAB Section and Construct New Full 17 Depth AC Pavement Section) 9,505 SF \$10.0 \$95,050 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp 5 EA \$7,500 \$37,500 Retrofit Curb Ramp with Non-Wet Set Detectable Warning 19 Surface (Truncated Domes) 3 EA \$1,500 \$4,500 20 Construct new PCC ADA Compliant Sidewalk Improvements 6,406 SF \$20 \$128,120 21 Remove and replace existing PCC Driveway 1,155 SF \$40 \$46,200 22 Remove and replace PCC Curb and Gutter 2,481 LF \$120 \$297,720 Remove Existing Cross Gutter and Construct New PCC Cross 23 Gutter 7 EA \$15,000 \$105,000 24 Install 3" PVC Conduit 110 LF \$25 \$2,750 25 Remove and Replace Existing 12" RCP Storm Drain 100 LF \$75 \$7,500 27 Remove and Replace Existing Chain Link Fence 310 LF \$50 \$15,500 Replace Traffic Loop Detectors (Type E, Modified Type E, Type 28 D (Bike Loops)) 8 EA \$600 \$4,800 Adjust Ex. Sewer/Storm Drain Manhole Frame & Cover or 29 Vault Lid to Grade 3 EA \$850 \$2,550 30 Adjust Ex. Sewer/Storm Drain Manhole Frame & Cover or 29 Vault Lid to Grade 30 Adjust Ex. Sewer/Storm Drain Manhole Frame & Cover or 29 Vault Lid to Grade 40 Security 540 \$4,000 31 Unsuitable Material 100 CY \$40 \$4,000 32 Saturated Soil 100 CY \$40 \$4,000 32 Saturated Soil 4,000 34,000 34 Saturated Soil 4,000 34 Sat	13	Install 6" AC Pavement	2,875	TON	\$150	\$431,250
16 Install Tensar Pavement Matting 11,760 SY \$8 \$94,080 17 Install 2" AC Leveling Course 1,322 TON \$140 \$185,080 18 Furnish & Install 2" ARHM Overlay 1,322 TON \$150 \$198,300 Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8" of Ex. AC Pavement & CAB Section and Construct New Full \$17 Depth AC Pavement & CAB Section and Construct New Full 17 Depth AC Pavement Section) 9,505 SF \$10.0 \$95,050 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp 5 EA \$7,500 \$37,500 Retrofit Curb Ramp with Non-Wet Set Detectable Warning 19 Surface (Truncated Domes) 3 EA \$1,500 \$4,500 20 Construct new PCC ADA Compliant Sidewalk Improvements 6,406 SF \$20 \$128,120 21 Remove and replace existing PCC Driveway 1,155 SF \$40 \$46,200 22 Remove and replace existing PCC Driveway 1,155 SF \$40 \$46,200 22 Remove Existing Cross Gutter and Construct New PCC Cross 23 Gutter 7 EA \$15,000 \$105,000 24 Install 3" PVC Conduit 110 LF \$25 \$2,750 25 Remove and Replace Existing 12" RCP Storm Drain 8 LF \$500 \$4,000	14	Install 4" of Top Soil between the roadway and RW	240	TON	\$50	\$12,000
17 Install 2" AC Leveling Course 1,322 TON \$140 \$185,080 18 Furnish & Install 2" ARHM Overlay 1,322 TON \$150 \$198,300 Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8" of Ex. AC Pavement & CAB Section and Construct New Full 17 Depth AC Pavement Section) 9,505 SF \$10.0 \$95,050 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp 5 EA \$7,500 \$37,500 Retrofit Curb Ramp with Non-Wet Set Detectable Warning 19 Surface (Truncated Domes) 3 EA \$1,500 \$4,500 20 Construct new PCC ADA Compliant Sidewalk Improvements 6,406 SF \$20 \$128,120 21 Remove and replace existing PCC Driveway 1,155 SF \$40 \$46,200 22 Remove and replace PCC Curb and Gutter 2,481 LF \$120 \$297,720 Remove Existing Cross Gutter and Construct New PCC Cross 23 Gutter 7 EA \$15,000 \$105,000 24 Install 3" PVC Conduit 110 LF \$25 \$2,750 25 Remove and Replace Existing 12" RCP Storm Drain 8 LF \$500 \$4,000 26 Remove and Replace Existing Trench Drain 100 LF \$75 \$7,500 27 Remove and Replace Existing Trench Drain 100 LF \$55 \$15,500 Replace Traffic Loop Detectors (Type E, Modified Type E, Type 28 D (Bike Loops)) 8 EA \$600 \$4,800 Adjust Ex. Sewer/Storm Drain Manhole Frame & Cover or 29 Vault Lid to Grade 3 EA \$600 \$4,800 31 Unsuitable Material 100 CY \$40 \$4,000 32 Saturated Soil 100 CY \$40 \$4,000	15	Uniform Depth Cold Mill 4"	105,775	SF	\$0.50	\$52,888
1,322 TON \$150 \$198,300	16	Install Tensar Pavement Matting	11,760	SY	\$8	\$94,080
Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8" of Ex. AC Pavement & CAB Section and Construct New Full 17 Depth AC Pavement Section) 9,505 SF \$10.0 \$95,050 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp 5 EA \$7,500 \$37,500 Retrofit Curb Ramp with Non-Wet Set Detectable Warning 19 Surface (Truncated Domes) 3 EA \$1,500 \$4,500 20 Construct new PCC ADA Compliant Sidewalk Improvements 6,406 SF \$20 \$128,120 21 Remove and replace existing PCC Driveway 1,155 SF \$40 \$46,200 22 Remove and replace PCC Curb and Gutter 2,481 LF \$120 \$297,720 Remove Existing Cross Gutter and Construct New PCC Cross 23 Gutter 7 EA \$15,000 \$105,000 24 Install 3" PVC Conduit 110 LF \$25 \$2,750 25 Remove and Replace Existing 12" RCP Storm Drain 8 LF \$500 \$4,000 26 Remove and Replace Existing Trench Drain 100 LF \$75 \$7,500 Replace Traffic Loop Detectors (Type E, Modified Type E, Type 28 D (Bike Loops)) A djust Ex. Sewer/Storm Drain Manhole Frame & Cover or 29 Vault Lid to Grade 3 EA \$850 \$2,550 30 Adjust Ex. Water Valve Frame & Cover to Grade 10 EA \$4,000 31 Unsuitable Material 100 CY \$40 \$44,000 32 Saturated Soil	17	Install 2" AC Leveling Course	1,322	TON	\$140	\$185,080
of Ex. AC Pavement & CAB Section and Construct New Full 17 Depth AC Pavement Section) 9,505 SF \$10.0 \$95,050 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp Retrofit Curb Ramp with Non-Wet Set Detectable Warning 19 Surface (Truncated Domes) 3 EA \$1,500 \$4,500 20 Construct new PCC ADA Compliant Sidewalk Improvements 6,406 SF \$20 \$128,120 21 Remove and replace existing PCC Driveway 1,155 SF \$40 \$46,200 22 Remove and replace PCC Curb and Gutter 2,481 LF \$120 \$297,720 Remove Existing Cross Gutter and Construct New PCC Cross 23 Gutter 7 EA \$15,000 \$105,000 24 Install 3" PVC Conduit 110 LF \$25 \$2,750 25 Remove and Replace Existing 12" RCP Storm Drain 8 LF \$500 \$4,000 26 Remove and Replace Existing Trench Drain 100 LF \$75 \$7,500 27 Remove and Replace Existing Chain Link Fence 310 LF \$8 EA \$600 \$4,800 Adjust Ex. Sewer/Storm Drain Manhole Frame & Cover or 29 Vault Lid to Grade 3 EA \$600 \$6,000 31 Unsuitable Material 100 CY \$40 \$4,000 32 Saturated Soil	18	Furnish & Install 2" ARHM Overlay	1,322	TON	\$150	\$198,300
17 Depth AC Pavement Section) 9,505 SF \$10.0 \$95,050 18 Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp 5 EA \$7,500 \$37,500 Retrofit Curb Ramp with Non-Wet Set Detectable Warning 3 EA \$1,500 \$4,500 20 Construct new PCC ADA Compliant Sidewalk Improvements 6,406 SF \$20 \$128,120 21 Remove and replace existing PCC Driveway 1,155 SF \$40 \$46,200 22 Remove and replace PCC Curb and Gutter 2,481 LF \$120 \$297,720 Remove Existing Cross Gutter and Construct New PCC Cross 23 Gutter 7 EA \$15,000 \$105,000 24 Install 3" PVC Conduit 110 LF \$25 \$2,750 25 Remove and Replace Existing 12" RCP Storm Drain 8 LF \$500 \$4,000 26 Remove and Replace Existing Trench Drain 100 LF \$75 \$7,500 27 Remove and Replace Existing Chain Link Fence 310 LF \$50 \$15,500 Replace Traffic Loop Detectors (Type E, Modified Type E, Type 8 EA \$600 \$4,800 29 Vault Lid to Grade 3 EA \$850 \$2,550 30 Adjust Ex. Water Valve Frame & Cover to Grade 10 EA \$600 \$6,000 </td <td></td> <td>Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8"</td> <td></td> <td></td> <td></td> <td></td>		Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8"				
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31 Unsuitable Material 100 CY \$40 \$4,000 32 Saturated Soil 100 CY \$40 \$4,000						\$2,550
32 Saturated Soil 100 CY \$40 \$4,000	30	Adjust Ex. Water Valve Frame & Cover to Grade	10	EA	\$600	\$6,000
·	31	. Unsuitable Material	100	CY	\$40	\$4,000
33 Allowance 1 LS \$50,000 \$50,000					· · · · · · · · · · · · · · · · · · ·	\$4,000
	33	Allowance	1	LS	\$50,000	\$50,000

 GRAND TOTAL
 \$24,799,000

 CONTINGENCY (10%)
 \$2,479,900

 GRAND TOTAL INCL. CONTINGENCY
 \$27,278,900

100% PLANS TO REMOVE LANDFILL (Option 3B) - MLK JR ROADWAY REHABILITATION



DATE: 2/15/2024
REVISED DATE: 2/12/2025
REVIEWED BY: DP
PREPARED BY: AR

No.	ITEM	QUANTITY	UNIT	COST PER UNIT	TOTAL
	ROADWAY ITEMS				
	Project Mobilization, Demobilization, & Cleanup (Not to				
1	Exceed 5% of Construction Costs)	1	LS	\$1,368,500	\$1,368,500
2	Surveying & Monument Preservation	1	LS	\$15,000	\$15,000
3	Traffic Control & Public Noticing	1	LS	\$100,000	\$100,000
4	Traffic Signing, Striping, Markings and Legends	1	LS	\$40,000	\$40,000
5	Street Lighting	1	LS	\$300,000	\$300,000
6	Excavate Roadway and Dirt 5' Deep (West of Bridge)	12,373	CY	\$75	\$927,986
7	Excavate Landfill Area 15' Deep (West of Bridge)	32,722	CY	\$200	\$6,544,444
8	Excavate Roadway and Dirt 15' Deep (East of Bridge)	56,000	CY	\$75	\$4,200,000
9	Excavate Landfill Area 15' Deep (East of Bridge)	34,819	CY	\$200	\$6,963,889
11	Fill Area with Native Soil, 13' to 28' Deep	122,323	CY	\$50	\$6,116,167
12	Install 12" CMB	5,725	TON	\$75	\$429,375
13	Install 6" AC Pavement	2,875	TON	\$150	\$431,250
14	Install 4" of Top Soil between the roadway and RW	240	TON	\$50	\$12,000
15	Uniform Depth Cold Mill 4"	105,775	SF	\$0.50	\$52,888
16	Install Tensar Pavement Matting	11,760	SY	\$8	\$94,080
17	Install 2" AC Leveling Course	1,322	TON	\$140	\$185,080
18	Furnish & Install 2" ARHM Overlay	1,322	TON	\$150	\$198,300
	Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8"				
	of Ex. AC Pavement & CAB Section and Construct New Full				
17	Depth AC Pavement Section)	9,505	SF	\$10.0	\$95,050
18	Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp	5	EA	\$7,500	\$37,500
	Retrofit Curb Ramp with Non-Wet Set Detectable Warning				
19	Surface (Truncated Domes)	3	EA	\$1,500	\$4,500
20	Construct new PCC ADA Compliant Sidewalk Improvements	6,406	SF	\$20	\$128,120
21	Remove and replace existing PCC Driveway	1,155	SF	\$40	\$46,200
22	Remove and replace PCC Curb and Gutter	2,481	LF	\$120	\$297,720
	Remove Existing Cross Gutter and Construct New PCC Cross				
23	Gutter	7	EA	\$15,000	\$105,000
24	Install 3" PVC Conduit	110	LF	\$25	\$2,750
25	Remove and Replace Existing 12" RCP Storm Drain	8	LF	\$500	\$4,000
26	Remove and Replace Existing Trench Drain	100	LF	\$75	\$7,500
27	Remove and Replace Existing Chain Link Fence	310	LF	\$50	\$15,500
	Replace Traffic Loop Detectors (Type E, Modified Type E, Type				
28	D (Bike Loops))	8	EA	\$600	\$4,800
	Adjust Ex. Sewer/Storm Drain Manhole Frame & Cover or				
29	Vault Lid to Grade	3	EA	\$850	\$2,550
30	Adjust Ex. Water Valve Frame & Cover to Grade	10	EA	\$600	\$6,000
31	Unsuitable Material	100	CY	\$40	\$4,000
32	Saturated Soil	100	CY	\$40	\$4,000
33	Allowance	1	LS	\$50,000	\$50,000

GRAND TOTAL \$28,794,200
CONTINGENCY (10%) \$2,879,400
GRAND TOTAL INCL. CONTINGENCY \$31,673,600

100% PLANS WITH PCC PAVEMENT (Option 4) - MLK JR ROADWAY REHABILITATION



DATE: 10/23/2024
REVISED DATE: 2/12/2025
REVIEWED BY: DP
PREPARED BY: AR

No.	ITEM	QUANTITY U	NIT COST PER UNIT	TOTAL
	ROADWAY ITEMS			
	Project Mobilization, Demobilization, & Cleanup (Not to Exceed			
1	. 5% of Construction Costs)	1 LS	\$393,400	\$393,400
2	Surveying & Monument Preservation	1 LS	\$15,000	\$15,000
3	Traffic Control & Public Noticing	1 LS	\$100,000	\$100,000
4	Traffic Signing, Striping, Markings and Legends	1 LS	\$40,000	\$40,000
5	Street Lighting	1 LS	\$300,000	\$300,000
6	Excavate Roadway in landfill area 2.5' R/W to R/W	9,130 CY	\$100	\$913,000
7	Install 24" CSPB R/W to R/W	14,300 TC)N \$75	\$1,072,500
8	Install 3 layers of Geogrid in CMB	32,150 SY	\$8	\$257,200
9	Install 6" PCC Pavement	76,253 SF	\$50	\$3,812,650
10	Install 4" of Top Soil between the roadway and R/W	240 TC	ON \$50	\$12,000
11	Install Seeding between the roadway and R/W	0.22 AC	\$2,000	\$440
12	Uniform Depth Cold Mill 4"	105,775 SF	\$0.5	\$52,888
13	Install Tensar Pavement Matting	11,760 SY	\$8	\$94,080
14	Install 2" AC Leveling Course	1,322 TC	ON \$140	\$185,080
15	Furnish & Install 2" ARHM Overlay	1,322 TC	ON \$150	\$198,300
	Local Digouts (After Cold Mill, Locate, Sawcut and Remove 8" of			
	Ex. AC Pavement & CAB Section and Construct New Full Depth			
16	AC Pavement Section)	9,505 SF	\$10.0	\$95,050
17	Sawcut, Remove & Replace PCC ADA Compliant Curb Ramp	5 EA	\$7,500	\$37,500
	Retrofit Curb Ramp with Non-Wet Set Detectable Warning			
18	Surface (Truncated Domes)	3 EA	\$1,500	\$4,500
19	Construct new PCC ADA Compliant Sidewalk Improvements	6,406 SF	\$20	\$128,120
20	Remove and replace existing PCC Driveway	1,155 SF	\$40	\$46,200
21	Remove and replace PCC Curb and Gutter	2,481 LF	\$120	\$297,720
	Remove Existing Cross Gutter and Construct New PCC Cross			
22	Gutter	7 EA	\$15,000	\$105,000
23	Install 3" PVC Conduit	110 LF	\$25	\$2,750
24	Remove and Replace Existing 12" RCP Storm Drain	8 LF	\$500	\$4,000
25	Remove and Replace Existing Trench Drain	100 LF	\$75	\$7,500
26	Remove and Replace Existing Chain Link Fence	310 LF	\$50	\$15,500
	Replace Traffic Loop Detectors (Type E, Modified Type E, Type			
27	D (Bike Loops))	8 EA	\$600	\$4,800
	Adjust Ex. Sewer/Storm Drain Manhole Frame & Cover or Vault			
28	Lid to Grade	3 EA	\$850	\$2,550
29	Adjust Ex. Water Valve Frame & Cover to Grade	10 EA	· · · · · · · · · · · · · · · · · · ·	\$6,000
30	Unsuitable Material	100 CY	· · · · · · · · · · · · · · · · · · ·	\$4,000
31	Saturated Soil	100 CY	\$40	\$4,000
32	Allowance	1 LS	\$50,000	\$50,000

GRAND TOTAL \$8,261,800 CONTINGENCY (10%) \$826,200

GRAND TOTAL INCL. CONTINGENCY \$9,088,000



City of Carson

NOTICE OF EXEMPTION

CEQA: California Environmental Quality Act

			•
TO:	Office of Planning and Research State of California 1400 Tenth Street Sacramento, CA 90815		Los Angeles County Registrar Recorder/County Clerk 12400 E. Imperial Highway Norwalk, CA 90650
Project Ti	itle: Pavement Rehabilitation MLK JR. St	t., Main	St. to Avalon Blvd.
Project Lo	ocation- Specific: MLK JR. St., Main St.	to Ava	lon Blvd.
Project Lo	ocation- City: Carson	Projec	ct Location- County: Los Angeles
The purpo	on of Nature, Purpose, and Beneficiarionse of the project is to rehabilitate the surful. The street will be resurfaced and restrip	ace of l	roject : MLK Jr. St., between Main Street and Avalon
Name of I	Public Agency Approving Project: City	of Car	son
Name of I	Person or Agency Carrying Out Projec	t: City	of Carson
Exempt S	status: (check one)		
	Ministerial Declared Emergency Emergency Project Categorical Exemption. Section 15301(c) (repair, Statutory Exemptions.	maintena	ance or minor alterations to existing public facilities)
This proje	why project is exempt: ct complies with the provisions of Section ents (i.e., curb, gutter, sidewalk, and aspl ents. The project involves no expansion o	nalt. All	work will be rehabilitation of existing street
Lead Agen Contact Pe		Code/T	elephone:
	Attach certified document of exemption findi		required – City filing NOE) agency approving the project? ⊠ Yes ☐ No
Signature:	Title:		Date:
	by Lead Agency by Applicant	Date r	eceived for filing at OPR:



p:714/560/8200 www.tait.com

May 6, 2024

Project Name: MLK JR. STREET – MAIN STREET TO AVALON BOULEVARD

CITY OF CARSON

RE: Roadway Reconstruction Over Existing Landfill Area

Deep Dynamic Compaction

LOCATION: MLK Jr Street – Main Street to Approximately 1,300' Easterly

As part of the MLK Jr. Street rehabilitation project improvements that we have been contracted for to provide design services, TAIT was asked by City staff to investigate the possibility of using either Deep Dynamic Compaction (DDC) or shallower Rapid Impact Compaction (RIC) methods in an effort to help compact/stabilize underlying existing landfill materials where the roadway has been experiencing differential settling at the surface for years. DDC involves lifting and dropping a heavy weight from a significant height several times in one place, then repeating this process on a grid pattern across the site. RIC typically utilizes a hydraulic hammer which repeatedly strikes an impact plate on the ground surface.

In addition to some of our own experience with DDC, we spoke with our Geotechnical subconsultant for this project, as well as several other professionals who were involved with the City of Carson's Town Center development which we understand used DDC methods prior to development. These conversations included representatives from Snyder Langston, developer/builder, and from Leighton Group, the geotechnical engineer on the Town Center development.

Based on conversations with the above-mentioned representatives, we do not recommend either DDC or RIC for MLK Jr. Street for the following reasons:

- DDC results in significant vibrations that may impact/damage buildings and structures up to 100' horizontally from the process. MLK Jr. Street has 5 residential properties whose property lines/fences are approximately 50' from the site, and whose houses are approximately 75' from the site. In addition, there is an existing bridge on this portion of MLK Jr. Street over a drainage channel.
- DDC will typically densify the upper 15' 20' of soil, depending on the existing soil conditions. It can densify deeper than that, but is not guaranteed. Our soils borings in the area show landfill materials up to 30' deep.
- Any existing utilities would have to be removed/rerouted during the DDC process. We know there is
 a California Water Service 14" trunk line in MLK Jr. Street and a Torrance Pipeline Company gas line
 on the east side of Main Street. Further investigation is required to also verify if there are additional
 buried dry utilities (cable, electrical, telecom, etc.) in MLK Jr. Street for this location which would also
 be impacted.
- RIC is less impactful to adjacent structures (typically up to 50' horizontally from the site), but the depth
 of typical densification is also less than DDC, estimated up to 10' 15' deep depending on existing soil
 conditions.



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It was a common suggestion/recommendation that DDC can work for larger, development sites that are not close to existing houses or other structures. It was also suggested that it works better where soil conditions are poor vs. over landfill materials, which will likely still decay/settle over time. RIC can work for street projects, but will not provide soil densification deep enough for this project, for the landfill materials underlying MLK Jr. Street.

As such, we recommend continuing with the proposed roadway section that was recommended by our geotechnical consultant. That consists of removing 2.5' of existing roadway and subgrade material, replacing with 2.5' of aggregate base combined with three separate layers of geogrid material each spaced 8" apart. Settlement of the existing underlying landfill will be expected to continue, but this proposed roadway section will result in less frequent, and more uniform settlement.

If you have any questions or require additional information, please contact Dennis Postler, TAIT & Associates Project Manager, at (714) 560-8673.

Signed,

Dennis Postler, P.E.

Project Manager

Cc: Jesus Sanchez, Associate Engineer, City of Carson

Gilbert Marquez, City Engineer, City of Carson

CITY OF CARSON



File #: Version:

Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

CONSENT 23.

To: Honorable Mayor and City Council

From: Dr. Arlington Rodgers, Director of Public Works PW Engineering

Subject: CONSIDER APPROVAL OF FINAL PARCEL MAP NO. 82951: A SUBDIVISION OF ONE PARCEL

INTO TWO PARCELS LOCATED AT 22511 SOUTH FIGUEROA STREET (CITY COUNCIL)

I. SUMMARY

The County of Los Angeles Department of Public Works and the city of Carson Engineering Services Division have reviewed Parcel Map No. 82951 and have determined that the Final Parcel Map, as prepared, is ready for final approval. On January 15, 2025, the County of Los Angeles Department of Public Works issued a letter recommending approval of the Final Parcel Map (Exhibit No.1)

Staff requests that the City Council approve the Final Parcel Map No. 82951 allowing the subdivision of the existing lot located at 22511 S Figueroa Street into two parcels for residential purposes.

II. RECOMMENDATION

TAKE the following actions:

- APPROVE Parcel Map No. 82951 for a lot split for residential purposes located at 22511 South Figueroa Street.
- 2. MAKE the findings listed in the body of this report.
- 3. INSTRUCT the City Clerk to endorse the certificate that embodies the approval of said Parcel Map on the face of Parcel Map No. 82951

III. <u>ALTERNATIVES</u>

DO NOT APPROVE Parcel Map No. 82951. However, the Subdivision Map Act requires that the City Council approve the final Parcel Map once all conditions have been met.

IV. BACKGROUND

On October 24, 2024, the Planning Commission approved Tentative Parcel Map No. 82951 that provides a subdivision of lot located at 22511 South Figueroa Street. The subject property is currently occupied by Grace Orthodox Presbyterian Church and consists of a total area of 69,308 sq. ft. The applicant proposes to subdivide this property into two separate parcels to allow for future residential development. The subdivision will create two lots out of the current 69,308 sq. ft lot. The two lots will be Parcel 1 with an area of 30,021 sq. Ft, and Parcel 2 with an area of 39,287 sq. ft.

The following provides a summary of the site information:

• General Plan Land Use: High Density Residential

• Existing Zone District: HDR

• Site Size: 1.59 acre

• Present Use and Development: Commercial

• Surrounding Uses:

North: CommercialSouth: ResidentialEast: Residential

West: Caltrans Right-of-Way

The proposed lot split is consistent with the City's zoning and land use policies. No adverse impacts are anticipated as a result of this subdivision. The project has been reviewed in accordance with the California Environmental Quality Act (CEQA). The proposed project, including the requested modification, is exempt from the provisions of CEQA pursuant to CEQA Guidelines Section 15315, Class 15 Categorical Exemption – Minor Land Divisions. Class 15 consists of the division of property in urbanized areas zoned for residential, commercial, or industrial use into four or fewer parcels when the division is in conformance with the General Plan and zoning, no variation or exceptions are required, all services and access to the proposed parcels to local standards are available, the parcel was not involved in a division of a larger parcel within the previous 2 years, and the parcel does not have an average slope of greater than 20 percent. No exception to the categorical exemption applies under CEOA Guidelines section 15300.2.

The Parcel Map has been reviewed by the County of Los Angeles Department of Public Works and City staff, and on January 15, 2025, the City received a letter from the County of Los Angeles Department of Public Works stating that the map has been reviewed and approved for compliance with the Subdivision Map Act and recommending approval of the Parcel Map. Staff concurs with the County's recommendation and request that the City Council approve the parcel map.

V. FISCAL IMPACT

None. No expenditures of City Funds are required.

VI. **EXHIBITS**

- 1. Letter from the County of Los Angeles Department of Public Works dated January 15, 2025
- 2. Final Parcel Map
- 3. Planning Commission Meeting Minutes March 12, 2024 No.8

Prepared by: <u>Dr. Arlington Rodgers Jr., Director of Public Works, Gilbert Marquez, P.E., City Engineer and Kenneth Young, P.E. Senior Civil Engineer</u>

Attachments

82951 PARCEL MAP-CITY LETTER (City of Carson) (lh) (1).pdf
PARCEL MAP 82951-Final_City.pdf
PC Meeting Minutes 03-12-24.pdf



COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE ALHAMBRA, CALIFORNIA 91803-1331 Telephone: (626) 458-5100 http://dpw.lacounty.gov

ADDRESS ALL CORRESPONDENCE TO: P.O. BOX 1460 ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE

REFER TO FILE:

LD-2

January 15, 2025

Mr. Gilbert Marquez Principal City Engineer City of Carson P.O. Box 6234 Carson, CA 90749

Dear Mr. Marquez:

PARCEL MAP 82951

Parcel Map 82951 has been reviewed and approved by Public Works for mathematical accuracy, survey analysis, title information, and for compliance with the Subdivision Map Act. It is ready for your examination and certification as to compliance with the conditions of approval and applicable City ordinances.

The City Council or Advisory Agency should make the findings required by the California Environmental Quality Act and the Subdivision Map Act.

After your approval and the approval of the City Council or Advisory Agency, the final map should be returned to Los Angeles County Public Works, Land Development Division, for filing with the Registrar-Recorder/County Clerk's office.

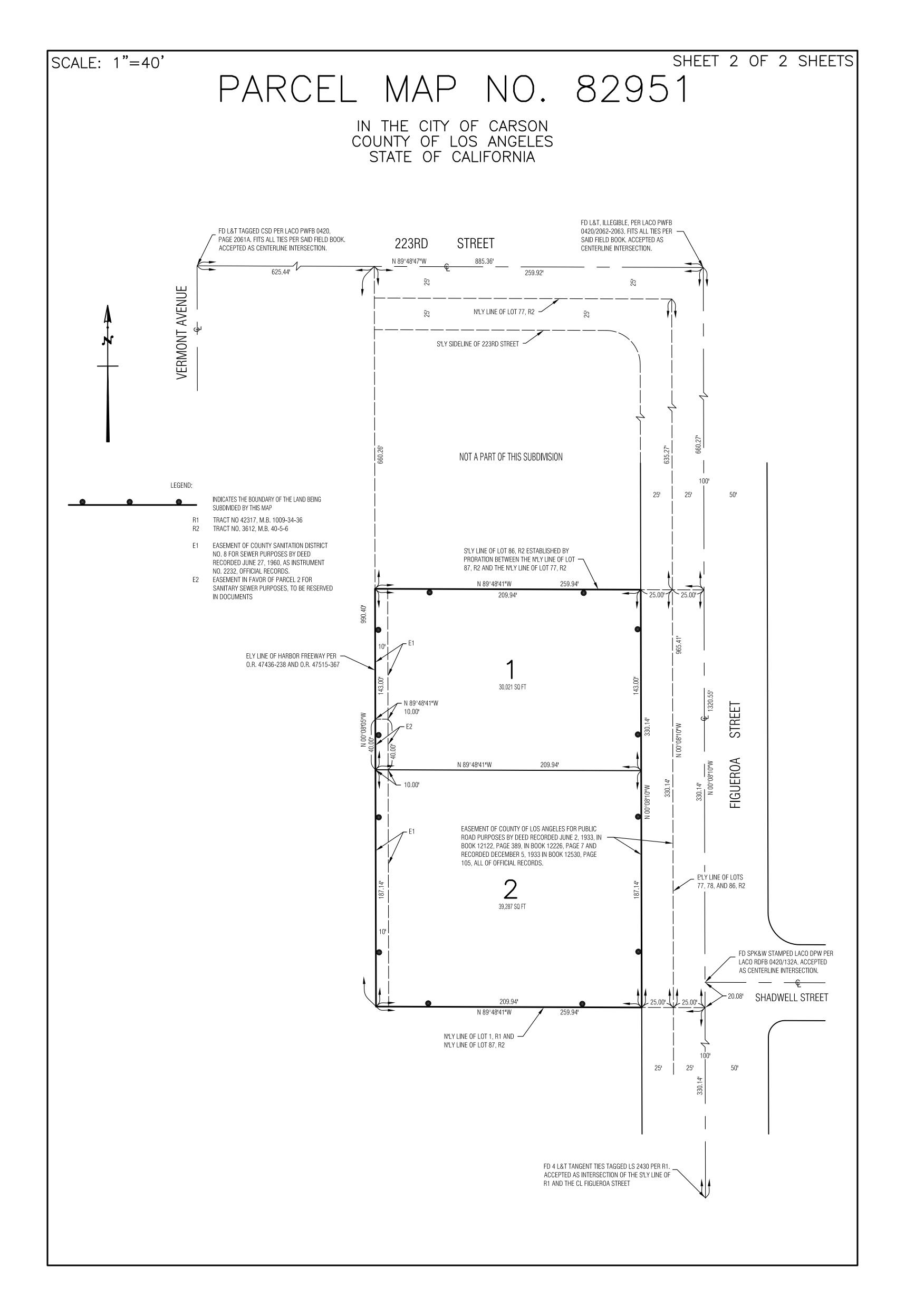
If you have any questions, please contact Mr. Max Rodriguez of Public Works, Land Development Division, at (626) 458-4921 or mrodrigue@pw.lacounty.gov.

Very truly yours,

MARK PESTRELLA, PE Director of Public Works

CIARA BARNETT, PE Assistant Deputy Director Land Development Division

MR:lh





TUESDAY, MARCH 12, 2024 701 East Carson Street, Carson, CA 90745 City Hall, Helen Kawagoe Council Chambers 6:30 p.m.

MINUTES

MEETING OF THE PLANNING COMMISSION

Members:

Dianne Thomas

Louie Diaz

Frederick Docdocil

Interim Chair

Interim Vice Chair

Todoriok Boodoon

Carlos Guerra

Del Huff

Jaime Monteclaro

Richard Hernandez

DeQuita Mfume

Alternates:

Leticia Wilson

Staff:

Christopher Palmer, AICP

Benjamin Jones

Laura Gonzalez

Planning Manager

Assistant City Attorney

Planning Secretary

1. CALL TO ORDER

Interim Chair Thomas Called the meeting to order at 6:33 p.m.

2. PLEDGE OF ALLEGIANCE

Commissioner Huff led the Salute to the Flag.

3. ROLL CALL

Planning Commissioners Present: Thomas, Diaz, Guerra, Docdocil, Huff, Mfume, Wilson

Planning Commissioners Absent: Hernandez (Excused), Monteclaro (Excused)

Planning Staff Present: Planning Manager Palmer, Senior Planner Alexander, Associate Planner Whiting, Assistant Planner Garcia, Assistant Planner Collins, Assistant City Attorney Jones, Planning Secretary Gonzalez

[&]quot;In accordance with the Americans with Disabilities Act of 1990, if you require a disability related modification or accommodation to attend or participate in this meeting, including auxiliary aids or services, please call the Planning Department at 310-952-1761 at least 48 hours prior to the meeting." (Government Code Section 54954.2)

4. ORAL COMMUNICATIONS FOR MATTERS NOT ON THE AGENDA

None

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

None

6. CONSENT CALENDAR

A) Resolution No. 24-2863 - Design Overlay Review (DOR) No. 1940-23 (Jack in the Box)

Planning Commission Decision:

Commissioner Huff moved, seconded by Commissioner Guerra, to adopt Resolution No. 24-2863. Motion carried, 6-0. (Commissioner Docdocil was not present)

7. CONTINUED PUBLIC HEARING

A) Design Overlay Review (DOR) No. 1960-24, Conditional Use Permits No. 1121-22 & 1122-22 (Freeway Tires)

Request:

Finding a CEQA exemption and conditionally approving Site Plan and Design Review No. 1960-24 Conditional Use Permit No. 1121-22 and 1122-22 for a new truck tire sale & repair service shop (Freeway Tires), and being less than 100 ft from a residential zoned property.

Staff Recommendation:

Assistant Planner Richard Garcia presented the staff report and the recommendation to ADOPT Resolution No. 24-____, entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON FINDING A CEQA EXEMPTION AND CONDITIONALLY APPROVING SITE PLAN AND DESIGN REVIEW NO. 1960-24, AND CONDITIONAL USE PERMIT NO. 1121-22 AND 1122-22 FOR A NEW TRUCK TIRE SALE & REPAIR SERVICE SHOP (FREEWAY TIRES), AND BEING LESS THAN 100 FEET FROM A RESIDENTIAL ZONED PROPERTY AT 21212 ALAMEDASTREET".

Assistant City Attorney Jones – We have a slight edit to parking condition number 4. The last sentence currently says that only passenger vehicles may exit property from driveway located on Van Buren St. We are changing that to say that only passenger vehicles may use the driveway located on Van Buren Street. Trucks will only be able to enter the property on Alameda Street on the driveway furthest away from Van Buren Street and will only be able to exit the property on the driveway on Alameda Street closest to Van Buren Street.

Interim Vice Chair Diaz – In respect to the conditions of approval on fence and walls, the applicant states that it's a branding, are we adamant that we need to change that color.

Assistant Planner Garcia – Our direction with any new development is to require black iron fence. Regarding the building, our Municipal Code requires compatibility with the neighborhood. We believe this tone of green does not match that. We have not had a specific conversation of tones of green. There were previous conversations about other colors, but we never came to an agreement. We're trying to work with the applicant to move the project forward and discuss it at a later time.

Interim Chair Thomas – Do we have an ordinance that says that a fence cannot be green?

Assistant Planner Garcia – Staff's direction has been to require black iron fencing for new development projects.

Interim Chair Thomas opened the public hearing.

Jose Duran (applicant) - I would like to petition to the commission to allow the current color that was approved back in January 2020 when the CUP was approved for my business. The colors for the building were approved on CUP 1098-19 and 1099-19 at the public hearing. I use this color to promote and market my business. I am known by the truck industry as the green building.

Planning Manager Palmer read the comment letters received.

Letter # 1 from the Jose Duran (applicant) - After watching the public hearing, I would like to respond to Mrs. Thomas to clarify the misunderstanding. Alameda is a very busy street and traffic tends to go above the 45-mph zone limit. We service anywhere from 40 to 50 customer sometimes even more per day. When I first submitted my request for the additional CUP for the vacant lot, I was under the impression that this would be an expansion of my current CUP. That was the discussion I had with McKina back in June of 2021, please see attached email. It is true that I moved forward with the improvements to the lot but that was out of desperation. The owner on 21216 Alameda did not agree to extend my lease and had requested that I relocate my business before the end of 2021. I have been waiting for two years to finalize this project. I have complied with every request and every correction the City has requested. The color scheme that I have for my business was approved by the Planning Department back in 2019. I have then used these colors to promote and market my business. I am known by the trucking industry as the green building. I respect and value the City of Carson, having my business has helped me feed my family and provide for my workers and their families.

Letter # 2 from several residents - I am a homeowner and resident near Freeway Tires, located at 21212 Alameda Street. I would like to express my heartfelt gratitude for the positive impact that this business has created by maintaining a clean and organized establishment. The exterior is well-kept, and the responsible disposal of waste and used materials is evident. The presence of Freeway Tires is a convenient and reliable resource for automotive services near my home. I also appreciate the efforts made by the owner of the tire shop to improve the vacant lot. As a community, we were concerned with the vandalism that the vacant lot created. I am grateful for the positive influence that the tire shop brings. The color on the building helps me identify them and I have also used their building as a reference when giving someone the location to my home. The colors are helpful and help to identify them from the rest of the buildings on Alameda Street. Thank you for your time and consideration.

Commissioner Huff – I don't see anything wrong with it. It would be a high cost for the applicant to pay for something that the commission already approved.

Commissioner Guerra – I concur with Commissioner Huff's assessment since it has been heard in 2019 and it is not offensive in nature. I agree with allowing the applicant to continue to use the color on their fence.

Commissioner Wilson – I also concur with my colleagues. I think it should be something that should remain.

Interim Chair Thomas - Are we trying to stablish a certain color pattern throughout the city?

Planning Manager Palmer – That was kind of historic and it was passed down since we don't have an ordinance. We are working on Phase 2 of the Zoning Code Update, which is going to be inclusive of colors. We will revisit this.

Assistant City Attorney Jones – I can speak to the required findings. For a DOR approval it's in the commission's discretion to determine that the required findings are met based on the facts that are presented. The required finding that we are talking about is compatibility of architecture and design with existing and anticipated development in the vicinity. There is also compatibility with the General Plan, Specific Plan, and surrounding uses. If you are inclined to leave the color as is, there are a few changes we need to make in the resolution that would be adopted in the conditions. We would delete Section 2(b) of the resolution where it says, "A condition of approval has been included to require the building to be painted a neutral color to be compatible with the nearby residences, to the satisfaction of the Planning Manager." We would also delete on the conditions of approval under aesthetics, Section II(7), "The color of the building on the project site shall be repainted to a neutral color to be compatible with the nearby neighborhood, to the satisfaction of the Planning Manager." The condition for fence and walls, Section III(2), "The 8' wrought iron fence shall be repainted to the satisfaction of the City of Carson Planning Department for compatibility with the surrounding area", would also need to be deleted. Those are the modifications that would need to be in a motion approving staff's recommendation.

Planning Commission Decision:

Interim Vice Chair Diaz moved, to approve staff's recommendation with the following amendments: 1) modification to parking condition VI(4) of the conditions of approval, 2) delete part of Section 2(b) of the resolution, and 3) delete Section II(7) of the conditions of approval, as stated by Assistant City Attorney Jones. 4) Keep the condition that relates to fence and walls Section III(2), to condition the fence to be painted black and the building to stay as is.

By way of a substitute motion, Interim Chair Thomas moved, to delete Section III(2) and leave the fence and the building color as is with the inclusion of the items already mentioned, seconded by Commissioner Wilson, thus adopting Resolution No. 24-2867. Motion carried, 5-1. (Commissioner Guerra abstained).

8. NEW PUBLIC HEARING

A) Tentative Parcel Map (TPM) No. 82951, Case No. TPM 100000-21

Request:

A request for approval of a Tentative Parcel Map to subdivide a 1.59-acre parcel into two parcels.

Staff Recommendation:

Associate Planner Aaron Whiting presented the staff report and the recommendation to ADOPT Resolution No. 24-____, entitled, "A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON FINDING A CEQA EXEMPTION AND CONDITIONALLY APPROVING TENTATIVE PARCEL MAP NO. 82951 TO SPLIT ONE LOT INTO 2 LOTS LOCATED AT 22511 S. FIGUEROA STREET. / APN 734-103-0007.

Interim Chair Thomas – I did not see signs posted on the site. Is there a time limit on how long the signs need to be up?

Assistant City Attorney Jones – Section 9173.22 of the Municipal Code for notification of the hearing says "Notice of hearing shall be given at least ten calendar days before the hearing. When a notice by posting is required, such notice shall be posted in at least three public places in the city as designated by the council. In addition, any property that is the subject of an administrative/quasi-judicial public hearing shall be posted by the applicant ten days prior to the hearing in accordance with the requirements prescribed by the director." The code does not give further clarification as to whether it needs to be a continuous ten days or a total of ten days.

Sara Houghton (applicant's representative) – My team did the posting. I always alert my clients of the postings and not to take them down. Unfortunately, my office is in Culver City and I was not able to monitor the site.

Interim Chair Thomas - We are doing our part. We need the applicant to do their part as well. The residents in that area should have the opportunity to see it and respond if they so desire.

Interim Chair Thomas opened the public hearing.

Joshua Lyon (pastor) – The notice has fallen multiple times due to the rain, but we put it back up every time. I did not check the last two days.

Interim Chair Thomas closed the public hearing.

Planning Commission Decision:

Interim Vice Chair Diaz moved, seconded by Commissioner Huff, to approve staff's recommendation, thus adopting Resolution No. 24-2868. Motion carried, 7-0.

9. MANAGER'S REPORT

The City Council approved Phase 1 of the Comprehensive Zoning Code Update and Amendment to the Zoning Map. It's going to the City Council for the second reading. We are working on Phase 2, we are seeking public input, outreach, and participation in the process.

10. COMMISSIONERS' ORAL COMMUNICATIONS

Commissioner Wilson – I'm looking forward to more projects and a lot of transformations that are happening in the community.

Commissioner Mfume – Thank you to staff and to my fellow commissioners, it's always nice to see you.

Commissioner Docdocil – Thank you staff for ensuring that we are ready for the meeting. Thank you to my fellow commissioners for how well we got through to tonight's agenda.

Commissioner Huff – We work well together.

Commissioner Guerra – I am grateful for the opportunity to serve the city.

Interim Vice Chair Diaz – Thank you staff and to the entire team that works behind the scenes.

Assistant City Attorney Jones - Happy early birthday to Interim Vice Chair Diaz.

Interim Chair Thomas – Thank you for being diligent, for taking the time to read the material, and for visiting the sites so that we can make informed decisions. The State of the City Address will be presented on the 21st at 11:00 a.m. at the Community Center. The Home Ownership Fair will take place on Saturday, 23rd and it's going to be very informative. There's a lot of money available for people looking to purchase a home.

11. ADJOURNMENT

The meeting was adjourned at 7:38 p.m.

Dianne Thomas Interim Chairperson

Attest By:

Laura Gonzalez Planning Secretary

CITY OF CARSON



File #: Version:

Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

SPECIAL ORDERS OF THE DAY 24.

To: Honorable Mayor and City Council

From: Dr. Arlington Rodgers, Director of Public Works PW Engineering

Subject: PUBLIC HEARING TO CONSIDER ADOPTION OF RESOLUTION NO. 25-019 "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, APPROVING THE CITY OF CARSON ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN" AND RECORDING A "NOTICE OF EXEMPTION" (CITY COUNCIL)

I. SUMMARY

The City of Carson Active Transportation and Community Connectivity Plan (CATCP) (EXHIBIT NO. 1) is included in the City's Capital Improvement Program as PW1773. The CATCP is a planning and policy document to bring safer and more connected streets to the City of Carson and its disadvantaged communities by eliminating active transportation mobility gaps that negatively impact access to everyday destinations. The CATCP was created through a collaborative effort between the City and the community and builds upon previous planning efforts. The projects and programs identified in the CATCP will address mobility challenges in Carson and provide a blueprint for improving active transportation citywide.

California Senate Bill 922 (SB 922) grants an exemption from California's Environmental Quality Act (CEQA) for active transportation plans. This exemption applies to plans for active transportation, pedestrian plans, and feasibility studies.

Staff recommends that the City Council adopt the CATCP and make the CEQA finding that this project is categorically exempt, and authorize staff to record this action with the Los Angeles County Clerk and with the State Clearing House at the Governor's Office of Planning and Research.

II. RECOMMENDATION

TAKE the following action:

- 1. OPEN the public hearing, TAKE public testimony, and CLOSE the public hearing;
- 2. ADOPT Resolution No. 25-019, "A RESOLUTION OF THE CITY OF CARSON, CALIFORNIA, APPROVING THE CITY OF CARSON ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN". (EXHIBIT No. 2)
- 3. MAKE the California Environmental Quality Act finding that the City of Carson Active Transportation and Community Connectivity Plan is categorically exempt pursuant to Public Resources Code Section 21080.20.
- 4. AUTHORIZE staff to record the "Notice of Exemption" in the office of the Los Angeles County Clerk for Project No. 1773: City of Carson Active Transportation and Community Connectivity Plan.

III. <u>ALTERNATIVES</u>

TAKE another action the City Council deems appropriate, consistent with the requirements of the law.

IV. BACKGROUND

In 2022, the City of Carson was awarded \$358,000 under the Sustainable Transportation Planning Grant Program to complete the Carson Active Transportation and Community Connectivity Plan (CATCP). The CATCP builds on previous active transportation and roadway safety efforts, including the 2013/2015 Active Transportation Plan, the Local Road Safety Plan (LRSP), and the General Plan.

The CATCP identifies active transportation infrastructure and non-infrastructure recommendations throughout the City. Recommendations made in this Plan address the gaps and barriers in the existing active transportation network and provide countermeasures for areas where there is a high level of traffic stress or history of pedestrian and bicycle collisions. Disadvantaged communities and key destinations were identified in the City, and recommendations were focused on providing comfortable walking and biking routes to these everyday destinations for community members. In addition to closing network gaps, the recommendations in this Plan focus on improving ADA access and providing safer routes to school, which will ultimately benefit all active transportation users in Carson.

Using existing conditions data, analyses were conducted to find gaps in the existing active transportation network. Analyses focused on equity, safety, comfort, and connectivity for active transportation users. These analyses helped the project team understand where there are gaps in the bike-way network and where new or improved active transportation facilities are needed and directly informed program and infrastructure recommendations as a part of the CATCP.

This CATCP was created to complement Carson's future Bicycle Master Plan (BMP). The BMP will provide more detailed and thorough recommendations for bicycle improvements in Carson. This CATCP instead focuses on priority bicycle corridors which were chosen based on the corridors' connectivity to schools, parks, transit, employment and civic centers.

The pedestrian recommendations made in the CATCP are also focused along the priority corridors and at intersections that connect to community destinations like schools or transit, have a history of pedestrian or bicyclist collisions, or are key to making active transportation connections. Pedestrian recommendations were also made for five school sites in Carson. These pedestrian recommendations serve as guidelines and best practices for streets and intersections throughout the City and should be considered on corridors beyond where the recommendations are made.

Concept schematics were developed for twelve project locations highlighting pedestrians, bicyclists, and Safe Routes to School improvements. These project locations were selected for their connection to priority schools or corridors, as well as their potential to showcase innovative recommendations for the City of Carson. These schematics can help the City move forward in pursuing grants and other funding sources to complete the design and construction of the recommendations.

Online and in-person engagement strategies were used to ensure the CATCP reflects the needs and desires of Carson residents. Online engagement included the creation of a project website which served as a landing page for all project related information, as well as the project survey and the concept design review. Two online workshops were held throughout the life of the project. Both workshops collected feedback from the community and provided a convenient option for the community to ask questions and learn about the project. In person, the project team held four public workshops in each City District. In both the online and in-person workshops, the project team learned about the community's priorities, including the desire for separated bike-ways, well-maintained facilities, and solutions to walking and biking barriers such as uncomfortable highway under crossings.

The project team presented the draft CATCP to the City Planning Commission and Public Works Commission for review and feedback. The CATCP was updated to reflect the Commissions' suggestions.

Public Resources Code Section 21080.20 (as amended by SB 922) exempts active transportation plans from review under CEQA. The proposed plan qualifies for a Statutory Exemption under SB 922 as an active transportation plan because it is a plan developed by a local jurisdiction (City of Carson) that promotes and encourages residents to choose walking or bicycling through the creation of safe, comfortable, connected and accessible pedestrian and bicycling networks. Therefore, the project is exempt from CEQA requirements pursuant to Public Resources Code Section 21080.20. (EXHIBIT NO. 3)

V. FISCAL IMPACT

There is no fiscal impact related to this action, However, the objective is to use the approved CATCP in grant applications for infrastructure modifications recommended, costing an estimated \$57,000,000. Implementing policy recommendations such as establishing a Safe Routes to School Program, hiring an Active Transportation Coordinator, and developing an online Neighborhood Traffic Calming program will have fiscal impacts for the City in the development and coordination of these improvements.

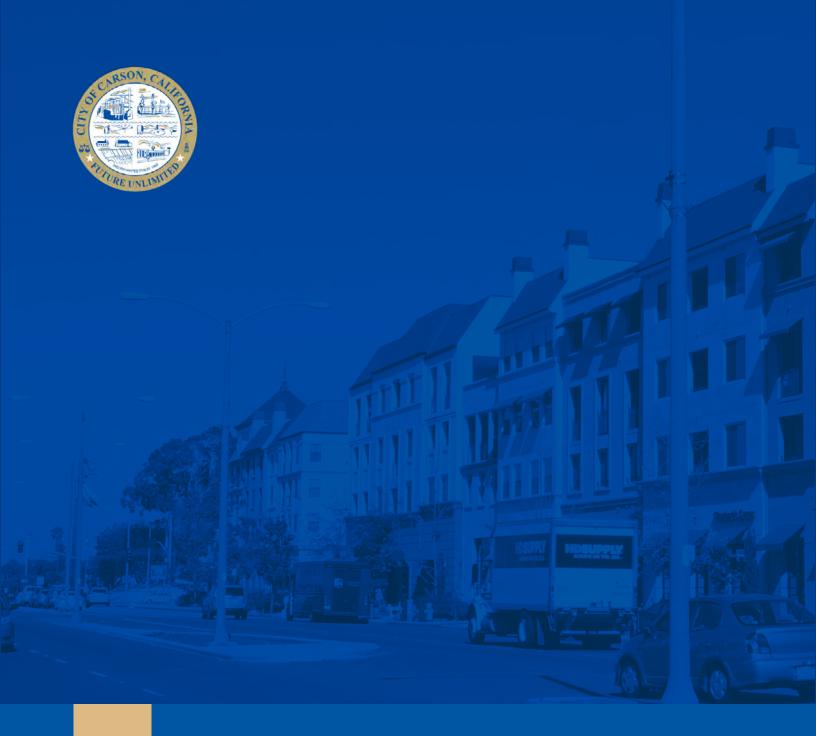
VI. EXHIBITS

- 1. Carson Active Transportation and Community Connectivity Plan
- 2. Resolution No. 25-019
- 3. Notice of Exemption

Prepared By: <u>Dr. Arlington Rodgers, Jr, Director of Public works, Gilbert Marquez, P.E., City Engineer, John Merrill, T.E., Traffic Engineer, and Ian Holst, P.E., Associate Engineer</u>

Attachments

<u>Carson_ATCCP_Report_Council_optimized.pdf</u> <u>RESOLUTION NO. 25-019.pdf</u> <u>NOE CATCP.pdf</u>



2025

Carson Active Transportation and Community Connectivity Plan

Acknowledgments

Carson City Council

- Mayor Lula Davis-Holmes
- Mayor Pro Tempore Jawane Hilton (District 1)
- Council Member Cedric L. Hicks, Sr. (District 3)
- Council Member Jim Dear (District 2)
- Council Member Arleen Bocatija Rojas (District 4)
- City Clerk Khaleah K. Bradshaw
- O City Treasurer Monica Cooper

Carson Public Works Commission

- O Marion Martin, Jr.
- O Kobii Howard
- O Melvin Benson
- James Calhoun
- Kevin Baddeley
- Ryan McNichols
- O Uli Fe'esago
- Chike Nweke
- John Cottrell

Carson Planning Commission

- Clarence Johnson
- Jaime Monteclaro
- Del Huff
- Richard Hernandez
- Dianne Thomas
- Frederick Docdocil
- Carlos Guerra
- Louie Diaz
- DeQuite Mfume

City of Carson Staff

- David C Roberts, Jr, City Manager
- Robert Lennox, ED.D., Assistant City Manager
- O Dr. Arlington C. Rodgers, Jr, Public Works Director
- Gilbert Marquez, City Engineer
- John C. Merrill, PE, TE, Traffic Engineer
- O Ian Holst, PE, Associate Civil Engineer
- Margie Revilla, Public Information Office Manager

Alta Planning + Design

- Sam Corbett, Principal-in-Charge
- O Devan Gelle, Project Manager
- Ashley Haire
- O Diego Morales-Portillo
- Eric Purcell
- Kelly Lei
- Rohan Oprisko
- Ryan Johnson
- Sylvia Pasquariello

David Evans and Associates (DEA)

- O Jim Daisa
- O Hannah Polow
- O Michaela Esposito

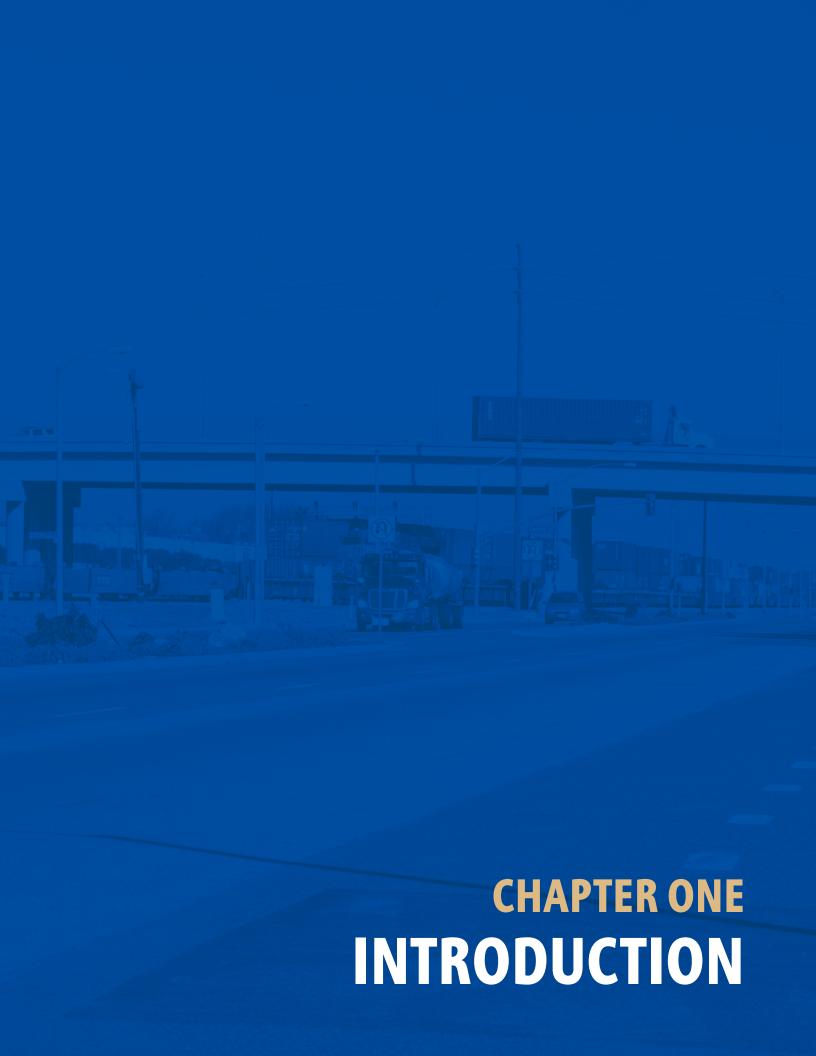
McCormick-Busse, Inc (MBI Media)

- Pamela Smith
- Bron Estrada
- Eric Lopez
- Paulo Lopez
- Matthew Maldonado
- Reuben Garcia

Funding for the CATCP was provided by Caltrans.

Table of Contents

сн 1	INTRODUCTION 2	сн3	PUBLIC OUTREACH	
	Study Area 3		AND ENGAGEMENT	
	Goals, Policies, Objectives and Performance Measures		Online Outreach Methods	
			Project Website	
CH 2	EXISTING CONDITIONS		Online Survey	
	AND NEEDS ANALYSIS12		Interactive Town Hall	
	Previous Plan and Policy Review		In-Person Outreach Events	
	City of Carson 2040 General Plan (2023)15		Marketing	
	City of Carson Local Roadway Safety Plan (2023)16		Open Houses	46
	Complete Streets and Green Streets Policy for the City of Carson (2022) 16		Recommendations Development and Public Outreach	50
	City of Carson Active Transportation Plan	сн 4	RECOMMENDATIONS	52
	(Part I adopted 2015, Part II adopted 2013)17		Recommendations Process	52
	Existing Infrastructure and Facilities17		Proposed Bicycle Projects	54
	Existing Pedestrian Infrastructure 20		Bicycle Parking	54
	Intermodal Connections		Local Travel Network (LTN)	55
	Key Bicycle Improvement Corridors 25		Carson Bicycle Master Plan	59
	Key Destinations		Proposed Pedestrian Projects	61
	Needs Analysis27		Safe Routes to School Projects	72
	Safety Analysis			
	Level of Traffic Stress Analysis 33	CH 5	IMPLEMENTATION	
	Connectivity Analysis		Prioritization Criteria	
	Shade and Cooling Assessment		Cost Estimates	
	Network Gap Analysis		Concept Schematics	
	Network Gaps 42		Maintenance	101
			Funding Sources	
		A	PREVIOUS PLAN	110
			AND POLICY REVIEW	
		В	EXISTING CONDITIONS MEM	O 128
		C	DESIGN ELEMENTS TOOLBOX	X 182
		D	RECOMMENDATIONS MAPS AND LIST	248
		E	CONCEPT SCHEMATICS	266



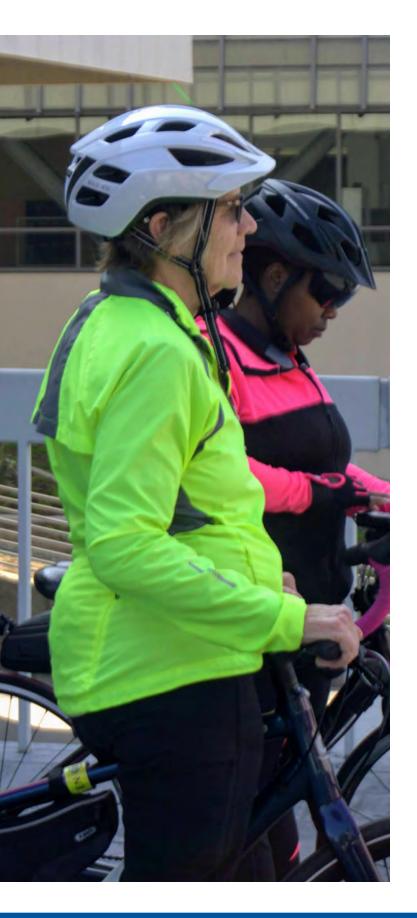


Introduction

The Carson Active Transportation and Community Connectivity Plan (CATCP) is an effort to bring safer and more connected streets to the city of Carson by eliminating active transportation mobility gaps that negatively impact access to neighborhood schools, parks, hospitals, and retail centers, as well as regional transit centers, transit stops, and the California State University (CSU) Dominguez Hills campus. With elements of the 2028 Olympic and Paralympic Games coming to the Dignity Health Sports Park, and with LA Metro proposing to make the venues for the games only accessible by high occupancy vehicles for spectators and athletes, Carson's transportation network will garner

significant attention in the coming years and can serve as a model to similar communities around the region and country.

The CATCP was created through a collaborative effort between the City and the community and builds upon previous planning efforts such as the Carson 2040 General Plan which included the Neighborhood Villages Study, the 2013/2015 Active Transportation Plan, and the Local Road Safety Plan (LRSP). The projects and programs identified in the CATCP will address mobility challenges in Carson and provide a blueprint for improving active transportation citywide.



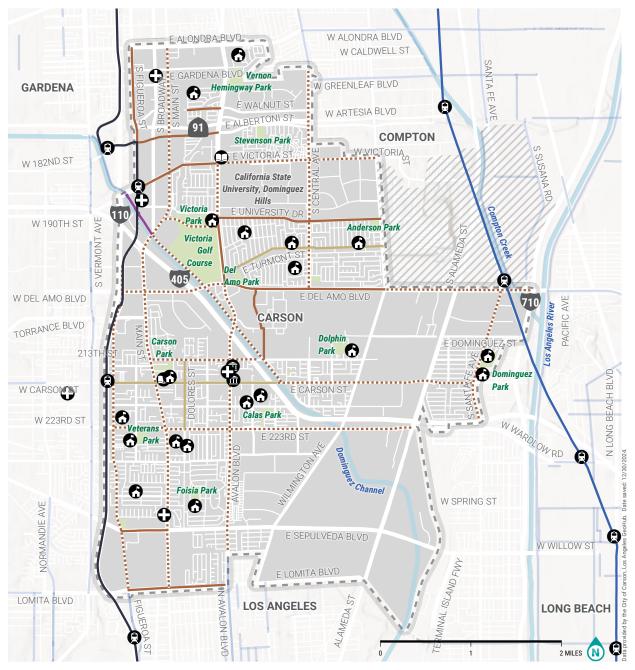
STUDY AREA

The city of Carson, California, is bordered by the cities of Los Angeles, Compton, Torrance, and Long Beach, and Los Angeles County unincorporated communities Rancho Dominguez, West Rancho Dominguez, Wilmington, and West Carson. Within its 19 square miles are 95,000 residents; 19 schools; and regional destinations including CSU Dominguez Hills, Dignity Health Sports Park, and South Bay Pavilion Mall. The Metro A (Blue) and J (Silver) lines run along the east and west sides of Carson, respectively, making the city accessible to visitors throughout Los Angeles County. Carson is divided diagonally in the center by the Dominguez Flood Control Channel and the I-405 freeway and east-west by the Alameda Freight Corridor. Much of the southeast of the city is dedicated to industry and manufacturing.

Carson became an incorporated city in 1968, much later than the surrounding cities of Long Beach and Torrance. Lacking as much political influence as these cities, Carson became host to industries, plants, and landfills that served the South Bay. Since its incorporation, the City of Carson has successfully closed much of its unwanted heavy industry, replacing it with responsible industries with better environmental standards. Carson is now home to large industrial facilities such as Marathon's Los Angeles refinery, a major employer in the city.

Carson is just a few miles from the ports of Los Angeles and Long Beach, globally known as the busiest and largest ports in the United States, handling 40% of all imports in the country. The proximity of these ports to the city of Carson has allowed warehousing, storage, and distribution industries in the city to thrive, but also brings in significant truck and rail traffic, particularly through the Alameda Freight Corridor, the busiest freight corridor in the country. This port traffic creates a significant barrier for active transportation travel through Carson and affects air quality for Carson's residents.

Figure 1. Destinations and Bikeways in Carson



CITY OF CARSON ACTIVE TRANSPORTATION PLAN

CITY OF CARSON
DESTINATIONS AND BIKEWAYS



BIKEWAYS + TRANSIT

- Class I Shared-Use Paths
- Class II Bike Lanes
- Class III Bike Routes
- ••• Bike Facility in Design
 - Regional Bike Facilities
- Metro Stations
- Metro A Line (Blue)
- Metro J Line (Silver)

DESTINATIONS + BOUNDARIES

- Schools
- Medical Centers
- Civic Buildings
- Libraries
- Regional Bike Facilities
- Rivers
- Parks
- City Boundary
- Sphere of Influence

GOALS, POLICIES, OBJECTIVES AND PERFORMANCE MEASURES

The CATCP goals set forth the foundation of the Plan and its implementation. These goals reflect the priorities of community members and build upon goals and policies set forth in other City planning documents including previous Active Transportation Plans. These goals and policies also build on the City General Plan. Goals and policies inspired by the General Plan are marked with an asterisk (*).

The policies work towards the attainment of the goals while the objectives under each policy are specific actions the city can take to achieving the policies. Each goal also includes a list of performance measures which can be used to track the progress of each goal.



Safety

Provide a balanced transportation system of multimodal networks providing a broad range of travel options to make transportation safer for people of all abilities.*

- a. Ensure that all Carson streets accommodate safer bicycling and walking.
 - i. Develop and enhance the citywide pedestrian and bicycle network. Track the number and mileage of walking and bicycling facilities in the city.
 - ii. Evaluate opportunities, such as during new development, to enhance existing and proposed bikeways in Carson.*
- **b.** Create safer bicycling and walking routes to all schools in the city of Carson.
 - i. Work with school districts and private schools to establish a Safe Routes to School program that aims to improve pedestrian and bicycle routing and safety around schools and to increase the number of students biking and walking to school.*
 - ii. Conduct walk audits with school staff and parents on a regular basis to identify opportunities to improve the walking and biking experience for students and families.
- c. Reduce pedestrian and bicycle collisions as close as practical to zero, with a safer systems vision that a fatality or serious injury on Carson's streets is unacceptable.
 - Improve less safe intersections and walking and bicycling facilities for pedestrians and bicyclists.

ii. Implement walking and biking facilities that are as separate from motor vehicle traffic as best possible given available resources, and as consistent with the City's Sidewalk Policy in the 2040 General Plan.

- iii. Using signage and enforcement, prohibit large trucks from traveling along local streets and direct them to truck routes. Discourage trucks from using routes without separated active transportation facilities.
- iv. Promote education and enforcement to improve pedestrian and bicyclist safety across the city. Provide safety education classes for residents about safe use of the street and sharing the roadway and educate City Public Safety officers and the Los Angeles County Sheriff Department about road behaviors that are a threat to bicyclist and pedestrian safety.
- v. Establish a Road Safety Task Force in conjunction with the City of Carson's Department of Public Safety Services, Los Angeles County Sheriff's Department, Los Angeles Unified School District, and neighboring cities.
- **d.** Implement and maintain a structured safety assessment process that addresses emerging road safety challenges.
 - Regularly review and update the City of Carson's Local Road Safety Plan (LRSP), at least every four years.

Safety Performance Measures:

- a. An increase in the number of bikeway miles and quantities of pedestrian facilities such as crosswalks, curb ramps, and miles of sidewalks.
- **b.** An increase in the number of new developments in Carson with safer bikeways and pedestrian facilities.
- c. The creation of a citywide Safe Routes to School Program to provide educational and encouragement activities to schools in Carson.
- **d.** An increase of in the number and mileage of safer crossing, walking, and bikeway facilities appropriate for children within ½ mile of a school.
- **e.** An increase in the percentage of students who walk or bike to school.
- f. A reduction in the number and severity of pedestrian and bicyclist collisions in Carson.
- **g.** An increase in the number of citysupported educational safety classes.
- h. The creation of a Road Safety Task Force



Connectivity

Connect neighborhoods, parks, shopping centers, schools, employment centers, transit stops, and regional destinations with a greater number and broader range of pedestrian, bicycle and transit options.

- **a.** Support and improve connections to existing active transportation facilities.
 - Prioritize bikeway and pedestrian facility implementation for facilities that connect to the larger citywide network.
 - ii. Where connections cannot be continuous due to barriers such as highways, railroads, or the Dominguez Channel, ensure alternative routes are available that minimize out-of-way travel for pedestrians and bicyclists.
 - iii. iii. Focus on improving connections to isolated residential communities through active transportation and first/ last mile facilities.
- **b.** Work with transit agencies to improve transit stop amenities.*
 - Prioritize transit stop amenities including first/last mile improvements, shelter, and shade.
 - ii. Work with transit agencies to identify roadway improvements that will increase transit efficiency.
- **c.** Provide safer walking and biking access to key destinations in the city.
 - i. Encourage businesses, schools, CSU
 Dominguez Hills, major employment
 centers, regional transit stops, and other
 key destinations to have end-of-trip
 facilities for pedestrians and bicyclists,
 such as bike parking, showers, water
 fountains, and safer access to the active
 transportation network.

Connectivity Performance Measures:

- **a.** An increase in miles of continuous bikeways, sidewalks, and paths in Carson.
- b. An increase in the number of transit stops in Carson with bike parking, shelter, shade, trash receptacles and other amenities.
- c. An increase in active transportation facilities connecting to the neighborhoods of: Lincoln Village/Dominguez Village, Galaxie West/Centerview, Victoria Park, and Dominguez Hills.
- **d.** A reduction of transit travel time between stops, improving on-time arrival.
- e. An increase number of city key destinations that are within ¼ mile of the active transportation network.
- f. An increase in available bike parking.
- **g.** The creation of an Active Transportation Coordinator role.

- ii. Require large new developments and redevelopment projects to provide interconnected street networks with small blocks internally and with adjacent development to provide convenient pedestrian and bicycle linkages.
- d. Create a staff member position to fill the role of an Active Transportation Coordinator to support interdepartmental coordination, grant writing, and staff liaison to local nonprofits, advocacy groups, and schools.



Comfort

Create a physical environment where people of all ages and abilities feel comfortable walking and biking throughout Carson for everyday purposes.

- **a.** Install traffic calming devices as needed and as appropriate in city neighborhoods.*
 - i. Implement a Neighborhood Traffic Calming Program with online tools to map existing traffic calming and allow community members to request traffic calming on their streets.
 - ii. Direct commuter traffic to primarily use arterial and collector streets by implementing traffic calming measures on local streets such as traffic circles, curb extensions, chicanes, and other physical infrastructure making travel on local streets less convenient for commuters.
 - iii. Reevaluate and assess high volume pedestrian and bicycle corridors in accordance with AB 43 that allows for special corridor designation and speed reductions.
- **b.** Expand pedestrian-scale lighting and shade throughout the city.
 - i. Plant street trees and install shade structures along popular walking and biking routes.
- **c.** Implement a regular maintenance schedule for bicyclist and pedestrian facilities.
 - Prioritize roadway maintenance on roadways where bicycle facilities are present.
- **d.** Lower the level of bicyclist and pedestrian traffic stress on all roadways in the city.
 - Prioritize separated walking and bicycling facilities, including Class IV and Class I bikeways.

Comfort Performance Measures:

- a. The creation of an online monitoring and reporting Neighborhood Traffic Calming Program.
- **b.** An increase in the percentage of Carson's roadways that have traffic calming features.
- **c.** A reduction in speeding citywide.
- **d.** A reduction in vehicle miles traveled (VMT) on local streets.
- **e.** An increase in the number of pedestrianscale light sources.
- **f.** An increase in the number of shade trees planted.
- g. The creation of a regular maintenance schedule for active transportation facilities.
- **h.** An overall reduction in the level of traffic stress for roadways in the city.



Climate Resilience

Blend active transportation infrastructure and sustainable design standards that foster climate resiliency, reduced VMT, and reduced greenhouse gas emissions.

- a. Identify opportunities to use green infrastructure when constructing new facilities.
 - **i.** Explore the use of porous pavement and features that capture stormwater.
 - ii. Monitor tree canopy coverage in the city and increase planting in areas with limited coverage.
- **b.** Promote programming that encourages walking, biking, and taking transit, more frequently than driving.
 - Work with employers and schools to provide incentives for commuting via active transportation.
 - ii. Conduct regular monitoring of pedestrian and bicyclist activity.
- c. Implement a Local Travel Network (LTN).
 - i. Implement LTN routes identified by the South Bay Cities Council of Governments (SBCCG) intended to be used by zero-emission, slow speed vehicles such as bikes, golf carts, and electric micromobility devices.
- d. Improve community health through increased opportunities for physical activity and improved air quality.
 - i. Host city events that encourage healthy walking and biking habits such as open streets events, group rides, and helmet giveaways.

Climate ResiliencePerformance Measures:

- a. An increase of green infrastructure such as bioswales, porous pavement, and stormwater capture systems.
- **b.** An increase in the use of alternative commute modes.
- **c.** An increase in transit ridership.
- **d.** An increase in pedestrian and bicyclists volumes.
- **e.** A decrease in short trips taken by motor vehicle.
- f. Overall reduced VMT citywide.
- **g.** The implementation of the LTN.
- **h.** An increase in the number of city events that encourage healthy active transportation habits.
- i. An increase in the accessibility of parks and open spaces via the active transportation network.



Equity

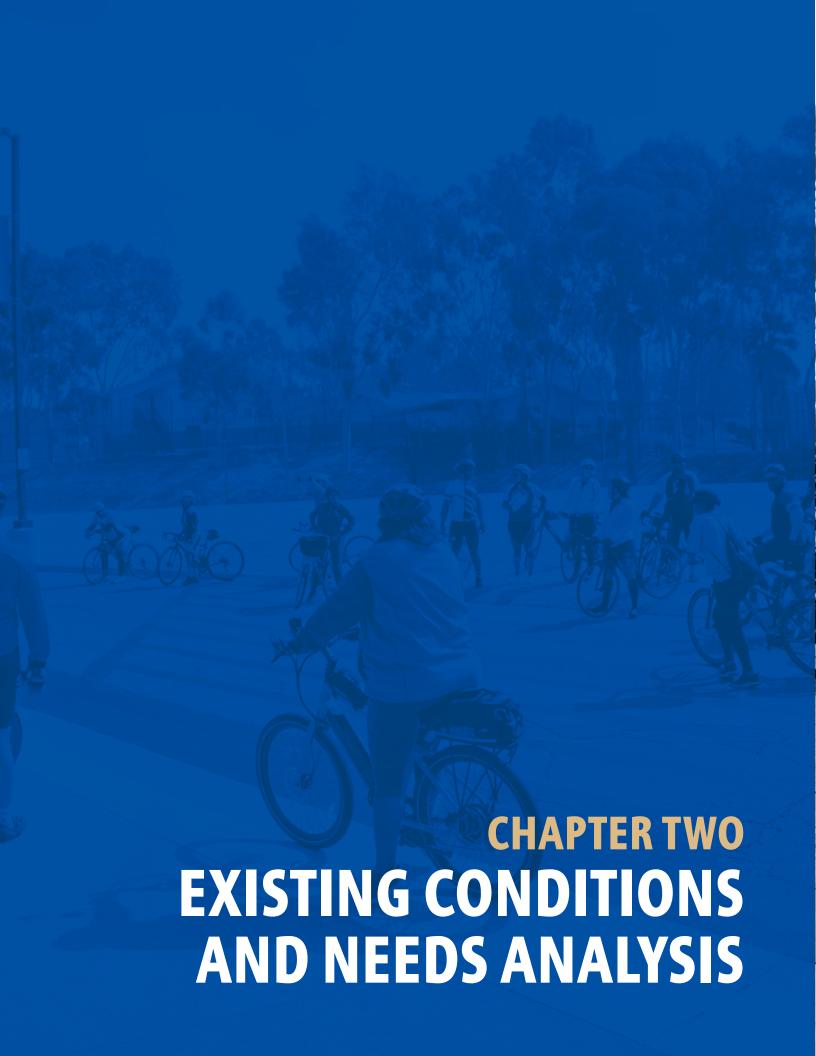
Maximize mobility and accessibility for all people in Carson.

- a. Incorporate Americans with Disabilities Act (ADA) and Public Right-of-Way Accessibility Guidelines (PROWAG) requirements throughout the city, especially in highvolume pedestrian areas.*
 - i. Continue upgrading all city curb ramps to be ADA-compliant as part of the Transition Plan.
 - **ii.** Conduct a citywide sidewalk assessment for accessibility.
- b. Prioritize the implementation of active transportation facilities in disadvantaged communities, especially where access to vehicles is limited.
 - Improve active transportation connections to affordable housing communities.
 - ii. Identify existing geographical inequities and implement connections between the core of Carson and isolated communities.
 - iii. Partner with organizations and advocacy groups to build relationships and encourage participation from their networks to provide feedback to the City about using active transportation facilities.
- c. Increase public engagement and education and use public input to identify facility designs that best meet the needs and desires of the community.
 - i. Provide educational and encouragement materials for active transportation in English, Spanish, and Tagalog.

Equity Performance Measures:

- **a.** An increase in the number of ADA-compliant curb ramps citywide.
- **b.** An increase in the miles of ADA-compliant sidewalk citywide.
- c. An increased percentage of completed active transportation facilities in disadvantaged areas.
- d. An increase of in the number of involved community organization and stakeholders supporting the implementation of the active transportation network.
- e. The creation of an ad-hoc advisory committee with representation for all Carson residents.

- ii. Create an ad-hoc advisory committee comprised of individuals representing City Council, Public Works Commission, Environmental Commission, Parks Commission, Senior Commission, and various major stakeholders in the City (such as the Carson Bicycle Coalition). This committee could instead be a sub-committee of the Public Works Commission.
- **iii.** Host meetings at multiple locations in the city and provide information online.





Existing Conditions and Needs Analysis

This chapter identifies and evaluates existing demographics, infrastructure, and community trends. It also reviews existing City and regional plans related to active transportation travel. Using this existing data, analyses were conducted to find gaps in the existing active transportation network. This information identifies opportunities for active transportation improvements to enhance the safety and comfort of people walking and biking. The findings from this chapter directly inform program and infrastructure recommendations as a part of the CATCP, including bicycle, pedestrian, public transportation, and road networks.

PREVIOUS PLAN AND POLICY REVIEW

A comprehensive review of previous local, regional, and state plans and policy documents pertinent to Complete Streets, mobility, and sustainability was completed to ensure consistency between these previous plans and this CATCP. This review helps to identify existing local and regional plans and studies to leverage related goals, policies, and project recommendations, and to identify and fill in gaps as needed. A summary of the City's General Plan, LRSP, Complete Streets and Green Streets Policy, Neighborhood Villages Plan, and Active Transportation Plan is provided below. These are key documents that were used in the development of this CATCP to understand the City's existing transportation network and vision for the future.

Table 1. Previous Plan and Policy Review Documents

PLAN/STUDY	AGENCY/ ORGANIZATION	YEAR COMPLETED
South Bay Cities Council of Governments (SBCCOG) Local Travel Network Study	SBCCOG	In progress
City of Carson 2040 General Plan	City of Carson	2023
City of Carson LRSP	City of Carson	2023
Carson Municipal Code	City of Carson	2023
Public Right-of-Way Accessibility Guideline (PROWAG)	U.S. Access Board	2023
California Streets and Highways Code	Caltrans	2022
City of Carson Housing Element Update	City of Carson	2022
Complete Streets and Green Streets Policy for the City of Carson	City of Carson	2022
California Transportation Plan 2050	Caltrans	2021
Caltrans 2020-2024 Strategic Plan	Caltrans	2021
City of Carson Complete Streets Safety Assessment	City of Carson	2020
SBCCOG Sub-Regional Climate Adaptation Plan	SBCCOG	2019
LA Metro Blue Line First/Last Mile Plan	LA Metro	2018
California State Bicycle + Pedestrian Plan	Caltrans	2017
City of Carson Climate Action Plan	City of Carson	2017
LA Metro Active Transportation Strategic Plan	LA Metro	2016
Southern California Association of Governments (SCAG) Regional Transportation Plan	SCAG	2016
Carson Vision Plan	City of Carson	2016
City of Long Beach Bicycle Master Plan	City of Long Beach	2016

PLAN/STUDY	AGENCY/ ORGANIZATION	YEAR COMPLETED
City of Carson Active Transportation Plan Part I – Carson Pedestrian Master Plan	City of Carson	2015
City of Carson Active Transportation Plan Part II – Carson Master Plan of Bikeways	City of Carson	2013
California Manual on Uniform Traffic Control Devices (CA MUTCD)	Caltrans	2014
LA Metro Complete Streets Policy	LA Metro	2014
City of Carson Natural Hazards Mitigation Plan	City of Carson	2013
County of Los Angeles Bicycle Master Plan	LA County	2012
South Bay Bicycle Master Plan	LA County Bicycle Coalition South Bay Bicycle Coalition	2011
Carson Street Mixed-Use District Master Plan	City of Carson	2006
City of Carson ADA Policies, Process, and Forms	City of Carson	N/A



CITY OF CARSON 2040 GENERAL PLAN (2023)

Circulation Element

The Circulation Element of the City of Carson 2040 General Plan furthers the City's vision and objectives of promoting multimodal mobility, enhancing connections and access across the community, and supporting development of "Complete Streets," while minimizing adverse impacts of truck traffic. It seeks to improve access and safety for all roadway users, and encourage walking, biking, and the use of public transit to meet local and regional goals. The chapter defines the goals and policies that will enhance the development and maintenance of the transportation system and maximize the freedom of vehicular movement and pedestrian movement in the community. The guiding policies help establish the vision for the City of Carson CATCP and provide important context on how active transportation will play a central role in the transportation future of the city.

City of Carson Neighborhood Villages Plan Study (2019)

The Carson Neighborhood Villages Plan Study is a part of the General Plan that aims to create sustainable, vibrant, and complete neighborhoods. The plan's objective is to reduce greenhouse gas emissions and vehicle miles traveled by bringing amenities closer to residents and to promote the use of walking, biking, and other low-impact modes of transportation through mobility infrastructure improvements and programs. The plan is a study that was meant to inform the General Plan rather than be adopted by the City. Thus, this plan does not necessarily represent adopted City policy.

One of the policies and strategies in the plan is the Slow Speed Network for bicycle improvements and a Neighborhood Electric Vehicle (NEV) Network. The plan includes design practices to guide new development within the Neighborhood Villages such as locating active transportation paths near neighborhood centers and improving the streetscape with amenities like wider sidewalks, street trees, and pedestrian-scale lighting to create walkable and bikeable human scale neighborhoods. The Neighborhood Villages Plan was not formally adopted by the City. Instead its contents were included in the 2040 General Plan.

CITY OF CARSON LOCAL ROADWAY SAFETY PLAN (2023)

An LRSP analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The Carson LRSP highlights that bicycle- and pedestrian-related collisions accounted for about 35% of fatal and severe injury collisions as identified in the Statewide Integrated Traffic Records System (SWITRS) (2017 to 2021). The LRSP marks four locations with the highest collision frequency and four corridors with the highest rates of collisions (including vehicles, pedestrians, and bicyclists):

Highest-Collision Locations:

- Wilmington Avenue and 223rd Street
- Avalon Boulevard and Albertoni Street
- Avalon Boulevard and Victoria Street
- Main Street and Sepulveda Boulevard

Highest-Collision Corridors:

- Turmont Street from Avalon Boulevard to Central Avenue
- ▶ W 220th Street from Figueroa Street to I-405
- Carson Street (west to east city limits)
- ► Alameda Street, Santa Fe Avenue, and Wilmington Avenue (full extents within the city)

The Carson LRSP proposes engineering countermeasures and non-engineering safety measures (education and enforcement) to create safer spaces for all road users at the identified locations and corridors.

COMPLETE STREETS AND GREEN STREETS POLICY FOR THE CITY OF CARSON (2022)

The City of Carson adopted a Complete Streets and Green Streets Policy in 2022, which aims to create a comprehensive, integrated transportation network with infrastructure and design that allows safer and more convenient travel along and across streets for users of all ages, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, and users and operators of public transportation. Complete Streets policies can be found within the City's Plans (the General Plan, transportation plans, and specific plans) and official City policies. The Complete Streets and Green Streets Policy outlines the recommended policy language, exceptions, considerations of establishing a well-connected network, performance measures, green streets policies, implementation plan, and other additional elements of implementing Complete Streets.

CITY OF CARSON ACTIVE TRANSPORTATION PLAN (PART I ADOPTED 2015, PART II ADOPTED 2013)

The Carson Active Transportation Plan is organized into two parts: The Carson Pedestrian Master Plan and the Carson Master Plan of Bikeways. The Active Transportation Plan aims to improve community health by creating safer, connected, attractive, and convenient active transportation networks that encourage biking and walking. The measurable goals for the Active Transportation Plan are connectivity, livability, safety, health, and economic development.

The Carson Pedestrian Master Plan, adopted in 2015, includes recommendations for Carson's streets and sidewalks, like pedestrian-scale lighting, sidewalks, intersection improvements (high-visibility crosswalks and pedestrian countdown signals), urban canopy, and neighborhood access (easements). The plan also recommends education and encouragement programs, design guidelines, and an implementation plan.

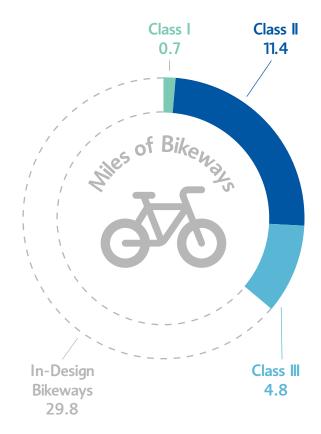
The Carson Master Plan of Bikeways, adopted in 2013, creates a strategic vision for enhancing bicycle transportation in the city. The Master Plan of Bikeways is the guiding document for all bicycle infrastructure, policies, and programs in Carson. The Master Plan of Bikeways proposes a 20-year plan for a comprehensive network of streets designed to prioritize comfort and safety for bicyclists to enhance the practical use of bicycles as a transportation choice. The Master Plan of Bikeways also includes bikeway design guidelines and recommended programs and policies to encourage bicycle travel and increase safety.

EXISTING INFRASTRUCTURE AND FACILITIES

Existing Bikeways

There are 16.9 miles of existing bikeways in Carson. This includes a 0.7-mile-long Class I shared-use path, 11.4 miles of Class II bike lanes, and 4.8 miles of Class III bike routes. There are no Class IV separated bikeways in Carson. There are 29.8 miles of in-design or in-construction bikeways throughout the city. These bikeways are expected to be constructed near or shortly after the completion of the CATCP.

Figure 2. Miles of Existing and In-Design Bikeways



The small segment of existing shared-use path is along the Dominguez Flood Control Channel across Figueroa Street. While there are existing Class II bike lanes on major streets in Carson such as Avalon Boulevard, Del Amo Boulevard, University Drive, Central Avenue, and Sepulveda Boulevard, the bike lanes do not extend the length of the street within the city boundaries. Additionally, these Class II bike lanes are not consistent with current design standards. For example, according to guidelines described in the Carson Master Plan of Bikeways, bike lanes should be at least five feet wide and up to eight feet wide on busy arterial streets, yet Carson's existing bike lanes are as narrow as four feet (e.g., on University Drive).

The gaps in the existing bicycle facilities on Carson's roads limit the destinations that bicyclists—except for the most confident riders—can reach. A disconnected network results in bicyclists needing to travel out of their way to continue their journey on bicycle facilities, or to ride on roads without bikeways, which may result in a high level of stress. If a bicyclist determines any part of their ride to be too uncomfortable, it is more likely they will choose another transportation mode, like driving, instead. Many of the in-design bikeways will fill these gaps.

A segment of Carson Street between the west city boundary and the Dominguez Channel is identified with signage and sharrow markings as a Class III bike route. This route connects to another bike route on Dolores Street between 213th Street and 223rd Street. There is also a bike route on Turmont Street between Avalon Boulevard and Wilmington Avenue.

In order to help bicyclists as they travel near City parks and to provide places to rest, the City has begun to install amenities like bicycle repair stations, water bottle refill stations, tables, benches, and bike racks. The City has also purchased new tools to better maintain park infrastructure such as pedestrian lighting. However, currently the City



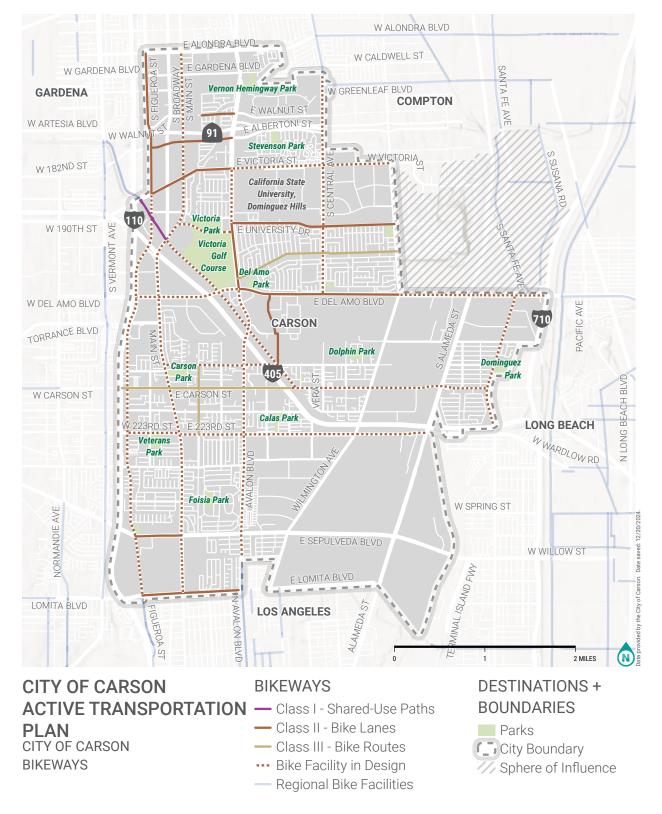
Class I shared-use path on the Dominguez Channel.

municipal code does not allow bicyclists to ride in parks. Bicyclists must dismount and walk their bikes to use these park amenities. The bicycle ban in city parks presents a barrier to overall citywide bicycle connectivity.

US Bike Route 95

Identified by the Adventure Cycling Association and approved by the American Association of State Highways and Transportation Officials (AASHTO) and Caltrans, portions of Carson Street, Main Street, and 223rd Street are a part of US Bike Route (USBR) 95. The USBR system features signed routes and navigation on identified route bikeways throughout the country. USBR 95 traverses western California along the Pacific Coast for over 1,000 miles. The route in Carson connects bicyclists from the coast, through Torrance, and towards Long Beach. The recommendations made in this Plan will support bicyclists using USBR 95.

Figure 3. Miles of Existing and In-Design Bikeways



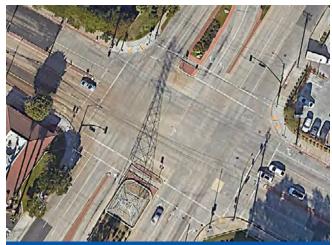


EXISTING PEDESTRIAN INFRASTRUCTURE

Sidewalks line most of the streets in Carson allowing pedestrians a safer and more comfortable place to walk to their destinations. Within the industrial areas of Carson, like the area north of Walnut Street and much of the southeast portion of the city, sidewalks are mostly absent, although this is by design. According to the 2004 Carson General Plan, sidewalks are not required in some industrial areas of the city. While Sepulveda Boulevard and 223rd Street have some sidewalks, it is generally only on one side of the street, and in some places disappears, requiring pedestrians to walk on the side of the road.

Figure 4 shows the distances between crosswalks on major roads in the city. In the southwest neighborhoods, there are generally crosswalks at every major intersection, although the length of these street segments can be as long as ½ mile. In the northern half of the city, block lengths are longer. Even though most intersections have crosswalks, pedestrians must walk long distances to reach them. For example, a pedestrian walking on University Drive from Avalon Boulevard must walk one mile to reach the next marked crossing opportunity at Central Avenue. On Victoria Street, pedestrians must walk nearly ½ mile from Avalon Boulevard. There are fewer crosswalks in the east and southeast areas of Carson. Most of the major block lengths in these areas are at least ½ mile long. Research has shown that pedestrians are more likely to cross at mid-block locations rather than walk out of direction to use a crosswalk.

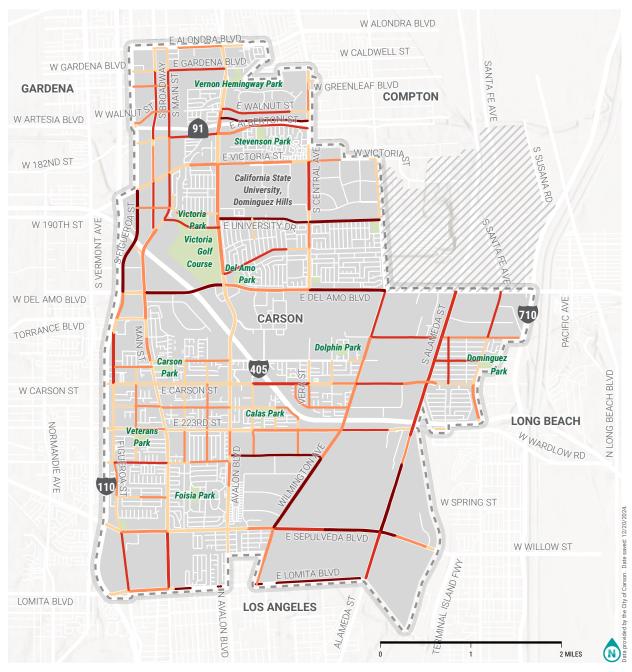
Curb ramps can be found at most crossing locations in Carson, although not all existing ramps meet current standards. Curb ramps should conform to the 2023 Caltrans Standard Plans, which include detectable warning surfaces and either a two-ramp or one-ramp installation. These upgrades create safer crossings, particularly for pedestrians with low vision or those using mobility devices.



The intersection of Victoria Street and Avalon Boulevard has pedestrian refuge islands and different styles of curb ramps.

Some large intersections near popular destinations have preferred pedestrian infrastructure compared to other areas in the city. The intersection of Victoria Street and Avalon Boulevard has bus stops on three corners of the intersection and is near Dignity Health Sports Park and CSU Dominguez Hills, two key destinations for pedestrians and bicyclists. The intersection has pedestrian refuge islands to allow pedestrians to cross the large intersection in two phases. The intersection also has curb ramps that are perpendicular to the crosswalks (two ramps), rather than diagonal curb ramps (one ramp). In some cases, diagonal curb ramps are not preferred as they are more difficult to navigate for pedestrians using mobility devices or with visibility impairments. While the existing facilities are beneficial for pedestrians, the intersection could be further improved with high-visibility crosswalks, wider sidewalks, and additional Americans with Disabilities Act (ADA) considerations. A conceptual design has been completed for a transit center at CSU Dominguez Hills. This transit center will consolidate bus stops along Victoria Street, eliminating the need for community members to cross multiple intersections or walk far distances to make transit connections.

Figure 4. Crosswalk Spacing in Carson



CITY OF CARSON **ACTIVE TRANSPORTATION MARKED CROSSINGS**

PLAN CITY OF CARSON MARKED CROSSING SPACING

DISTANCE BETWEEN

More than 3/4 mile

- 1/2 - 3/4 mile

- 1/4 - 1/2 mile

Less than 1/4 mile

DESTINATIONS + BOUNDARIES

Parks



Sphere of Influence



INTERMODAL CONNECTIONS

Active transportation infrastructure can help community members make first- and last-mile connections to and from transit stops and their final destinations. While community members may be able to use transit for longer parts of their trips, if it is too difficult or uncomfortable to reach the transit stop by walking or biking, community members may choose to drive instead. Enhancing connections to transit stops also improves equitable transportation options in the city, by providing access to destinations for community members that do not have access to a vehicle.

The city is mostly served by Long Beach Transit and Los Angeles Metro bus lines. Long Beach Transit operates three fixed bus routes in Carson through an interagency agreement with the City, as well as east-west connections beyond the city limits. Additionally, City staff operates the Carson Circuit bus system, providing two additional fixed routes. The Carson Circuit connects riders to the South Bay Pavilion Mall, CSU Dominguez Hills, Dignity Health Sports Park, City Hall, and other local destinations for a \$1.00 fare. The Carson Circuit only operates during commuting periods in the morning and afternoon.

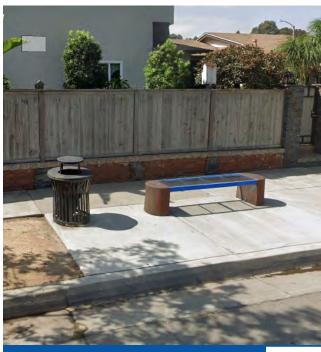
Metro operates bus lines along many streets in the city, which take riders to destinations throughout Los Angeles County. Riders on both Long Beach Transit and Metro can pay for fares using a TAP card. Fares are typically \$1.25 for Long Beach Transit and \$1.75 for Metro.

The City of Gardena's GTrans operates one bus line in north Carson, and the City of Torrance operates several Torrance Transit lines in north and south Carson, connecting to destinations in Torrance.

Just outside the city at Del Amo Boulevard and Santa Fe Avenue is the Metro A (formerly Blue) Line rail station; from here, riders can connect to destinations from Azusa to downtown Los Angeles to Long Beach. Riders at the Del Amo Station can use the Galaxy Express shuttle during LA

Galaxy soccer game days to reach Dignity Health Sports Park as well as other Long Beach Transit and Metro bus lines. The Harbor Gateway Transit Center in Gardena is another regional transit hub for community members in Carson, featuring 12 bus bays and connections to the Metro J (formerly Silver) Line, a rapid transit bus line. The Metro C (formerly Green) Line is slated for extension into Torrance, terminating at the Torrance Transit Center, just a few miles from Carson. At the time of writing this CATCP, the C Line extension was in the environmental studies phase. At its completion, riders will be able to connect to the Los Angeles International Airport via a free shuttle, as well as cities along the line such as El Segundo and Norwalk. A conceptual design has also been completed for a transit center at CSU Dominguez Hills near the intersection of Victoria Street and Tamcliff Avenue. This transit center would serve community members including students and staff of the university and visitors to Dignity Health Sports Park.





Many bus stops have a bench for transit riders.

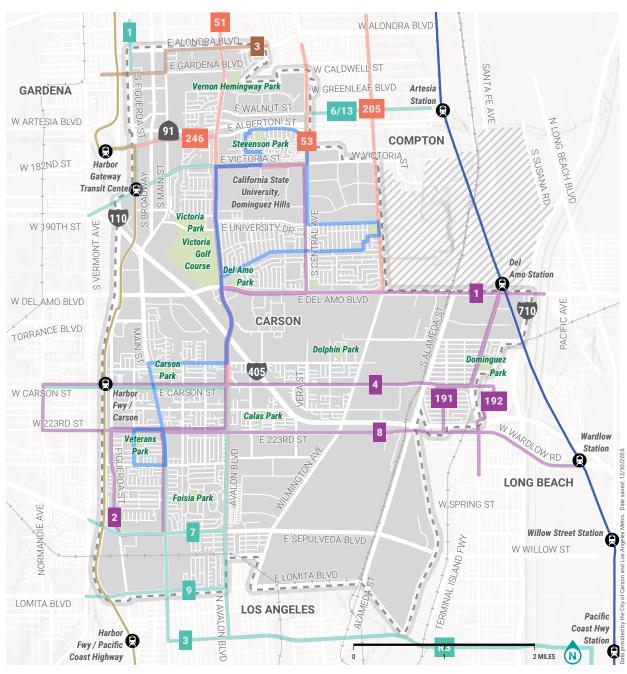


Though less common, some of the city's transit stops have no amenities.

As shown in Figure 5, bus routes run along most of the major roads in the city. Bus stops typically feature shelters and benches along Avalon Boulevard and Carson Street west of I-405. Most other stops only have benches, though some stops do not have any amenities. Existing bike lanes connect to transit stops along parts of Sepulveda Boulevard, Carson Street, Del Amo Boulevard, University Drive, Victoria Street, and Albertoni Street. The gaps in bicycle facilities on Avalon Boulevard prevent connections to stops north and south of CSU Dominguez Hills. There are also gaps in the bikeway network connecting to transit stops along Alameda Street and to stops in the residential area in the southwest corner of the city.

Pedestrians can generally connect to bus stops in Carson via the sidewalk network; however, far distances between crosswalks make it difficult to reach bus stops on the other side of the road. For example, on Del Amo Boulevard between Central Avenue and Wilmington Avenue, there is over ¾ mile between crosswalks, and bus stops for eastbound buses are on the opposite side of Del Amo Boulevard from residences and businesses where pedestrians are often walking. Reaching these eastbound bus stops requires pedestrians to walk out of direction to reach the crosswalk, or to cross at unmarked crosswalks at intersections of Del Amo Boulevard where traffic speeds are posted at 50 mph.

Figure 5. Transit Service in Carson



CITY OF CARSON ACTIVE TRANSPORTATION PLAN

CITY OF CARSON TRANSIT



TRANSIT

- Metro Stations
- Metro A Line (Blue)
- Metro J Line (Silver)
- Carson Circuit
- Long Beach Transit
- Metro Bus
- G Trans
- Torrance Transit
- → Railroad

DESTINATIONS + BOUNDARIES

Parks

City Boundary

Sphere of Influence

KEY BICYCLE IMPROVEMENT CORRIDORS

The CATCP includes pedestrian and bicycle recommendations created with a focus on select corridors and schools. These corridors were chosen based on their potential for connectivity to key destinations and for improving active transportation safety. The schools were chosen based on criteria including their proximity to disadvantaged communities and bicycle and pedestrian collisions. The CATCP will consider first- and last-mile improvements as well, to help residents and visitors make their final connections to and from transit stops. The CATCP will consider the South Bay Local Travel Network (LTN) when identifying first- and lastmile connections, as the LTN works to identify routes that are appropriate for neighborhood slow speed vehicles like golf carts, bikes, and scooters. Carson's future Bicycle Master Plan, expected to be completed in 2026, will incorporate and broaden the recommendations made in the CATCP to enhance a comprehensive and inclusive citywide bicycle network.

The key bicycle corridors included in this study are:

- Main Street
- Avalon Boulevard
- Wilmington Avenue
- Victoria Street
- University Drive
- Carson Street
- 223rd Street
- Sepulveda Boulevard

The priority schools are:

- Carson Street Elementary
- Carson High and Dolores Street Elementary cluster
- Bonita Elementary and Carnegie Middle cluster
- Broadacres Avenue Elementary
- Ralph Bunche Elementary

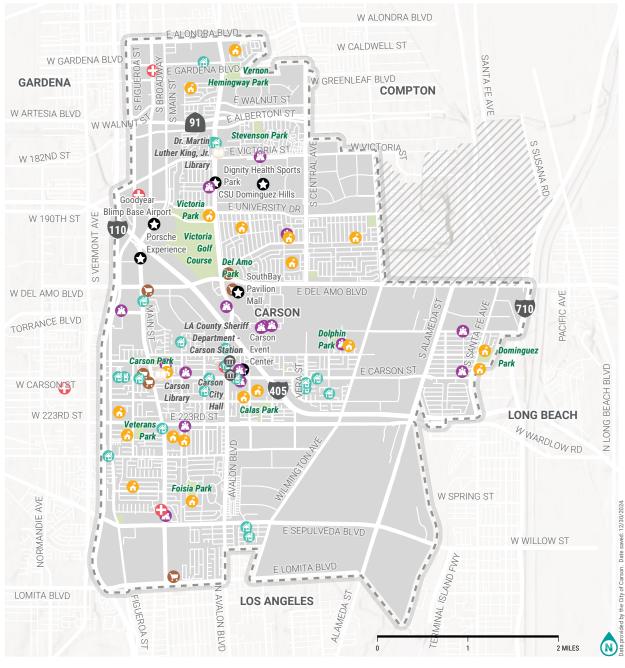
KEY DESTINATIONS

Key destinations are those that many community members and visitors travel to every day. Providing safer, convenient, comfortable, and connected active transportation infrastructure to these destinations typically reduces vehicle miles traveled and will help the South Bay region achieve greenhouse gas reduction targets. Recommendations in this CATCP were made with these key destinations in mind. While most of these key destinations are within the city of Carson, some are just outside the city boundaries within the sphere of influence and unincorporated county islands. Carson will need to coordinate with neighboring jurisdictions to create a connected first-and last-mile network to these key destinations.

The key destinations in Carson (Figure 6) are:

- Schools
- O Parks
- Childcare centers
- Medical facilities
- Mobile home parks
- Supermarkets
- Civic buildings and libraries
- CSU Dominguez Hills
- Carson City Hall
- Carson Event Center
- Kaiser Permanente's Carson Medical Offices
- Harbor-UCLA Medical Center (outside city boundaries)
- Del Amo Station on the A (Blue) Line (outside city boundaries)
- Dignity Health Sports Park
- Goodyear Blimp
- Harbor Gateway Transit Center (outside city boundaries)
- Los Angeles Harbor College (outside city boundaries)
- Porsche Experience
- South Bay Pavilion Mall
- Transit Hub at CSU Dominguez Hills (future)

Figure 6. Key Destinations in Carson



CITY OF CARSON ACTIVE TRANSPORTATION PLAN

CITY OF CARSON DESTINATIONS

alta

DESTINATIONS

- Schools
- 🛟 Medical Centers
- Civic Buildings
- Libraries
- Mobile Homes
- Childcare
- Supermarkets
- Other Points of Interest
- Parks

BOUNDARIES

City Boundary

Sphere of Influence

NEEDS ANALYSIS

The needs analysis outlines the findings of the equity analysis, safety analysis, level of traffic stress analysis, connectivity analysis, shade and cooling assessment, and network gap analysis. These analyses helped the project team understand where there are gaps in the bikeway network and where new or improved active transportation facilities are needed.

The equity and safety analyses assign an equity score to neighborhoods in the city and analyze historic pedestrian and bicycle collisions. The level of traffic stress analysis estimates the level of comfort for people walking or biking on any given roadway segment. Using data from the level of traffic stress analysis, the connectivity analysis provides connectivity scores to routes leading to key destinations and land use types. The shade and cooling assessment analyzes shade and cooling conditions in the city and the relation to comfort levels for people walking and biking.

The needs analysis concludes with a network gap analysis for active transportation users in Carson as determined by review of the existing conditions and the rest of the needs analysis data.

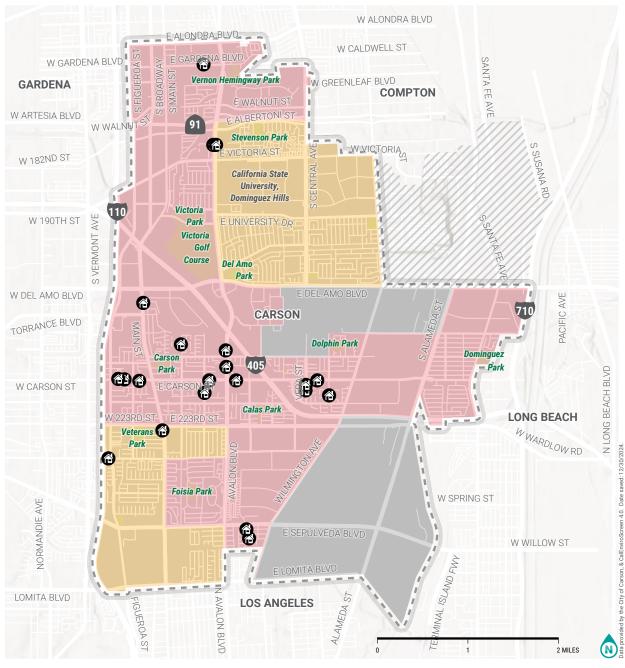
Equity Analysis

The equity analysis is a review of regional equity tools to identify disadvantaged communities in Carson. The CalEnviroScreen tool (Figure 7), created by the California Office of Environmental Health Hazard Assessment, 1 identifies communities that are disproportionately burdened by pollution. CalEnviroScreen uses pollution indicators like levels of ozone concentration and drinking water contaminants and social and health indicators like poverty levels, rates of disease, and housing burdens on residents to provide a score for each census tract in the state. For grant funding purposes, the state considers communities that score higher than 75% as disadvantaged. In Carson, much of the city is considered disadvantaged. These high scores are likely due to the industrial land use in the city and the presence of the busy I-405 freeway. According to CalEnviroScreen, most census tracts in the city score very high for the toxic release indicator, which identifies facilities that make or use toxic chemicals. Census tracts in the city also score highly for the percentage of PM 2.5 pollution in the air from cars, trucks, and factories. As shown in the CalEnviroScreen map, mobile homes in Carson are aligned with the disadvantaged areas of the city, indicating that residents living in lowcost housing are also facing the highest pollution burdens. Carson has a mobile home rent control ordinance, making it one of the least expensive cities in the region in which to rent a mobile home. However, many of these mobile home parks are in poor condition.

This CATCP also studied other equity measurements in Carson, including Healthy Places Index, Justice40, median household income, and percentage of students receiving free or reduced-priced meals in each public school. A summary of each reviewed measurement can be found in **Appendix B**.

^{1.} See https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40.

Figure 7. CalEnviroScreen



CITY OF CARSON ACTIVE TRANSPORTATION 75% to 100% (Highest Scores) **PLAN**

CITY OF CARSON **EQUITY - CALENVIROSCREEN**

CALENVIROSCREEN

65% to 74%

No Data

DESTINATIONS + BOUNDARIES

Mobile Homes

Parks

City Boundary

/// Sphere of Influence



CalEnviroScreen is a statewide composite score with values between 0 and 100 representing environmental injustice. An area with a high score is one that experiences a higher pollution burden than areas with low

SAFETY ANALYSIS

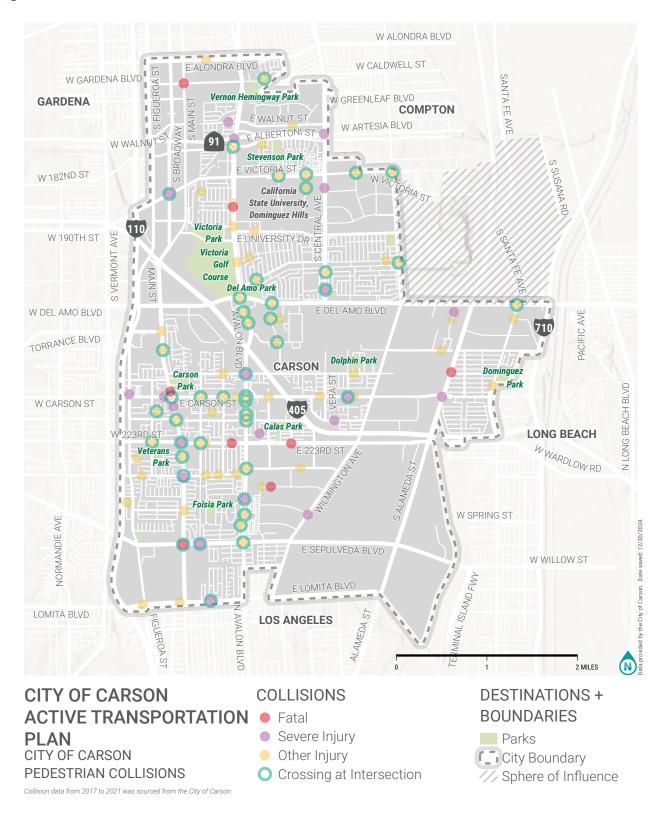
Historical data on bicycle and pedestrian collisions in Carson helps in understanding the safety of the active transportation network and in the identification of countermeasures to prevent collisions in the future. Collision data was pulled from the SWITRS, a University of California, Berkeley tool. Within a five-year period between 2017 and 2021, there were 164 pedestrian or bicycle collisions in Carson, nine of which resulted in a fatality.

Pedestrian Collisions

Between 2017 and 2021, there were 115 pedestrian collisions in Carson. 33% percent of these collisions resulted in a visible injury, 19% resulted in a severe injury, and 7% resulted in a fatality. The most frequent crash violations for these pedestrian collisions were pedestrian violations (38%) and pedestrian right-of-way violations (36%). Pedestrian violations occur when a pedestrian does not respect a motor vehicle's right-of-way, such as when a pedestrian is walking on or crossing the road. A lack of designated sidewalks or crossing facilities can sometimes account for these violations. Pedestrian right-ofway violations refer to instances in which a driver does not respect a pedestrian's right-of-way such as a driver turning at an intersection where a pedestrian is crossing. Half (50%) of the total pedestrian collisions occurred at a crosswalk at an intersection, while another 29% occurred while a pedestrian was crossing outside a crosswalk. Improved crossing infrastructure and pedestrian signals, such as leading pedestrian intervals (LPIs), can help prevent these types of violations by better placing the pedestrian in the intersection and allowing them ample time to cross.

As shown in Figure 8, most of the pedestrian collisions, including the fatalities, have occurred on major roads in Carson such as 223rd Street, Sepulveda Boulevard, Alameda Street, and Avalon Boulevard. There are fewer pedestrian collisions in the southeast corner of the city where there are fewer destinations for pedestrians.

Figure 8. Pedestrian Collisions in Carson





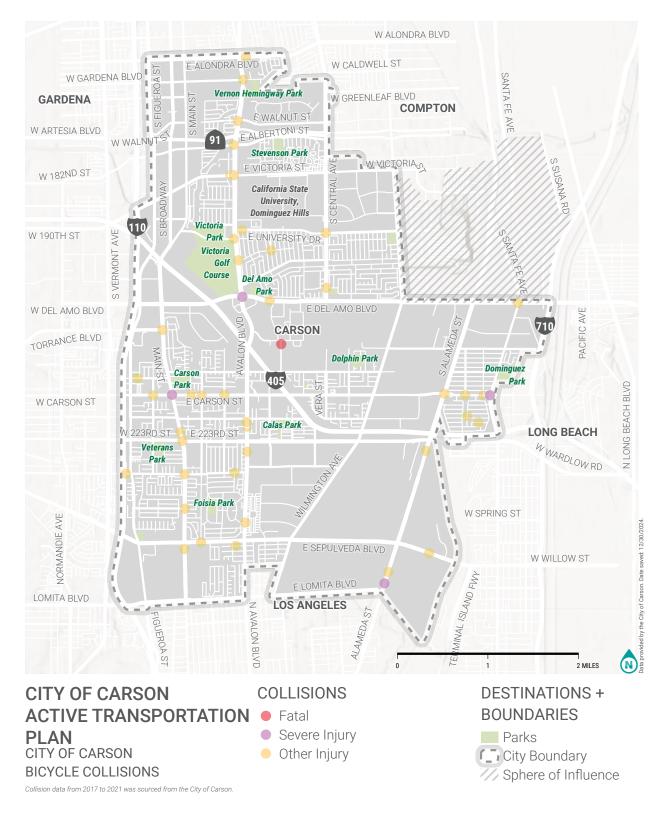


Bicycle Collisions

Forty-nine bicycle collisions occurred in Carson between 2017 and 2021. 53% percent of these collisions resulted in a visible injury, 8% resulted in a severe injury, and 2% resulted in a fatality. The most frequent crash causes were automobile right-of-way violations (27%), improper turning by motor vehicle drivers (16%), and riding a bicycle on the wrong side of the road (14%). Bicycle facilities can prevent wrong side of the road bicycle riding as they point bicyclists in the correct direction. Some facilities can also prevent collisions due to motor vehicle turning movements by keeping the bicyclist separated from traffic in an intersection.

Like the pedestrian collisions in the city, most bicycle collisions occurred on major roads like 223rd Street, Sepulveda Boulevard, Del Amo Boulevard, Avalon Boulevard, and Main Street. Collisions were mostly concentrated near CSU Dominguez Hills and the residential area in the southwest corner of the city (Figure 9). Some of the roads with bicycle collisions, like Avalon Boulevard, Del Amo Boulevard, and Carson Street, have existing bicycle facilities. However, these facilities should be reviewed for additional treatments to improve conditions and reduce future collisions.

Figure 9. Bicycle Collisions in Carson





LEVEL OF TRAFFIC STRESS ANALYSIS

The level of traffic stress considers the perceived stress that a pedestrian or bicyclist will face on a roadway segment. A journey that feels stressful is often the greatest barrier to more frequent active transportation travel. Routes should feel as comfortable as possible to increase active transportation in the city. The level of traffic stress analysis accounts for roadway characteristics and gives each roadway a score from LTS (level of traffic stress) 1 to 4. Roadways scoring an LTS 1 have the lowest level of traffic stress while roadways scoring an LTS 4 have the highest level of traffic stress.

Based on methods developed by the Mineta Transportation Institute,² the traffic stress analysis accounts for roadway characteristics including roadway width, posted speed limits, the number of traffic lanes, motor vehicle volume, the type of existing pedestrian and bicycle infrastructure, and the presence of on-street parking. In general, as roadway speeds and widths increase, and the level of separation between active transportation users decreases, the more stressful the roadway will feel.

Sepulveda Boulevard, Alameda Street, and Avalon

- LTS 1 These routes are appropriate for bicyclists and pedestrians of all ages and abilities. Facilities are usually completely separated from vehicle traffic or are along roadways with low speeds. Intersections feel comfortable and are easy to cross.
- LTS 2 These routes are appropriate for most adult active transportation users.
 Facilities may not be physically separated, but are delineated from traffic, such as a buffered bike lane. Roadways have lower speeds and one to two traffic lanes. Intersections feel comfortable for most adults.

- LTS 3 Confident adult active transportation users would feel comfortable using these routes. Active transportation facilities are closer in proximity to high-speed and high-volume traffic. Intersections feel uncomfortable but are manageable for most adults.
- LTS 4 These routes are only appropriate for the most confident active transportation users. Active transportation facilities may not be available and may require interaction with high-speed traffic on multiple travel lanes. Intersections feel uncomfortable and may not have crossing infrastructure.

As described in the existing pedestrian infrastructure section of this CATCP, most streets in Carson have sidewalks, crosswalks, and curb ramps. However, there are sections of the city with few sidewalks, long block lengths between crosswalks, and curb ramps that are not up to current ADA standards. The pedestrian level of traffic stress (PLTS) considers these factors along with other roadway factors such as roadway width and posted speed limits.

The PLTS results (Figure 10) show that most local streets in Carson are low stress, indicating that walking along these streets would feel comfortable for pedestrians of all ages and abilities. However, these low-stress islands are surrounded by higher stress collector and arterial roadways with higher speeds, longer distances between crossings, and other factors that make walking feel less comfortable. This may limit pedestrians from walking to destinations beyond their neighborhoods and instead choosing to drive. Uncomfortable walking environments can also negatively impact the number of residents that take public transit and may create unsafe conditions for pedestrians trying to access bus stops.

^{2.} Mekuria, Maaza C., Peter G. Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity." Mineta Transportation Institute, May 2012.

The bicycle level of traffic stress (BLTS) was calculated using similar methods as the PLTS. Each level of traffic stress corresponds with a bicyclist level of confidence. As the level of traffic stress increases, more confidence is required of the bicyclist. Like the PLTS results, while there are

many low-stress networks for people biking in the city, these networks are often cut off by high-stress roadways like Main Street, 223rd Street, Avalon Boulevard, and Central Avenue. A detailed analysis of the BLTS results can be found in Appendix B.

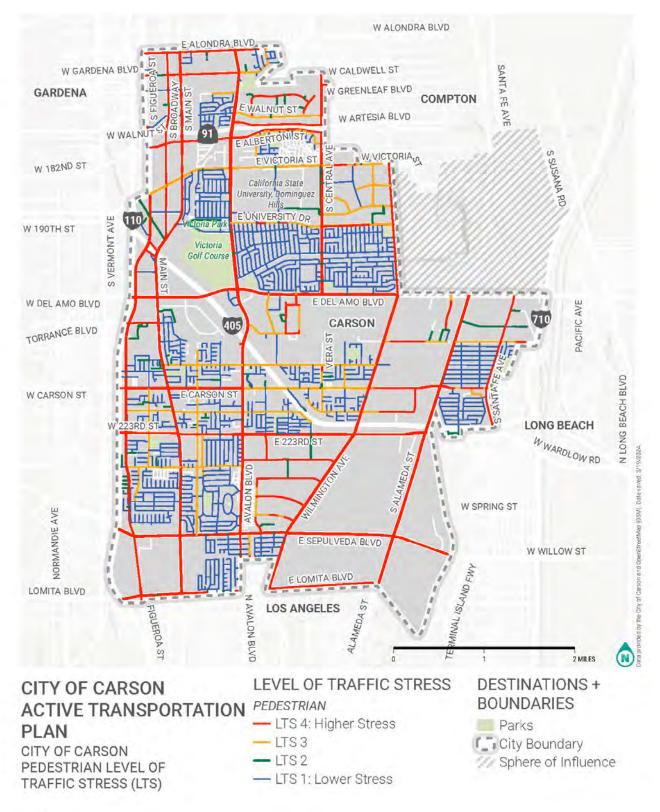


The intersection of Del Amo Boulevard and Wilmington Avenue has a high level of pedestrian stress due to long crossing distances, high speeds, and multiple travel lanes.



The intersection of 189th Street and Towne Avenue has a low level of traffic stress due to its low-speed, low-volume roadway crossing.

Figure 10. Pedestrian Level of Traffic Stress







CONNECTIVITY ANALYSIS

Using the level of traffic stress analysis networks, a connectivity analysis was completed to identify average connectivity to key destinations in the City of Carson. This analysis estimates the number of people inside and outside the city boundaries who can reach a certain type of destination either by walking or biking. The analysis shows the number of people who could walk or bike to a certain type of destination in a certain amount of time. The analysis also shows the number of people who would realistically walk or bike to a certain type of destination in the same amount of time (identified as level of traffic stress). For example, it may be possible to walk to a school in five minutes using sidewalks on a wide roadway with high traffic speeds. However, it is realistic that it would actually take 10 minutes to walk to that school as most pedestrians would use lower- stress neighborhood roads to get there.

Using only streets with lower levels of traffic stress reduces the distances most pedestrians could walk to just beyond the boundaries of the destinations. Barriers like the I-405 freeway and the Dominguez Channel significantly limit how far pedestrians can walk within 15 minutes.

Table 2 shows the number of people who could walk to a destination in 5, 10, and 15 minutes; the number of people who would realistically walk to a destination in those times based on level of traffic stress; and the difference between the two, showing the number of people who cannot comfortably access destinations in Carson by walking. Public services refers to destinations such as schools, parks, the post office, and grocery stores. Transit refers to transit stops in Carson, and amusement destinations refers to Dignity Health Sports Park, the Carson Event Center, the South Bay Pavilion Mall, and other retail or event destinations in Carson.

The analysis of relative connectivity to key destinations by biking followed similar methods to the walking connectivity analysis, detailed in Appendix B.

Table 2. Population within 5-minute, 10-minute, and 15-minute walk access

	5 MINUTES	10 MINUTES	15 MINUTES
Public Services Walk	111,618	150,822	171,005
Public Services Walk LTS	103,772	115,604	127,605
Public Service Difference (Public Service Walk - Public Service Walk LTS)	7,846	35,218	43,400
Transit Walk	8,058	17,617	28,610
Transit Walk LTS	5,321	8,058	11,376
Transit Difference (Transit Walk - Transit Walk LTS)	2,737	9,559	17,234
Amusement Walk	32,280	45,541	56,670
Amusement Walk LTS	24,362	35,186	37,568
Amusement Difference (Amusement Walk - Amusement Walk LTS)	7,918	10,355	19,102

SHADE AND COOLING ASSESSMENT

As an urban area in Los Angeles County, Carson is vulnerable to the effects of climate change and extreme heat. The shade and cooling assessment identifies current shade and cooling conditions in Carson, as well as possible future decreases in comfort levels for walking and biking, attributable to climate change. Facility improvements in this CATCP will include recommendations that improve shade and reduce the urban heat island effect.

The shade and cooling assessment was completed by assessing Carson's street tree canopy, reviewing tree planting constraints, documenting areas of pervious and impervious surfaces, and considering access to parks and cooling centers on hot days. Tree canopy data was obtained from Ecopia.³ Trees completely within residences, such as in backyards, were removed from the analysis as they do not provide shade in public spaces. Residential trees that extend into public space like the sidewalk were kept in the analysis.

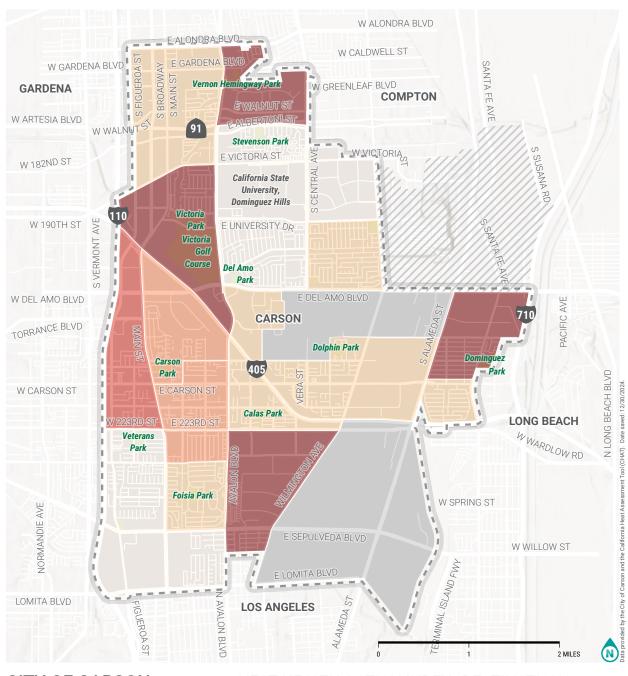
The heat vulnerability map in Figure 13 shows CalHeat's Heat Health Action Index.4 This index represents relative heat vulnerability and is calculated using demographic, health, and environmental data. The census tracts with the highest heat vulnerability are in the north, northeast, west, and south parts of the city. These tracts scored higher on indicators such as the percentage of the population in poverty, the percentage of the population without transit access, and the percentage of residents with asthma or cardiovascular disease. Figure 14 shows the Heat Health Action Index overlayed with existing tree canopy coverage in Carson. Bright vellow hexagons indicate areas where tree canopy coverage is low and the Health Heat Action Index is high. These areas are mostly concentrated in the west and center of the city, though some of these high Heat Health Action Index areas also have high tree canopy coverage, which can help mitigate the effects of extreme heat.



^{4.} Ecopia Al. Accessed February 5, 2024. https://www.ecopiatech.com/.

^{5.} California Heat Assessment Tool. "Choose by County or City: Carson." Accessed October 17, 2023. https://www.calheat.org/download.

Figure 11. Heat Vulnerability in Carson



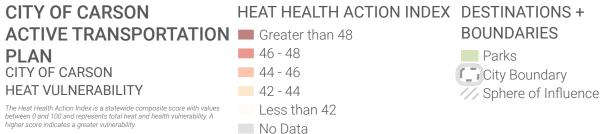
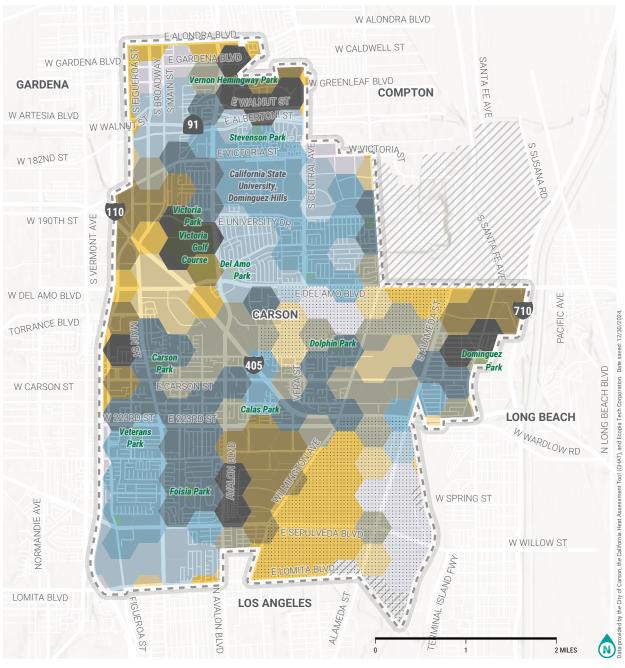




Figure 12. Heat Vulnerability and Tree Canopy in Carson



CITY OF CARSON ACTIVE TRANSPORTATION PLAN

CITY OF CARSON
HEAT VULNERABILITY AND
TREE CANOPY BIVARIATE MAP



HEAT HEALTH ACTION INDEX/ TREE CANOPY COVERAGE (%)



DESTINATIONS + BOUNDARIES

Parks
City Boundary

Sphere of Influence

*Using surrounding area information, a proportional mean sampling exercise was conducted to construct mean Heat Health Action Index hexagon values for areas of missing data. Areas with No Data had partial sampling and thus were left as no data.

NETWORK GAP ANALYSIS

The network gap analysis identifies gaps in the active transportation network such as areas that have high demand for walking and biking, but a lack of infrastructure, or in areas where there are physical barriers to active transportation travel.

Barriers

The Dominguez Channel is a flood control channel managed by the County of Los Angeles that runs diagonally through Carson. The 200-footwide channel requires all transportation users to use bridges to cross the channel. Most of these bridges are on major road corridors, none of which have existing bicycle infrastructure. Other than grade separation, the sidewalks on most of these bridges provide no physical buffer between traffic reaching 45 mph. Sidewalks on 213th Street have a fence separating the sidewalk from travel lanes; however, the sidewalk is only on the south side of the street, and there is no crossing infrastructure to direct pedestrians from the sidewalk on the north side. At the time of writing this CATCP, preliminary design has been completed for a shared-use path alongside the channel from Main Street to Carson Street. This path will create a safer, off-street option for active transportation users, but the City should also consider designing connections across the channel such as separate bridges exclusive for path users.

Parallel to much of the Dominguez Channel, the I-405 freeway is another significant barrier to walking and biking. To navigate around the freeway, active transportation users must use overpasses or underpasses, most of which are large corridors that are not comfortable for bicycling or walking. Similarly, State Route 91 (Gardena Freeway) limits comfortable active transportation access between residences and businesses in the northern portion of the city. These areas can be designed with pedestrians and bicyclists in mind, such as adding lighting or public art to increase comfort of traveling under them.



Navigating underpasses can be uncomfortable for bicyclists and pedestrians due to vehicle volumes and speeds.



Sidewalks on the 213th Street bridge are separated with fencing on one side of the road.

Bike lanes ending on major streets like Avalon Boulevard may deter bicyclists from using the existing facility.

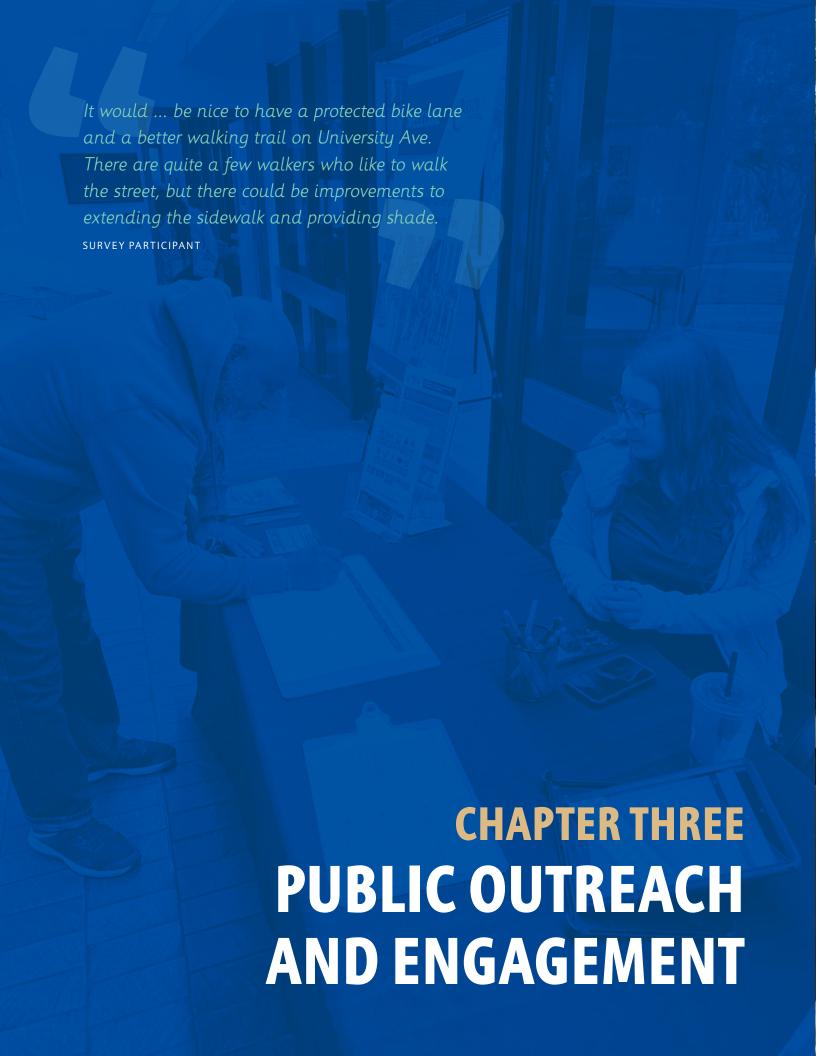
On the east side of the city, the Alameda Freight Corridor is a considerable active transportation barrier. The rail and truck travel here makes Alameda the busiest freight corridor in the country. To cross the freight corridor, active transportation users must use the existing roadway crossings at either 223rd Street, Del Amo Boulevard, Carson Street, or Sepulveda Boulevard, all of which have no bikeways and minimal pedestrian facilities. There are also no bicycle or pedestrian facilities for riding or walking along the freight corridor. Due to the volume of traffic on this corridor, active transportation improvements here will require multimillion-dollar improvements and coordination with Metro, the Alameda Corridor Transportation Authority, and BNSF and Union Pacific Railways.

The land use in Carson can also act as a barrier to active transportation use. Much of the land use in the north, east, and southeast is warehousing, industry, and manufacturing. Truck traffic is more frequent in these areas, making walking and biking uncomfortable and high stress. While there are few destinations for pedestrians and bicyclists in industrial areas, it is necessary to navigate these areas to reach regional destinations outside the city of Carson. It is also necessary for active transportation users to travel through industrial areas to reach bus stops along major roads like 223rd Street, Alameda Street, Avalon Boulevard, Carson Street, Central Avenue, Del Amo Boulevard, and Wilmington Avenue.

NETWORK GAPS

Gaps in the existing bikeway network create challenges for most bicyclists. By the completion of the CATCP, gaps in existing east-west bicycle facilities on Victoria Street, University Drive, Del Amo Boulevard, and Carson Street will be filled in with new bikeways. However, other east-west routes are incomplete, like those on Albertoni Street and Sepulveda Boulevard. Some existing east-west bikeways are also not appropriate for the roadway conditions; most bicyclists would not feel comfortable riding in 35 mph traffic on the Class III bike route on Carson Street or on the Class III on 223rd Street on the bridge across the Alameda Freight Corridor. According to the Caltrans Design Information Bulletins (DIB) 94, Class III facilities should only be used for very low-speed and low-volume locations and as a last resort when there are no other viable options. Northsouth bikeways are in design and construction on Figueroa Street, Main Street, Avalon Boulevard, and Central Avenue. Still, the existing Class II bike lanes on these LTS 4 traffic streets may not feel comfortable for most bicyclists. A lack of comfortable north-south bikeway options can limit the number of destinations that bicyclists can reach in the city.

Large intersection crossings—especially those with heavy traffic or inadequate crossing infrastructure—can be a barrier to pedestrian travel, as they can be stressful and uncomfortable for pedestrians who may perceive them as unsafe. Significant distances between intersections and marked crossings also create gaps in the pedestrian network. The inability to safely cross the street to reach a destination may deter pedestrians from making the trip at all. Large distances between crossings may encourage unsafe behavior like dashing across the street during gaps in traffic.



Online Outreach Methods

INTRODUCTION

Community engagement is an important part of the planning process to understand the needs and concerns of community members in Carson. Online and in-person engagement strategies were used to ensure the CATCP reflects the feedback of Carson residents. Public outreach and engagement included a survey, pop-ups, a town-hall, and workshops.

PROJECT WEBSITE

The project website served as the landing page for all project-related information. The website allowed community members to learn more about the project by reviewing project documents and the project overview. Community members could also view upcoming event and meeting information and follow along with the CATCP's schedule to understand how the project was progressing. The project website also hosted the project survey, and community members could provide feedback anytime via an online comment box. The draft recommendations were also posted to the project website. Community members could review maps and concept schematics of the recommendations, and provide their feedback.

"Biking and walking routes are needed] along Del Amo because Del Amo connects to the LA River path and it is so congested and dangerous that it makes it hard to bike to the path."

SURVEY PARTICIPANT

ONLINE SURVEY

The project survey was available on the project website from January through May 2024. The survey asked community members about their walking, biking, transit, and ride-share habits in Carson, including where they usually travel and which areas of the city need the most improvement. The survey also asked about the type of infrastructure community members would like to see in their neighborhoods and the types of programs that community members may find beneficial. Results from the survey were used by the project team to identify locations where community members want improved infrastructure and to understand the barriers to walking and biking in Carson.

The survey received thirty-seven responses. When asked where community members would like to walk or bike, 97% said they would like to walk or bike to parks, 46% would walk or bike to work, and 24% would walk or bike to school. These results show that while most respondents would use active transportation to reach recreational destinations, many others would also walk or bike to commute.

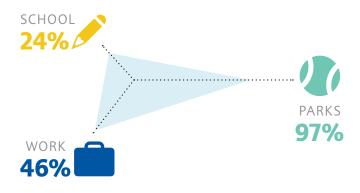


Figure 13. Responses to survey question "Where would you like to walk and/or bike in the community?"



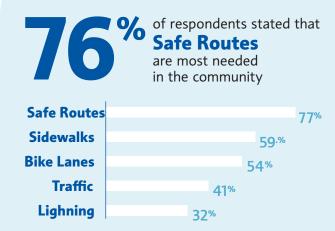
When asked about safety

of respondents stated they do not feel safe walking or biking in Carson.

Respondents provided feedback on places where more walking and bike routes are needed:

Avalon Boulevard	27%		
Carson Street	14%		
Del Amo Boulevard	11%		
Main Street	11%		







INTERACTIVE TOWN HALL

An interactive town hall was held on January 25, 2024. Nineteen community members joined the virtual event via Zoom, and Spanish interpretation was available for attendees. The town hall introduced community members to the project and prompted them to provide feedback during the town hall and through the online survey. The town hall reviewed the CATCP's goals and potential pedestrian and bicycle facilities that could be included in the recommendations. During the town hall, community members could add comments to a map of the existing and previously proposed bicycle facilities in Carson. Comments showed requests for separation between travel modes. A community member noted the danger of having bicycle lanes too close to traffic lanes, while another community member noted that bicycle and pedestrian facilities should also be separated to limit conflicts between users. Community members also identified intersections where it feels uncomfortable to bike, and where maintenance is needed to manage encroaching vegetation on bicycle paths or where lighting needs to be improved.

In-Person Outreach Events

MARKETING

Prior to each in-person outreach event, community members were invited to join the event and learn more about the CATCP. Events were marketed on the City's social media accounts, and e-mail invitations were sent to school staff, community organizations, bicycle advocates, parks and recreation centers, and other community members who had expressed interest in community planning activities. These marketing efforts also directed community members to online resources and tools to learn more about the CATCP and provide online feedback.



OPEN HOUSES

The project team hosted two public open houses in Carson to explain the project, identify community opportunities and challenges, discuss findings, and develop a shared vision for the CATCP from the community. Before the open houses, community members were invited to the City's social media pages. Each open house was a hybrid-style meeting in which community members could visit the open house in person, or could join via Zoom and watch live online.

The two open houses were held in person at the following locations:

- Anderson Park, February 22, 2024
- Veterans Park, April 18, 2024

Open House #1 was held in-person at Anderson Park on February 22, 2024. Ten attendees joined this open house. Community members were invited to share their thoughts on walking and biking in Carson, and to identify key destinations in the city where active transportation infrastructure should be improved. The open house began with a presentation that reviewed the strategies and goals for the project. Potential active transportation facilities and programs were described so community members could understand the types of options they could request to see in the final CATCP. Community members could then ask questions and provide feedback to project staff by visiting boards around the room.

Community members at Open House #1 were particularly concerned with access to public transportation and safety to and from Metro stations. Community members recommended that the City collaborate with transit services to

gather feedback from riders. Other concerns from community members included the maintenance of city facilities, including graffiti abatement. Community members also requested citywide maps of bicycle and pedestrian facilities to better encourage active transportation travel.

Open House #2 was held in person at Veteran's Park on April 8, 2024. Fifteen attendees joined this Open House. Like Open House #1, the workshop included a presentation that reviewed the purpose of the project. Community members then had the chance to voice concerns and pose questions about existing active transportation issues in the city. Additionally, they could actively participate by using a wall map to pinpoint specific areas of concern, facilitating interactive discussion.

Community members requested improved lighting to make walking and biking feel safer, particularly at freeway overpasses. A participant had a concern about Class II bike lanes next to parked cars, and suggested including a buffer adjacent to parked vehicles rather than just between the bike lane and travel lane. Several participants voiced concerns about sidewalk maintenance and street cleaning, stating that unmaintained facilities make it more difficult to walk or bike. Participants highlighted Del Amo Boulevard as a priority street that needs a safer bikeway and better maintenance, as it connects to destinations and other existing bikeways.

Workshop Summaries

As part of the outreach efforts from the project team, two in person workshops and one virtual workshop were held in November 2024. These workshops were focused on presenting the recommendations and Plan findings to the community. Community members were invited to provide feedback on the draft recommendations and to bring up any additional concerns related to walking and biking in Carson. At each workshop, draft concept schematics were presented, as well as draft recommendations maps and photos of the types of proposed facilities so community members could best understand the information that would be included in the final Plan and could provide their feedback. The workshops included a short presentation from the project team, but the workshops were structured to be focused on discussions with community members. Community members were encouraged to explore the workshop space and to chat with project staff. Community comments were recorded on sticky notes placed on the recommendations boards around the room.

Key themes from the feedback provided at the workshops included a desire for proactive maintenance from the City, hesitation about certain infrastructure improvements, particularly those that may be new in Carson, and the identification of locations in the City where active transportation improvements are most needed. In response to these concerns, the Plan was updated with a more robust maintenance programming section, community programming recommendations to encourage more walking and biking in the City, and an updated infrastructure recommendations list that addresses the concerns from the community.



The two in-person workshops were held at the following locations:

- Hemingway Park, November 14, 2024
- Carson Event Center, November 21, 2024

The virtual workshop was held on the following date:

Zoom, November 19, 2024

Workshop #1 was held in-person at Hemingway Park on November 14, 2024. Seven attendees joined this workshop. Workshop attendees expressed concerns about the maintenance of bicycle facilities, particularly separated facilities that may have unique street sweeping challenges. Community members had positive responses to traffic calming recommendations that would result in slower traffic speeds, however some attendees expressed hesitation about how traffic circles and other traffic calming techniques would affect residents that live adjacent to the infrastructure. The community also emphasized that coordination with schools will be crucial prior to the implementation of any infrastructure, especially when improvements may impact pick up and drop off areas. The project team explained that prior to the implementation of any recommendations,

including traffic calming, additional design and engineering studies, as well as additional outreach would be conducted to ensure the final design meets community needs.

Workshop #2 was held in-person at the Carson Event Center on November 21, 2024. Five attendees joined this workshop. The community asked about how the recommendations would be funded and the cost for the active transportation network. The project team explained the variety of funding sources available for active transportation facilities. The community expressed disappointment in previous bike route designs in the City, such as on Carson Street, as these routes do not feel comfortable, but were happy to see alternative routes proposed in this Plan. The community also expressed concerns about the maintenance of bikeways, explaining that unmaintained bikeways typically cannot be comfortably used by bicyclists. Workshop #2 concluded with a rich discussion about how the community and the City can work together to encourage more residents to walk and bike. This included a conversation about programming ideas that the community would like to see, including open streets and quick build projects.

The virtual workshop was held November 19, 2024. Eleven attendees joined this workshop. The workshops was held on Zoom, but workshops attendees were also provided with an interactive link for the platform Miro, which allowed attendees to explore the draft recommendations maps and concept schematics and to leave comments in real-time. After the workshop, attendees were also invited to visit the project website to provide any additional comments, and to share the link with neighbors and friends. Attendees in the virtual workshop identified specific locations where additional active transportation considerations were needed, such as on 223rd Street, near Carson High School, and near the Carson Civic Center. Attendees also pointed out locations where there are specific maintenance concerns related to vegetation. The project team reviewed these locations and modified and added active transportation recommendations to address these community comments and concerns.



Pop-Ups

Prior to the three November 2024 workshops, the project team hosted pop-ups at three existing City events. This allowed the project team to connect with community members that may not typically be involved in the City planning processes and to quickly provide information to community members that may not have been aware of the CATCP.

The pop-ups were held at the following locations:

- Carson Jazz Festival, Anderson Park, October 5, 2024
- Filipino American History Celebration, Carson Event Center, October 12, 2024
- Larry Itliong Day, Carson Event Center, October 26, 2024

Approximately 100 community members were contacted across all of the pop-up events. At each pop-up, the project team informed the community about the Plan, the website, and about the upcoming workshops. Community members that spoke with the project team during the pop-ups requested more accessible sidewalks for pedestrians using mobility devices, better education for bicyclists and drivers about sharing the road, and more walking and biking connections to destinations like schools, parks, and transit stops. Overall, many of the community members engaged during the pop-ups were happy to see that the City is planning to improve active transportation infrastructure.

City Meetings

In November 2024 the project team presented to the City Planning Commission (November 12) and the Public Works Commission (November 18). The purpose of these presentations was to inform the Commissions about the status of the draft Plan, to ask Commission members to provide feedback on the Plan, and to invite Commission members to the workshops and to visit the project website. The presentations were also meant to inform community members that were watching or attending the Commission meetings about the Plan and the workshops. The project team encouraged Commission members to distribute information about the Plan to their constituents. Feedback from the Commission meetings included questions about the function of traffic calming devices and the long-term maintenance of the recommended improvements. Commission members also raised concerns about the potential impact of these improvements on travel patterns. As a result, the final plan was updated to provide more detailed information on the recommended improvements, including maintenance options for staff to explore.

A presentation to the Carson Environmental Commission was agendized (December 4) but was not delivered due to lack of quorum.



Recommendations Development and Public Outreach

The recommendations made in this CATCP were made and refined with community feedback in mind. When specific locations were noted by the community, recommendations were planned for those locations when feasible. Class IV and Class IIB bicycle recommendations made in the CATCP are in part a result of community members requesting additional separation between bike lanes and traffic lanes as well as between bike lanes and parked cars. Lighting recommendations are also included in the CATCP, particularly at freeway overpasses, which community members noted as a barrier to active transportation users. Finally, when community members identified potential issues or concerns with any draft recommendation, the project team reviewed and edited the recommendation when needed.



Recommendations

RECOMMENDATIONS PROCESS

The recommendations process requires an understanding of previous planning efforts, the existing biking and walking conditions in Carson, and community desires for improving active transportation in the city. Recommendations made in this Plan address the gaps and barriers in the existing active transportation network and provide countermeasures for areas where there is a high level of traffic stress or history of pedestrian and bicycle collisions. In addition to closing network gaps, the recommendations in this Plan focus on improving ADA access and providing safer routes to school, which will ultimately benefit all active transportation users in Carson.

This CATCP was created to complement Carson's future Bicycle Master Plan (BMP). The BMP will provide more detailed and thorough recommendations for bicycle improvements in Carson. This CATCP instead focuses on priority bicycle corridors. The recommendations made on these priority corridors will be built upon in the BMP. Each of the following priority corridors have an LTS of 3 or 4 for both pedestrians and bicyclists and include the entire length of the street within the City limits. These corridors were chosen by City staff prior to the inception of this CATCP based on the corridors' connectivity to schools, parks, transit, employment and civic centers.

- 223rd Street
- Avalon Boulevard
- Carson Street
- Main Street
- Sepulveda Boulevard
- University Drive
- Victoria Street
- Wilmington Avenue



The pedestrian recommendations made in the CATCP are also focused along the priority corridors and at intersections that connect to community destinations like schools or transit, have a history of pedestrian or bicyclist collisions, or are key to making active transportation connections. However, these pedestrian recommendations serve as guidelines for streets and intersections throughout the city and should be considered on corridors beyond where the recommendations are made. Using the CATCP's recommendations as an example, the City can plan similar pedestrian improvements on streets throughout Carson, during efforts such as the yearly Capital Improvement Program (CIP). Most of the recommendations made in this



CATCP are along City-maintained roadways. However, there are recommendations that will require coordination with other jurisdictions. Recommendations that provide access around, over, or under highways, including I-110, I-405, I-710, and SR-91, require Caltrans coordination, while recommendations adjacent to the Dominguez Channel will require coordination with the Army Corps of Engineers. Similarly, recommendations that touch the Alameda Freight Corridor will require coordination with the Alameda Corridor Transportation Authority. Some recommendations may also require working with jurisdictions that neighbor Carson to create regional connected networks. This coordination will be beneficial for the City of Carson as it allows these jurisdictions to share resources to implement the improvements. Coordination between jurisdictions also creates

opportunities for Carson and its neighboring cities to submit joint applications to fund regional recommended projects.

Each of the recommendations made in this CATCP are planning-level, meaning the recommendations were created with considerations for aspects such as like connectivity, gap closures, equity, safety, level of traffic stress, and community input. The highest priority recommendations include more detailed cross sections, which illustrate how the recommendation can interface with the existing roadway. While these cross sections were made with high-level considerations of design and engineering factors such as right-of-way widths, no recommendations in this CATCP, including the cross sections, are a substitute for further design and engineering review.

PROPOSED BICYCLE PROJECTS

The city currently has nearly 50 miles of existing or in-design bikeways. This CATCP also recommends nearly 50 miles of bikeways in the city. While some of these recommended bikeways are new, others are enhancements to existing facilities or build upon previously proposed facilities from documents such as the 2013 Carson Master Plan of Bikeways, the Carson Local Road Safety Plan (LRSP), and the South Bay Cities Council of Governments (SBCCOG) Local Travel Network (LTN) Study.

Figure 15 on page 58 shows the different bicycle facility types that were considered for each roadway. While bikeways can lower the level of traffic stress for bicyclists, the correct facility type, based on adjacent motor vehicle speeds and volumes, must be chosen to encourage and safely accommodate more bicyclists to use the bikeway. Larger, higher-speed roadways generally require bikeways with additional protection or separation from vehicle traffic. If a bikeway does not have adequate protection for the roadway type, it is likely that only the most confident bicyclists will use the bikeway, thereby limiting the functionality and overall utility of the facility.

In Design Bikeways

There are nearly 30 miles of bikeways in Carson that are already in design or construction phases, and are in the process of being implemented. In some cases, such as on Main Street and Avalon Boulevard, a recommendation in this Plan has been made to enhance these in design bikeways. Any recommendation made in the same location as an in design bikeway is a long-term recommendation and may be considered as a second phase to the in design bikeways. Long term recommendations are not expected to be implemented for several years, as they require further studies or funding considerations.

However, long-term recommendations are important in building a comfortable and connected active transportation network in Carson.

BICYCLE PARKING

Knowing a secure place is available to store a bike at a destination is an important part of making a bicycle trip feasible and can help encourage more bicycling in Carson. Though Carson uses a variety of bicycle racks throughout the city, including wave, inverted U, post and ring, and wheel well-secure racks, bicycle parking is sparse. Nevertheless, bicycle parking can be found at many city parks and schools, at retail destinations such as South Bay Pavilion Mall, and at some supermarkets such as Walmart Neighborhood Market. Bike racks are also present at important locations and destinations including Carson City Hall, CSU Dominguez Hills and Dignity Health Sports Park, and many bus stops. Decorative bicycle racks were also recently installed along Carson Street near the Carson Library and Carson Street Elementary School.

The installation of new bicycle racks should follow Association of Pedestrian and Bicycle Professionals guidance. Preferred short-term parking systems include inverted U racks, post and ring racks, and wheel well-secure racks. Other popular racks like wave racks and spiral racks are not recommended as they do not allow for two points of contact, are not as intuitive, or are not as easy to use. Long-term bike storage can include bike lockers or bike cages. These parking options should be enclosed and sheltered to protect bicycles from theft, vandalism, and weather.



Photo: SBCCOG

LOCAL TRAVEL NETWORK (LTN)

The LTN (**Figure 14**) is a network of routes that are appropriate for neighborhood slow speed vehicles like golf carts, bikes, scooters and other micromobility devices. The LTN was created by SBCCOG by identifying streets with posted speeds less than 25 mph that connect to residential neighborhoods and popular community destinations. The LTN also uses streets with existing bicycle infrastructure and safer crossing opportunities. The LTN is implemented through a series of wayfinding and sharrow pavement markings to inform drivers and micromobility users that they are on a safer, slow speed street.

In Carson, the LTN network is concentrated on residential streets in west Carson, with other small connections east of Alameda Street and near CSU Dominguez Hills. Due to the high speeds on many of Carson's arterial streets, there are limited opportunities to use these streets for golf carts or any micromobility other than devices that can safely use bicycle lanes. However, the recommendations in this Plan can enhance the LTN by providing separated bicycle facilities to connect with the LTN. For example, this Plan recommends enhancing the existing Class II bike lane on Avalon Boulevard to be a Class IV separated bikeway. This separated bikeway may increase the number of bicyclists that feel comfortable using Avalon Boulevard to connect



Photo: SBCCOG

to the LTN in west Carson. Similarly, adding physical protection to the existing Class II bike lanes on Victoria Street, a 40 mph roadway, will create a more comfortable connection to the LTN. The recommendations made in this Plan will also enhance the chosen LTN streets. Recommended bicycle boulevards on 213th Street, 220th Street and 228th Street include implementing traffic calming infrastructure to slow down vehicles and reduce vehicle volumes. This traffic calming will help keep speeds low for LTN micromobility users.

In some cases, the recommended bicycle network has been modified to best encourage use of the LTN. To provide a complete LTN connection on 213th Street and 214th Street, LTN users must travel a short segment on Main Street. For larger

electric vehicles like golf carts to use this short segment, the segment should not include physical bikeway protection. This will allow golf carts to use the bike lane and painted buffer to make the connection across Main Street. Some roadways on the LTN network are designated as Local Vehicle Use (LUV) lanes. These LUV lanes are envisioned to be designed like a Class IV with a width to accommodate golf carts. These lanes are an innovative design that do not currently exist in the region. If LUV lanes are implemented in Carson, the Main Street segment between 213th and 214th Streets can continue as a protected Class IV. SBCCOG and the City of Carson will continue to look for these types of opportunities to provide compatibility with both the LTN and CATCP networks.

Figure 14. Local Travel Network (LTN)

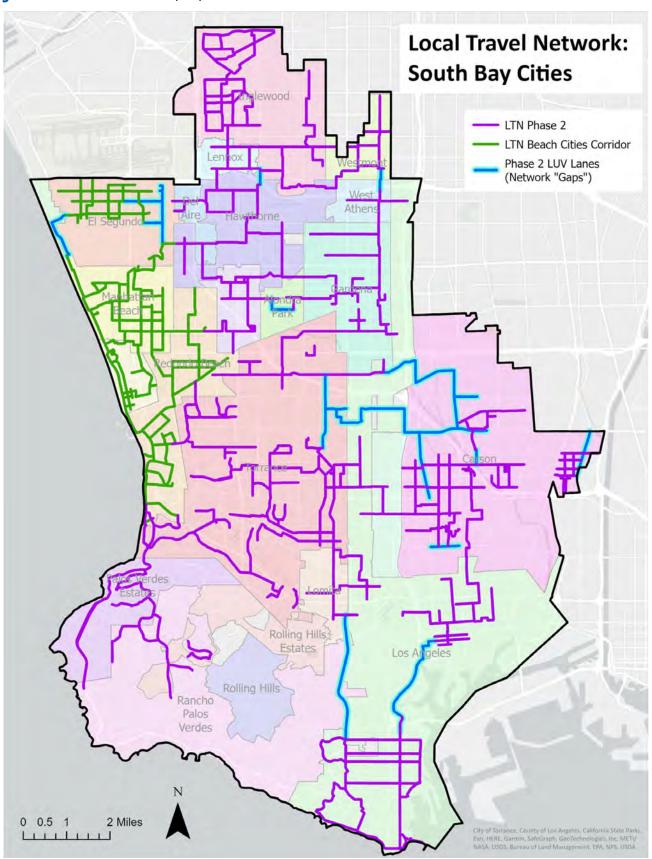


Figure 15. Bicycle Facility Types



Class I
Shared Use Path

Paths completely separated from motor vehicle traffic used by people walking and biking. Comfortable for people of all ages and abilities.



Class IIIB
Bicycle Boulevard

Calm local streets where bicyclists have priority, but share roadway space with automobiles. Includes pavement markings and traffic calming measures.



Class II
Bike Lane

Dedicated lane for bicycle travel adjacent to traffic. Painted line separates the bicycle lane from motor vehicle traffic.



Class IV

On-street bike lane separated from motor vehicle traffic by curb, median, planters, parking, or other vertical elements.

One-Way
Protected Bike Lane



Class IIB
Buffered Bicycle Lane

Dedicated lane for bicycle travel separated from traffic by a painted buffer. The buffer provides additional space from motor vehicles and parking.



Protected bike lanes can be one-way or two-way facilities, and may be at street-level or may be elevated.

Two-Way
Protected Bike Lane



Class III
Bike Route

Signed bike route, sharing the roadway with motor vehicles. Can include pavement markings. Used when space for bike lane may not be feasible.



Future design studies will determine the appropriate Class IV design for each street.

Elevated Protected Bike Lane

CARSON BICYCLE MASTER PLAN

The future BMP will recommend additional bikeways throughout the city and will build upon the bicycle recommendations in this CATCP. The BMP will also evaluate this Plan's recommendations in more detail, such as identifying areas where protected bike lanes are infeasible or where recommended bikeways should be rerouted to alternative streets. The BMP will identify corridors which are better suited for certain types of vehicles, such as trucks, versus corridors better suited for bicycle facilities through a Complete Streets corridor assessment. A Complete Streets assessment will likely involve examining the General Plan Street classifications in more detail. Neighborhood connections to and from bicycle facilities recommended in this Plan will also be evaluated in the BMP.



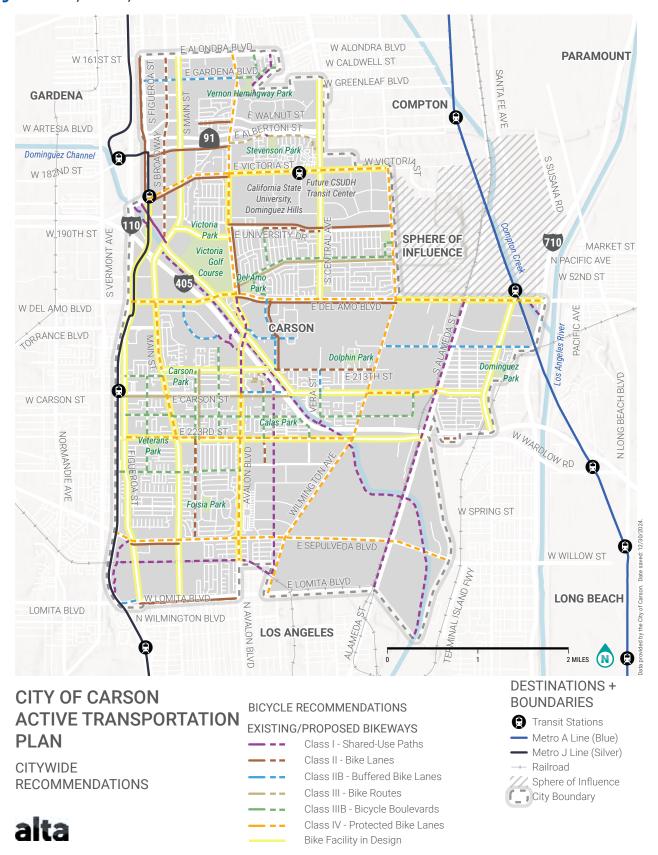
BICYCLE RECOMMENDATIONS

The bicycle recommendations in this CATCP focus on continuous, separated north-south and eastwest connections throughout Carson. Class IV separated bikeways on major streets like 223rd Street, Main Street, and Victoria Street will provide a more comfortable route for bicyclists to reach everyday destinations like schools, parks, retail, and residential communities. Separated bikeways in industrial areas such as along Wilmington Avenue and Sepulveda Boulevard will separate bicyclists from heavy truck traffic that use these roadways. Improvements to the existing Del Amo Boulevard bicycle lanes were frequently requested by community members due to the road's connection to the Metro Del Amo Station. Community members also requested improvements along Avalon Boulevard. A physically separated bikeway and a painted buffered bikeway along Avalon Boulevard will improve the bicycling environment for those biking to destinations including the South Bay Pavilion and CSU Dominguez Hills. As Avalon Boulevard passes under the I-405 freeway, there is potential to widen the existing sidewalk to create an offstreet path for pedestrians and bicyclists in this constrained area. This will require further study, and coordination with Caltrans and the Army Corps of Engineers.

Bicycle facility recommendations were also created with isolated Carson communities in mind. A pedestrian and bicyclist bridge over the Alameda rail corridor on Dominguez Street will connect residents in the Dominguez Park neighborhood. Similarly, a Class I shared-use path along Alameda Street will provide a safer path for people biking to connect with other bicycle facilities on connecting corridors.

Figure 16 shows the citywide bicycle recommendations in Carson. Zoomed in recommendations maps and lists of every bicycle recommendation are shown in **Appendix D**.

Figure 16. Citywide Bicycle Recommendations



PROPOSED PEDESTRIAN PROJECTS

The pedestrian infrastructure recommended in this CATCP is intended to be a guide for City staff to use and apply to other roadways in Carson during efforts such as the yearly Capital Improvement Program (CIP). The recommendations in this CATCP are focused on the priority corridors and were chosen to create safer pedestrian spaces that allow pedestrians to walk along and to cross roadways comfortably. Some pedestrian infrastructure can also act as traffic calming to slow vehicles and reduce collisions, which is beneficial to all road users. The pedestrian toolbox below describes the type of pedestrian infrastructure recommended in this CATCP.

Crossing Facilities

High-Visibility Crosswalk

Crosswalks delineate the path for pedestrians to cross the street and alert drivers that pedestrians may be in the area. High-visibility crosswalks make people crossing the street more visible to drivers than crosswalks with only two parallel lines. When near a school, these crosswalks should be painted yellow to alert drivers that children may be in the area and may be using the crosswalk. Crosswalks near schools should also be enhanced with other improvements, like school crossing signage to further increase the visibility of the crossing.

Carson uses an unofficial "piano" style 12"-24" staggered crosswalk design. This design is CA MUTCD compliant, but is not explicitly included in the CA MUTCD. This style crosswalk allows the city to have a unique crosswalk style that is particularly high visibility.



of-way for those crossing the street.

Raised Crosswalk

Raised crosswalks are physical traffic calming elements that allow pedestrians to cross at grade with the sidewalk. Raised crosswalks are typically placed midblock on local roads to improve the visibility of crossing pedestrians and to slow drivers. Implementation of raised crosswalks are subject to LA County Fire Department approval and to a drainage study.



An example of a raised crosswalk at the intersection of State Route 2 and N Linden Drive in the City of Beverly Hills.

Pedestrian Refuge Island

Pedestrian refuge islands are medians in the center of the crosswalk where pedestrians can rest and break a longer crossing into separate shorter crossings. The islands are typically placed on multilane roads to allow pedestrians to focus on crossing one direction of traffic at a time. In addition to helping pedestrians cross the street, pedestrian islands can act as traffic calming by narrowing the roadway.



Pedestrian refuge islands at Avalon Boulevard and E Victoria Street provide a safe resting space for pedestrians when crossing the multilane Avalon Boulevard.

Curb Treatments

Daylighting

Daylighting a crosswalk involves the removal of street parking at the approach to a crosswalk. Daylighting eliminates blind spots caused by the parked vehicles and increases visibility of people crossing at an intersection. Daylighting an intersection can be completed by simply painting a curb red, but it can also include physical barriers such as bollards or planters near the crossing to prevent vehicles from parking in the area. Daylighting does not remove legal parking spaces; it reinforces the existing Carson Municipal Code, which prohibits parking within 30 feet of a marked crosswalk, stop or yield sign, signal, or beacon. Parking is also prohibited in areas where stopped vehicles impair visibility or endanger public safety. Per California Assembly Bill 413, beginning on January 1, 2025, it is prohibited to stop or park a vehicle within 20 feet of any marked or unmarked crosswalk in California.



Curb Extension

Curb extensions shorten the crossing distance for pedestrians by extending the curb further into the roadway. Curb extensions also calm traffic by visually and physically narrowing the roadway and by tightening curb radii, which slows down turning motorists.



A curb extension at Carson Street and Grace Avenue shortens the crossing distance when crossing Carson Street.

Protected intersections

Protected intersections use a combination of treatments such as curb extensions, setback protected bike lanes, and refuge islands that physically protect pedestrians and bicyclists waiting to cross the intersection. Protected intersections create shorter crossings for active transportation users and make them more visible to drivers.



Signals and Beacons

Right-Turn Restrictions

No Right on Red policies prevent drivers from turning right unless the signal phase is green. Drivers attempting to turn right on red may be focused on traffic approaching from their left and turn right without looking for pedestrians on their right. No Right on Red policies also prevent drivers from pulling into the crosswalk to see the traffic approaching from the left. Importantly, right turn on red prohibitions discourage drivers from attempting to turn right across a crosswalk with heavier pedestrian activity. This prohibition also is useful in locations where complex phasing schemes make it challenging for drivers to predict other vehicle movements across their desired path.



Right turns from Wilmington Avenue onto I-405 are prohibited when the signal is red.

Traffic Signal Improvement

Traffic signal improvements can include a variety of enhancements to improve road safety. Implementing a left-turn phase at a traffic signal gives drivers a specified time to turn left while also stopping pedestrian crossings to reduce conflicts between pedestrians and left-turning vehicles. Optimized signal coordination and longer green phases can prevent collisions between pedestrians and drivers that may attempt to speed through yellow or red phases. Adding traffic signals in places where they do not exist can improve driver awareness at an intersection and provide pedestrians with signals to cross.



Street separates left-turn traffic from through traffic.

Leading Pedestrian Interval (LPI)

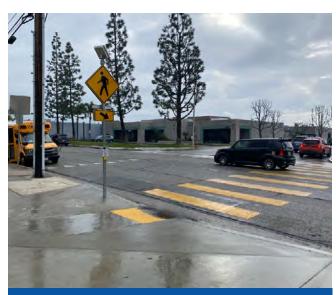
LPIs provide pedestrians with a three- to sevensecond head start into an intersection before motorists are given a green phase. LPIs allow pedestrians to establish their presence in the intersection, increasing visibility for drivers. LPIs should include pedestrian countdowns at signals where they do not already exist. LPIs can be implemented to activate only when a pedestrian actuates the pedestrian phase with the pushbutton. The implementation of an LPI will require a new traffic signal controller and associated equipment.



LPIs provide pedestrians with a head start into an intersection before vehicles are given a green phase.

Pedestrian Hybrid Beacon (HAWK) and Rectangular Rapid Flashing Beacon (RRFB)

At unsignalized intersections and midblock crosswalks, a Rectangular Rapid-Flashing Beacon (RRFB) may be installed to alert drivers that a pedestrian is using the crosswalk. These beacons are activated by a pedestrian push button. Once activated, LED lights on the crosswalk signage flash rapidly, indicating that the driver should stop. In some cases, such as at wide streets or streets with higher motor vehicle speeds, pedestrian hybrid beacons (HAWKs or PHBs) are more appropriate than RRFBs. When a pedestrian presses the crossing button at a HAWK, a red signal face overhead illuminates. Unlike RRFBs, HAWKs also include pedestrian signals with countdown timers. RRFBs must activate immediately upon the pedestrian pressing the pushbutton, while HAWKs/ PHBs may be synchronized with upstream and downstream traffic signals.



An example of an RRFB from the City of Placentia, alerting drivers to the presence of crossing pedestrians.

Traffic Calming

Chicanes, Speed Humps, Traffic Circles, and Roundabouts

Chicanes, speed humps, traffic circles, and roundabouts are physical elements that slow traffic along a roadway. Chicanes physically narrow the roadway and divert drivers around a curve, reducing speeds. Speed humps act as vertical traffic calming by slowing drivers as they drive over the hump. Speed humps are typically used on lowerspeed local streets (30 mph or below). Speed cushions can also be used in place of speed humps. Speed cushions typically have a wheel cutout in the center which makes them easily traversable for bicyclists and large emergency vehicles. Traffic circles and roundabouts require drivers to slow down as they approach the intersection to navigate the circle. Traffic circles and roundabouts reduce conflict points at the intersection for all road users. Traffic circles are typically used on local streets, while roundabouts can be used on larger collector and arterial roads. All traffic calming implementation will be subject to drainage analysis and fire department approval.



slows down traffic close to Broadacres Avenue Elementary

Signage and Striping

Signage and striping can alert drivers of the presence of upcoming pedestrian activity. Striping, such as centerline and on-street parking striping, can visually narrow the roadway and may reduce driver speeds. On local roadways, however, these techniques should be used with caution as they may have the opposite effect, instead encouraging drivers to view the roadway as a higher-speed area. Centerlines on low-volume local roadways can create a sense of confidence for drivers that the roadways is expected to be used as a through street. This can prompt drivers to increase their speeds and reduce their sense of caution driving on local roads, creating uncomfortable conditions for pedestrians and bicyclists. When there are no centerline on local streets, drivers are more cautious and lower their speeds. According to the CA MUTCD, centerlines are required on all arterial and collector roadways wider than 20-feet and with an average daily traffic volume (ADT) of 6,000 vehicles per day or greater.

Intersection striping like stop bars and advance yield markings indicate to drivers where they should stop before a marked crosswalk. School crosswalk signage can indicate to drivers that a school is in the area and there may be children using the crosswalk. Wayfinding signage can also be used to direct pedestrians to safer infrastructure like crosswalks or shared-use paths.

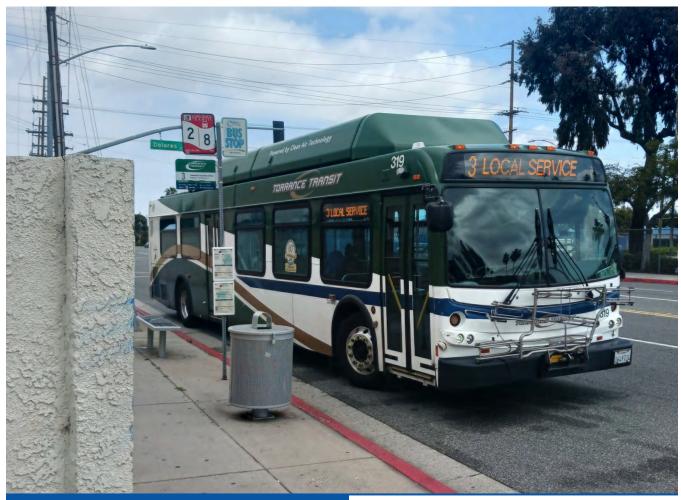


Transit Stop Improvements

Transit Stop Amenities

Transit stop amenities such as benches, shelters, real-time bus schedules, trash receptacles, bicycle parking, and Wi-Fi can enhance the transit experience for bus riders. Transit stop amenities not only improve the comfort of taking transit for existing riders, it can also encourage further ridership by highlighting transit service benefits. Care must be taken in the placement of transit stop amenities to maintain a clear path on the sidewalk for pedestrians, especially those using mobility devices. The City may also consider the implementation of transit stop infrastructure

like bus bulbs and bus islands. Bus bulbs act as large curb extensions, extending the bus stop into the roadway. This allows buses to serve the bus stop without leaving the travel lane, improving efficiency. When bus stops are adjacent to Class IV protected bikeways, bus islands provide a cutthrough space for the bikeway, eliminating conflicts between buses and bicyclists. These infrastructure improvements require additional design and engineering studies to determine if they are feasible in Carson.



A bus stop with a bench, bus schedules, and trash receptacles.

Citywide Recommendations

Certain recommendations should be made throughout the city to provide safer pedestrian connections separated from motor vehicles. Specific sidewalk recommendations included in this Plan show areas where community members have expressed concerns with gaps in the sidewalk or the quality of the existing sidewalk. Figure 17 shows other sidewalk gaps in the city. These sidewalk gaps account for areas where sidewalk is missing on one, or both sides of the street. Per the Carson General Plan, sidewalks are not required in industrial areas of the city, which account for most of the sidewalk gaps. This Plan recommends prioritizing the completion of the sidewalk network along gaps outside of the industrial areas. Carson can improve and construct sidewalks during regular maintenance such as during the annual pavement overlay program.

Similarly, daylighting intersections by prohibiting on-street parking at the approach to a crosswalk is an improvement that should be made citywide. Daylighting an intersection is a low-cost update that can improve the safety of an intersection by reducing blind spots for drivers and enhancing the visibility of crossing pedestrians. Due to the volume of intersections, daylighting recommendations are not shown on the recommendations maps in this CATCP, but the City will daylight intersections as needed alongside other street improvements.

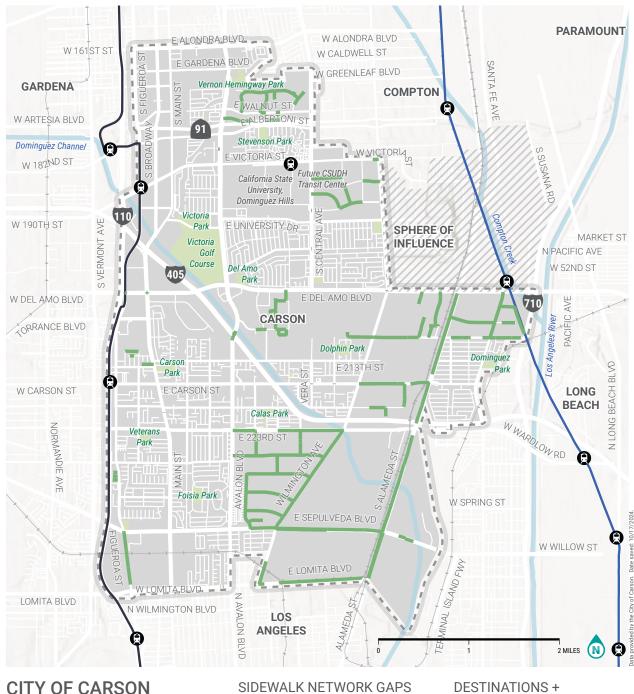
Lastly, community members requested shade to accompany active transportation infrastructure in the city of Carson. As described in the shade and cooling assessment in Chapter 2, there are areas in Carson where communities are vulnerable to extreme heat due to health and economic indicators and low tree canopy. Planting more trees and constructing shade structures in the most vulnerable communities along sidewalks, bikeways and at transit stops, where feasible, can mitigate the effects of extreme heat.

Figure 18 shows the citywide pedestrian recommendations in Carson. Zoomed in recommendations maps and lists of every pedestrian recommendation are shown in **Appendix D**.

Carson Downtown District

Carson Street has existing center medians, chicanes, and on-street parking which help to manage traffic volumes and speeds, creating a more comfortable experience for bicyclists using the existing Class III bike route on this corridor. Avalon Boulevard has segments of existing bike lanes and has center medians along its length. Recommendations on Carson Street and Avalon Boulevard will help to define these streets as active transportation corridors, and as a downtown district. A gateway at either end of the corridors will welcome visitors to the area and will create a sense of place. The gateway could include a monument, arch, special landscaping, or other elements that reflect the identity of the City of Carson and of the Carson Street community. Colored pavement and special pavement surfaces, such as colorful crosswalks and stamped concrete throughout the corridor can also establish community identity. A painted crosswalk could be created in collaboration with nearby schools, such as Carson Street Elementary to show the City's support for Safe Routes to School. Sidewalk murals can also be a creative way to express community identity and could be created in collaboration with business owners or city services like the Carson Library. The final gateway styles and pavement colors should be studied further for feasibility, conformance, maintenance, and aesthetics prior to implementation.

Figure 17. Sidewalk Network Gaps



CITY OF CARSON ACTIVE TRANSPORTATION — Sidewalk Gap **PLAN**

CITY OF CARSON SIDEWALK GAPS

alta

DESTINATIONS +

BOUNDARIES Transit Stations

Metro A Line (Blue)

Metro J Line (Silver)

City Boundary Sphere of Influence

Parks

Figure 18. Citywide Pedestrian Recommendations





ADA-compliant curb ramps at Gunlock Avenue and E Kramer Drive provide access to sidewalks for people of all abilities.

Accessibility Projects

Accessible curb ramps are required when there are changes in grades greater than ½ inch. Curb ramps should allow for pedestrians with mobility devices to maneuver from the sidewalk to the ramp and to the street crossing safely and easily. Curb ramps may be directionally aligned with street crossings or may be located at the center of the curb radius to serve two separate crossings. Directional curb ramps are preferred because they align pedestrians with the desired crossing direction. This is particularly helpful for pedestrians with low visibility. Diagonal curb ramps are more common in Carson but are not preferred as the ramps direct pedestrians into the intersection rather than in their desired travel direction; this can be challenging for pedestrians with vision impairments. All curb ramps should also have detectable warnings like yellow truncated domes. These detectable warnings alert pedestrians that they are entering or exiting a pedestrian area into a street.

Figure 19 shows curb areas in Carson that do not have curb appropriate ramps or have ramps that do not meet ADA standards. The map also shows intersections where ADA improvements are already planned in the city. Constructing these previously planned ADA improvements is contingent on the City acquiring funding for construction.

The City of Carson is currently developing an ADA Transition Plan to further identify ADA barriers and to provide a framework to comply with ADA standards when feasible.

W ALONDRA BLVD **PARAMOUNT** SANTA FE AVE W GARDENA BLVD W CALDWELL ST ernon Hemingway Park **GARDENA** E WALNUT W ARTESIA BLVD W WALNU COMPTON Stevenson Park Dominguez Channel W_VICTORIA W 182ND ST California State Dominguez Hills W 190TH ST S VERMONT AVE MARKET ST Victoria Golf Course W DEL AMO BLVD CARSON TORRANCE BLVD Dolphin Park Los Angeles River W CARSON ST WWARDLOW RD W SPRING ST **NORMANDIE AVE** E SEPULVEDA BLVD BEACH BL W WILLOW ST

Figure 19. Locations Requiring or Planned for ADA Curb Ramp Improvements

CITY OF CARSON ACTIVE TRANSPORTATION PLAN

CITY OF CARSON ADA CURB RAMPS

LOMITA BLVD

CURB RAMPS

LOS ANGELES

 Non-Compliant Curb Ramps
 Previously Planned ADA Improvements

DESTINATIONS + BOUNDARIES

LONG BEACH

Parks
City Boundary
Sphere of Influence



SAFE ROUTES TO SCHOOL PROJECTS

Safe Routes to School (SRTS) is an initiative to encourage students and families to walk and bike to school more frequently by providing and improving safer active transportation infrastructure near schools. In addition to infrastructure improvements, safer routes to school also includes programming to educate families about the benefits of walking and biking and encouragement programs to increase the number of students choosing to walk and bike each day. More information about Safe Routes to School programming can be found in the Non-Infrastructure Program Recommendations section of this CATCP on page 83.

Pedestrian recommendations were made for five school sites in Carson. The recommendations are on roadways within ½ mile of each school site, which is typically about a 20-minute walk. Recommendations were also made at some of the school sites to improve circulation and create smoother pick-up and drop-off patterns. Although this CATCP only includes recommendations for these five school sites, many of these recommendations can be applied to other similar communities in Carson. These Safe Routes to School recommendations were made with students and families in mind but will benefit all active transportation users.

The five school sites were chosen based on a set of school prioritization criteria. These criteria identified schools and school clusters where active transportation was most needed, and where there have been gaps in previous pedestrian planning efforts. These prioritization criteria also considered school sites where school communities and families have previously raised issues about safely walking and biking to school. The prioritization for the school sites included the following metrics:

- Percentage of students receiving free or reduced-price meals
- The CalEnviroScreen score of the school community
- The proximity of the school to severe or numerous bicycle or pedestrian collisions
- The amount of requests for improvements the City has received from the school community
- The number of active transportation improvements already slated for the school site in the City capital improvement program

Each school in Carson received a score based on these metrics. The top scoring school from each council district in the city is included in the final list of schools. The fifth school was chosen based on score, regardless of council district. In cases where a high-scoring school is located within 1,000 feet of another school, the schools were combined into a cluster.

The resulting priority school sites include:

- Carson Street Elementary
- Carson High and Dolores Street Elementary
- Bonita Street Elementary and Carnegie Middle
- Broadacres Avenue Elementary
- Ralph Bunche Elementary

School Walk Audits

Walk audits were completed in May 2024 at each of the priority schools in Carson. Project staff visited each school in person to observe the street conditions and pick-up and drop-off procedures. The project team noted existing infrastructure concerns related to crossings, pedestrian paths, and traffic behaviors. At some schools, the team also discussed these concerns with school administrators and crossing guards who provided more information about the walking and biking routes to school.

72

Safe Routes to School Recommendations

Carson Street Elementary

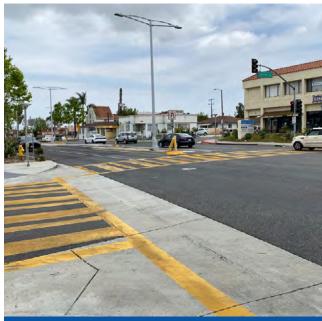
Â	School Details	
	Grade levels	K-5
	Enrollment	622
	Percentage of students in free or reduced-price meals program	77.6%
	Number of pedestrian or bicycle collisions within 0.25 mile of the school	16



- The school is next to Carson Library and Carson Park. Carson Street has been recently improved with widened sidewalk, pedestrian lighting, crosswalks, bike racks, enhanced transit stops, and new landscaping.
- School dismissal occurs along Bolsa Street, a narrow alley with crumbling sidewalks and congestion during pick-up and drop-off periods.
- Segments of the sidewalk along Orrick Avenue are buckling.



- Pedestrian lighting near the pick-up and drop-off areas will improve visibility, especially during winter hours when it is darker earlier and later in the day. Reconstructed sidewalk along Orrick Avenue will provide improved access to the school.
- High-visibility crosswalks and LPIs at intersections along Carson Street and Main Street will improve pedestrian visibility and alert drivers that pedestrians will be in the area.
- Converting Bolsa Street to a one-way street will help manage the school drop-off and pick-up traffic patterns by creating a single file line and preventing vehicles from attempting to squeeze past one another.
- See Figure 20 for all Safe Routes to School Recommendations.

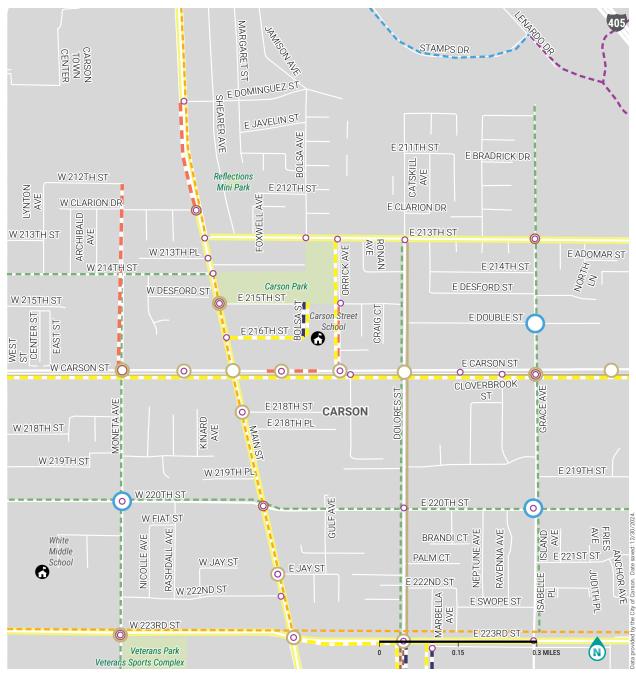


Adding an LPI at the intersection of Orrick Avenue and Carson Street will give students enough time to cross Carson Street to reach Orrick Avenue.



Narrow Bolsa Street becomes congested during school pick-up and drop-off. Converting this street to a one-way can help manage this congestion.

Figure 20. Carson Street School Recommendations



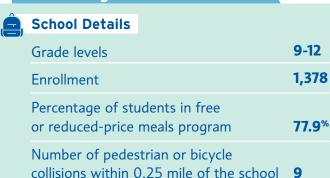


CARSON STREET SCHOOL RECOMMENDATIONS



PEDESTRIAN RECOMMENDATIONS **BICYCLE RECOMMENDATIONS** Crossing Facilities EXISTING/PROPOSED BIKEWAYS 0 **Curb Treatments** Class I - Shared-Use Paths Signals and Beacons Class II - Bike Lanes Traffic Circle Class IIB - Buffered Bike Lanes Class III - Bike Routes Transit Stop Improvements Class IIIB - Bicycle Boulevards Pedestrian Lighting Class IV - Protected Bike Lanes Traffic Calming Bike Facility in Design Enhance/Widen Sidewalk

Carson High



Dolores Street Elementary

School Details	
Grade levels	K-5
Enrollment	436
Percentage of students in free or reduced-price meals program	82.2%
Number of pedestrian or bicycle collisions within 0.25 mile of the school	5

Malk Audit Findings

- Students at Carson High School are dismissed primarily along 223rd Street and Dolores Street. There is heavy traffic along 223rd Street during the pick-up period.
- Dolores Street and 228th Street are less busy than 223rd Street, although Dolores Street is wide with a two-way center turn lane and parking lanes on both sides of the street. Drivers were observed making illegal U-turns, and pedestrians were observed crossing midblock on Dolores Street.
- Crosswalks are missing or lack high –visibility markings at most of the intersections in the residential areas near the schools.
- See Figure 21 for all Safe Routes to School Recommendations.

- Pedestrian lighting around both school campuses will improve visibility and comfort for pedestrians walking in the morning and evening.
- Intersection improvements such as highvisibility crosswalk and LPIs will increase the visibility of pedestrians crossing, particularly at larger intersections such as 223rd Street and Main Street.
- Constructing a center median along 223rd Street will narrow the wide roadway and provide designated turning areas for drivers. Separated bike lanes on 223rd Street and a bicycle boulevard on 228th Street will also help to manage traffic speeds and provide a bicycle network for cyclists in the city and families who live near the school.

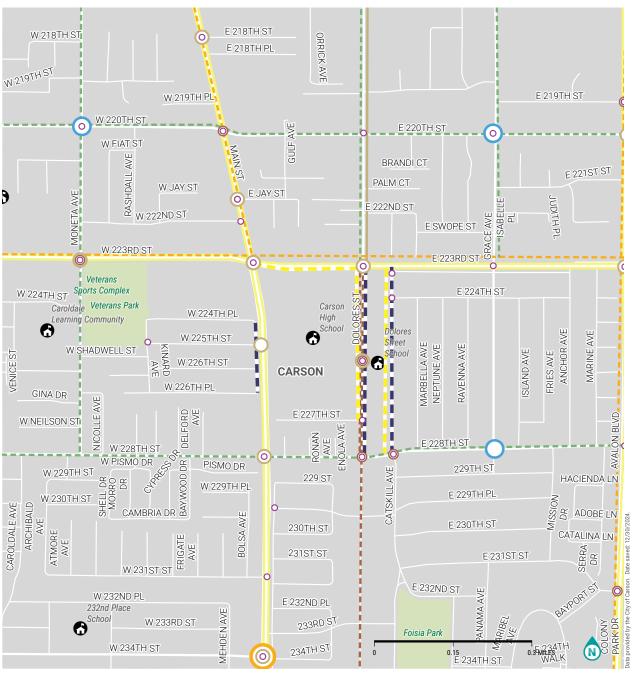


During the walk audit, drivers were observed making U-turns, and pedestrians were observed crossing midblock across Dolores Street.



Many high school students are dismissed and walk along 223rd Street. Improved crossing infrastructure at the intersections along 223rd Street will create safer walking conditions for these students.

Figure 21. Carson High School and Dolores Street Elementary School Recommendations



CITY OF CARSON ACTIVE TRANSPORTATION PLAN

CARSON HIGH SCHOOLAND DOLORES STREET SCHOOL RECOMMENDATIONS



PEDESTRIAN RECOMMENDATIONS

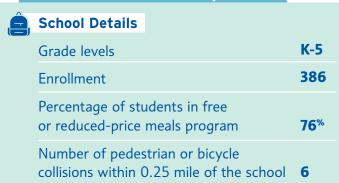
- Crossing FacilitiesCurb TreatmentsSignals and Beacons
- Traffic Circle
- Transit Stop Improvements
- Pedestrian LightingTraffic Calming
- Enhance/Widen Sidewalk

BICYCLE RECOMMENDATIONS

EXISTING/PROPOSED BIKEWAYS

- Class I Shared-Use Paths
 Class II Bike Lanes
 Class IIB Buffered Bike Lanes
 Class III Bike Routes
 Class IIIB Bicycle Boulevards
 Class IV Protected Bike Lanes
 - Class IV Protected Bike Lanes
 Bike Facility in Design

Bonita Street Elementary



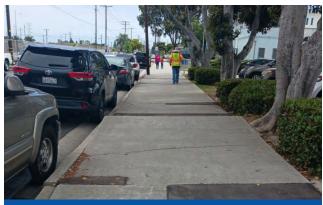
Carnegie Middle

School Details	
Grade levels	6-8
Enrollment	729
Percentage of students in free or reduced-price meals program	81.9%
Number of pedestrian or bicycle collisions within 0.25 mile of the school	1

Walk Audit Findings

- Pedestrians were observed crossing midblock along 220th Street to reach their vehicles from the school. Illegal U-turns were also observed along 220th Street.
- Crossing guards expressed concerns regarding driver behavior at 220th Street and Bonita Street, stating drivers do not properly stop at the stop sign. The crossing guards also requested more crossing time at the Bonita Street and Carson Street intersection, as the current pedestrian interval does not allow enough time for students to cross.
- Curb ramps are missing at the Calbas Street and Bonita Street intersection.
- See Figure 22 for all Safe Routes to School Recommendations.

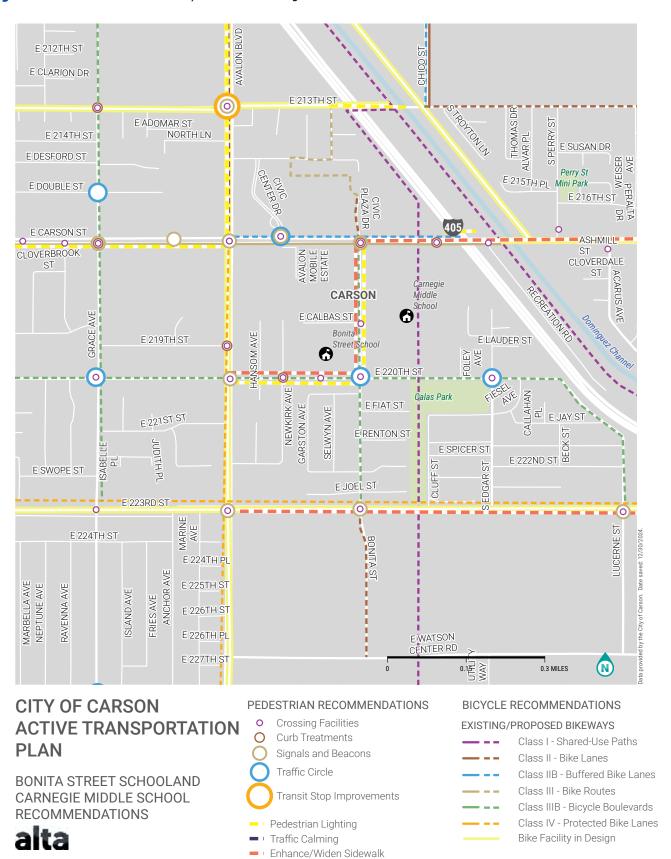
- Pedestrian lighting along 220th Street and Bonita Street will improve visibility for pedestrians walking to school.
- Widened sidewalk on Bonita Street will provide all pedestrians safer access to school and allow pedestrians to share the walkway during busier periods like pick-up and drop-off.
- Bicycle boulevards on 220th Street and Bonita Street will slow motorists driving near the schools and can discourage illegal behaviors like U-turns and failure to stop at intersections.



Sidewalk improvements along Bonita Street will allow all students to safely access their school.



Figure 22. Bonita Street Elementary School and Carnegie Middle School Recommendations



Broadacres Avenue Elementary

School Details	
Grade levels	K-5
Enrollment	277
Percentage of students in free or reduced-price meals program	87.6%
Number of pedestrian or bicycle collisions within 0.25 mile of the school	1

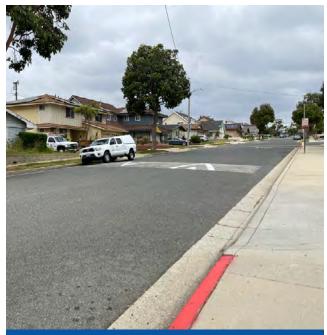


Walk Audit Findings

- Drivers were observed speeding along Turmont Street and Kramer Drive.
- There is a designated loading area painted just east of Broadacres Avenue on Kramer Drive. The loading area is congested during pick-up and drop-off periods, and drivers were observed making illegal U-turns. Families were also observed crossing midblock along Kramer Drive.
- Sidewalks near the school are wide and in good condition. There is a lack of pedestrian lighting along Turmont Street in front of the school.



- Traffic calming techniques such as traffic circles, curb extensions, and chicanes will slow down drivers on streets surrounding the school campus and will prevent undesired driver behaviors like illegal U-turns.
- High-visibility crosswalks in the school neighborhood will create a safer walking route for students living in the neighborhood.
- Moving the existing loading zone on Kramer Drive further west toward Broadacres Avenue will allow pedestrians to cross at Grandee Avenue, rather than walking to Broadacres Avenue or Gunlock Avenue.
- See Figure 23 for all Safe Routes to School Recommendations.

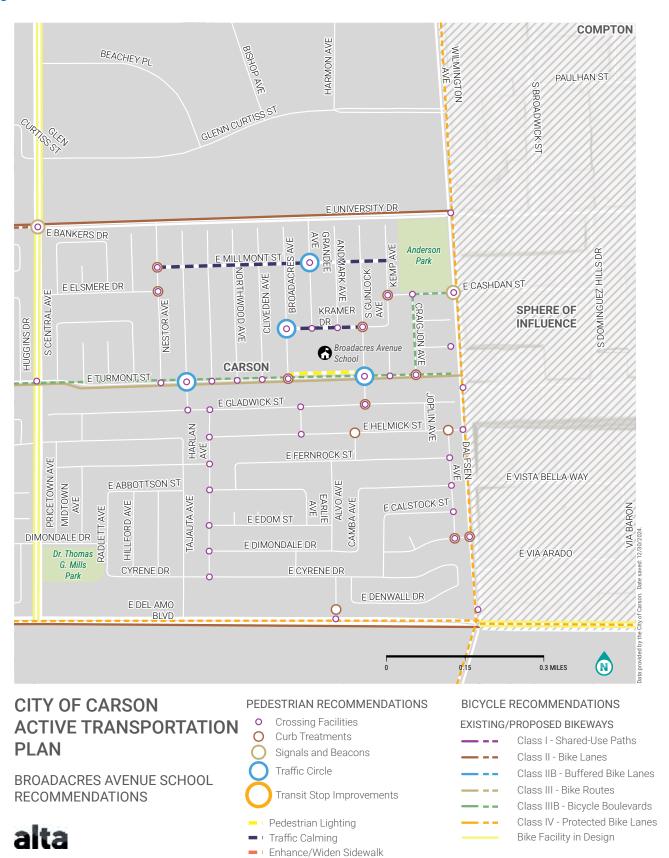


Several streets near Broadacres Elementary have existing speed humps. Other horizontal traffic calming techniques like chicanes and traffic circles can further manage traffic speeds in this neighborhood.



During the walk audit, drivers were observed making U-turns when exiting this loading zone area on Kramer Drive during school drop-off and pick-up.

Figure 23. Broadacres Avenue School Recommendations



Ralph Bunche Elementary

Â	School Details	
	Grade levels	K-8
	Enrollment	235
	Percentage of students in free or reduced-price meals program	59.9%
	Number of pedestrian or bicycle collisions within 0.25 mile of the school	3



- There are sidewalks in the school neighborhood, but there are sections where the sidewalk is in poor condition or is too narrow, with obstructions, particularly along the school frontage.
- There are no crosswalk markings at most of the intersections near the school. The crosswalks that do exist are not high visibility.
- Several roadways have speed humps, including Haskins Lane in front of the school.
- During pick-up and drop-off, parents and caregivers park on the east side of Haskins Lane and cross midblock to reach the school.



- A raised crosswalk on Haskins Lane will allow families to cross midblock when parking on the east side of the street.
- High-visibility crosswalks and traffic calming features like curb extensions on Claude Street will add to the existing speed humps and further create a comfortable walking environment.
- Widening sidewalks along the school frontage on Haskins Lane will provide families and students ample space to walk to school.
- Intersection improvements at larger nearby intersections like Alondra Boulevard and Haskins Lane will allow pedestrians more time to cross the street.
- See Figure 24 for all Safe Routes to School Recommendations.

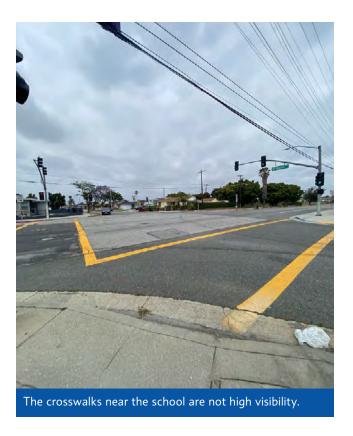
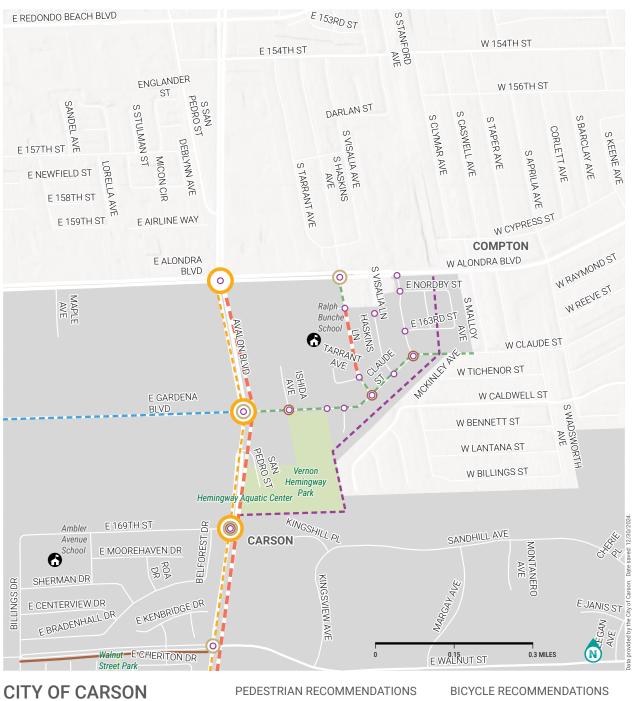




Figure 24. Ralph Bunche School Recommendations



ACTIVE TRANSPORTATION PLAN

0

Traffic Circle

Pedestrian Lighting

Enhance/Widen Sidewalk

Traffic Calming

Transit Stop Improvements

RALPH BUNCHE SCHOOL RECOMMENDATIONS



Crossing Facilities

EXISTING/PROPOSED BIKEWAYS **Curb Treatments** Class I - Shared-Use Paths Signals and Beacons

Class II - Bike Lanes Class IIB - Buffered Bike Lanes Class III - Bike Routes

Class IIIB - Bicycle Boulevards

Class IV - Protected Bike Lanes Bike Facility in Design

Non-Infrastructure Program Recommendations

Non-infrastructure programming complements the recommended infrastructure in this CATCP by providing opportunities for community members to learn about the benefits of walking and biking and encouraging community members to use active transportation to replace driving trips. Successful programs typically follow a "Five Es" approach, adapted from the League of American Bicyclists:



Equity: Programming should be available and accessible for all community members in Carson, particularly in disadvantaged communities.



Engineering: Programming should support the implementation of active transportation infrastructure.



Education: Programming should educate community members about the benefits of using active transportation. Educational programming should also teach community members how to use existing walking and biking facilities in the city, and how all road users should share the road.



Encouragement: Programming should encourage walking and biking in the city through celebrations, group activities, and special events.



Evaluation: Programming should include metrics that evaluate the levels of walking and biking in the city to compare data before and after the implementation of a program or infrastructure improvement.

The following section describes existing and recommended programming in the city of Carson and in the Los Angeles County region. While the City should lead the implementation of these recommended programs, this can also be an opportunity for City staff to work with local nonprofits, schools, neighborhood groups, and jurisdiction partners.

Existing Programs



California Bicycle Racing

(Education, Encouragement)

California Bicycle Racing holds three bicycle races per year in Carson as part of their California Bicycle Racing Series. The races are held in an industrial area along Wilmington Avenue and include road closures along the route. The 24-year-old race is open to the public and offers races for all community members from beginners to professional bicycle racers. Visitors can also learn about bicycle education while at the event. There is an opportunity for the City to collaborate with California Bicycle Racing to expand or enhance the event.



Tour de Carson

(Education, Encouragement)

The Tour de Carson is a bicycle event for children and adult bicyclists. Community members can visit the event to learn about safe bicycling through the children's bicycle rodeo or through a traffic skills bicycling course for adults and teens. The Tour de Carson also includes a 9-mile and a 20-mile bicycle ride so bicyclists can build their confidence on the road and have fun riding in a group. This event has only been hosted once in 2023, but should be continued annually to encourage safer bicycle riding in the city.



BikeLA

(Education, Encouragement)

BikeLA is a nonprofit committed to creating a bikeable Los Angeles County. The mission of the organization is to make communities in LA County healthy, safe, and fun places to ride a bike through advocacy, education, and outreach. BikeLA hosts educational campaigns such as bike safety classes, bicycle repair, and bike light distribution, as well as group bike rides that are open to the public. BikeLA has a local chapter network to empower local champions to continue bike advocacy and education. The Carson Bicycle Coalition is a chapter of BikeLA.

Recommended Programs



Open Street Events

(Equity, Education, Encouragement)

Open Street Programs, such as CicLAvia and Play Streets, work to reimagine streets as a public space and allow residents to walk and bike in a low-stress environment free from cars. Expanding on these programs locally will invite residents of Carson to try cycling and provide more opportunities for recreation and community building.



Bike Friendly Business Districts

(Encouragement)

Started in Long Beach in 2010, Bike Friendly Business District programs partner with local businesses to provide incentives to customers to ride bikes. These incentives can include discounts, bike valet, bike repair services, and bike parking. Carson already has a vibrant recreational cycling community due to the presence of multiple cycling teams, groups, and local races. By implementing Bike Friendly Business Districts, the City can encourage bicycling for transportation, rather than just recreation.



Demonstration Events

(Equity, Education, Encouragement, Engineering)

Pop-up, or demonstration tactical urbanism installations are an effective way to educate residents on new types of infrastructure that they may encounter as part of the implementation of the CATCP. These installations can be temporary street segment or intersection designs that reimagine how a street could function when prioritizing pedestrians and cyclists. The Southern California Association of Governments (SCAG) has a pre-fabricated Go Human Kit of Parts that jurisdictions can use to create these temporary demonstrations.⁶

6. For details, visit SCAG's "Borrow the Kit of Parts" page (https://scag.ca.gov/borrow-kit-parts).



Social Media Campaigns

(Education, Encouragement)

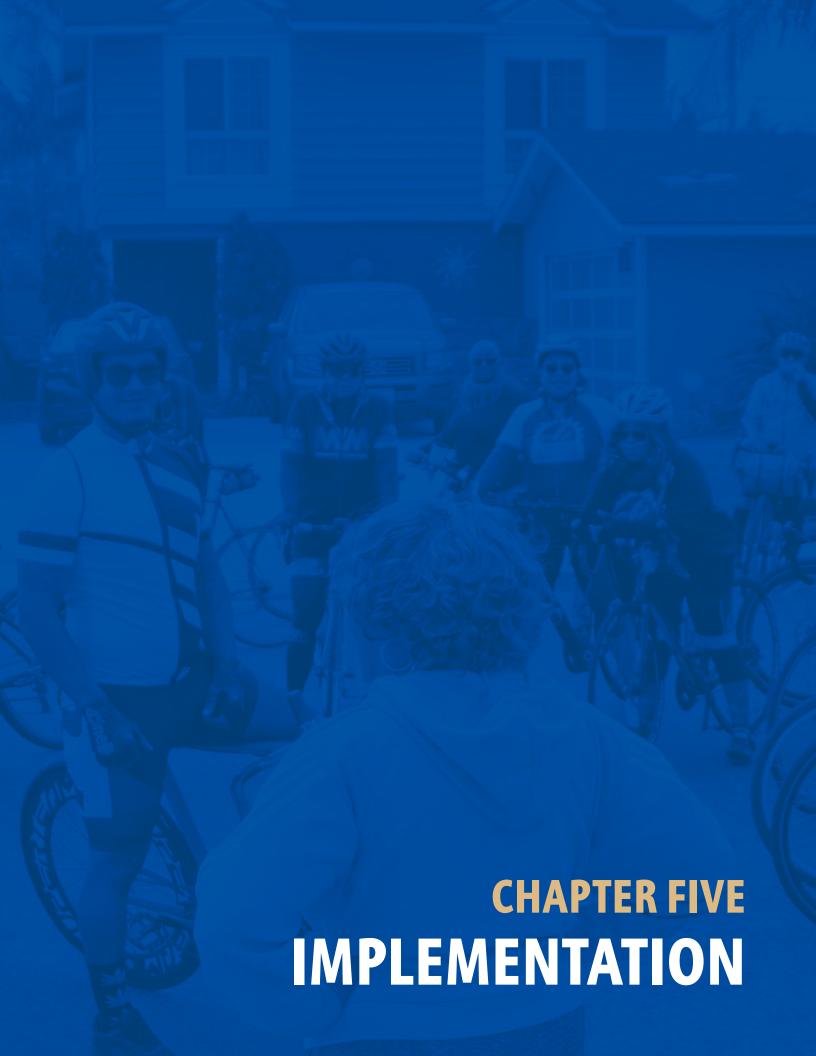
Social media campaigns hosted on the City's social media accounts can educate all road users about safely sharing the roadway. Campaigns directed toward drivers can educate drivers about how traffic speeds and distracted driving can impact the risk of death for vulnerable road users. Social media campaigns can also keep residents informed about improvements to the active transportation network and about city events celebrating walking and biking.



Traffic Safety

(Education)

The Carson Department of Community Services and Los Angeles County Sheriff's Department can deploy enforcement in strategic areas, such as areas with high pedestrian and bicyclist volumes, to encourage good traffic safety behaviors. Special enforcement can also be deployed after the implementation of new active transportation infrastructure, such as new protected bike lanes or traffic circles, to educate all road users about safely navigating these street elements.



Implementation



PRIORITIZATION CRITERIA

The prioritization process identifies projects that will best provide a safer, more comfortable, and more connected active transportation experience for residents and visitors in Carson. Through a separate prioritization process described in Chapter 4, select schools and corridors in Carson were identified as priorities for receiving active transportation recommendations.

Each priority school and priority corridor were further prioritized using the metrics in **Table 3**. Projects within ½ mile of a school were grouped together, and projects within 100 feet of a corridor were grouped together. In some cases, a single project may be grouped with both a school and a corridor. Any projects outside these groups are considered lower priority, though if the City has the opportunity to implement these projects, the City will do so.

The prioritization order for the schools and corridors is as follows:

- 1 Carson Street Elementary
- 2 Ralph Bunche Elementary
- 3 Carson High School and Dolores Street Elementary
- 4 Bonita Street Elementary and Carnegie Middle
- 5 Broadacres Avenue Elementary
- 1 Main Street
- 2 Avalon Boulevard
- 3 223rd Street
- 4 Carson Street
- 5 Victoria Street
- 6 Sepulveda Boulevard
- 7 Wilmington Avenue
- 8 University Drive

Table 4 lists the package of projects from Carson Street Elementary and Main Street, the highest priority school and corridor. A full list of recommended projects can be found in **Appendix E**.

Table 3. Prioritization Criteria

CRITERIA	METRICS	MEASUREMENT	SCORE
Safatu I Cambart	Level of Traffic Stress	Pedestrian and Bicycle LTS	LTS 4 (high score)LTS 3LTS 2LTS 1 (low score)
Safety + Comfort	Crash History (severity of collisions)	Pedestrian and bicycle collisions	Fatal collision (high score)Severe injury collisionOther injury collisionNo collisions (low score)
Facility	Relative equity ranking of Block Groups within the city of Carson	CalEnviroScreen 4.0	Score based on percentile in which the more disadvantaged communities receive higher scores
Equity		USDOT Justice40	Score based on percentile in which the more disadvantaged communities receive higher scores
Public Support	Public support for improvement in area (based on outreach events, survey, and other community feedback)	Support for improvements or concerns about existing conditions of the infrastructure or existing crossings near school or along corridor	 Mostly supportive comments (high score) Neutral or no comments Negative comments (low score)

CRITERIA	METRICS	MEASUREMENT	SCORE
	Trip potential	Walk trip potential (1 mile) and bike trip potential (3 miles)	Score based on percentile in which higher trip po-tential receives higher scores
	Distance between marked crosswalks (along road of recommendation)	At intersections, roadways that yield more points will be chosen	 Crosswalks are more than ½ mile apart (high score) Crosswalks are ¼ to ½ mile apart Crosswalks are 800 feet to ¼ mile apart Crosswalks are less than 800 feet apart (low score)
Connectivity	Connectivity to existing bikeways	Any portion of the recommendation connects to an existing bikeway or a bikeway in final design phases	 Less than 800 feet from an existing bikeway (high score) Between 800 feet to ¼ mile from an existing bikeway Between ¼ to ½ mile from an existing bikeway More than ½ mile from an existing bikeway (low score)
	Connectivity to key destinations	Distance of recommendation from key destinations	 Key destinations are less than ¼ mile from recommendation (high score) Key destinations are between ¼ and ½ mile from recommendation Key destinations are more than ½ mile away from recommendation (low score)
	Barriers to city connectivity (proximity to identified barriers to connectivity including freeways/state routes, the Dominguez Channel, industrial land uses)	Distance from active transportation barriers	 Barriers are ½ mile or closer (high score) Barriers are between ½ mile and ¾ miles away Barriers are between ¾ miles and 1 mile away Barriers are over 1 mile away (low score)
Climate Resilience	Heat vulnerability	Heat health action index/ tree canopy coverage	Score based on percentile in which more vulnerable communities receive higher scores

Table 4. Highest Prioritized Projects

STREET	STARTSTREET/ CROSS STREET	END STREET	RECOMMENDATION	PRIORITY SCHOOL	PRIORITY CORRIDOR
214th St	Figueroa St	Main St	Class IIIB	Carson St	N/A
220th St	Figueroa St	223rd St	Class IIIB	Carson St	N/A
Dolores St	223rd St	213th St	Class IIIB	Carson St	N/A
Grace Ave	Dead End	223rd St	Class IIIB	Carson St	N/A
Main St	214th St	223rd St	Class IV	Carson St	Main St
Main St	Del Amo Blvd	213th St	Class IV	Carson St	Main St
Moneta Ave	214th St	228th St	Class IIIB	Carson St	
216th St	Main St	Bolsa St	Pedestrian Lighting	Carson St	Main St
Bolsa St	216th St	Main St	Consider one way road or manage school congestion; close alley at Bolsa St during pick/up drop/off	Carson St	N/A
Carson St	Figueroa St	Avalon Blvd	Pedestrian Lighting	Carson St	Carson St
Main St	405 On Ramp	405 Off Ramp	Pedestrian Lighting	N/A	Main St
Main St	91 Overpass		Pedestrian Lighting	N/A	Main St
Main St	Dominguez St	Clarion Dr	Widen Sidewalk	Carson St	Main St
Moneta Ave	212th St	Carson St	Widen Sidewalk Carson St		N/A
Orrick Ave	Carson St	213th St	Repair Sidewalk and Pedestrian Lighting	Carson St	Carson St
91 Off Ramp	Main St		High visibility crosswalks N/A Main St (E): Pedestrian refuge is-land (E)		Main St
168th St	Main St		High visibility crosswalks N/A Main St (N,W); HAWK (N)		Main St
213th St	Main St		High visibility crosswalks (N, E)	Carson St	N/A

STREET	STARTSTREET/ CROSS STREET	END STREET	RECOMMENDATION	PRIORITY SCHOOL	PRIORITY CORRIDOR
213th St	Bolsa Ave		High visibility crosswalks (N, E)		N/A
213th St	Orrick Ave		High visibility crosswalk (S)	Carson St	N/A
213th St	Dolores St		High visibility crosswalks (all)	Carson St	N/A
213th St	Grace Ave		High visibility crosswalks (all)	Carson St	N/A
214th St	Main St		High visibility crosswalk (W)	Carson St	N/A
215th St	Main St		High visibility crosswalks (N, E); Leading pedestrian interval (all); Curb extensions (all)	Carson St	N/A
216th St	Main St		High visibility crosswalk (E)	Carson St	N/A
218th St	Main St		High visibility crosswalk (N, E); HAWK (N);	Carson St	N/A
220th St	Main St		High visibility crosswalks (all); Curb extensions (all)		N/A
220th St	Dolores St		High visibility crosswalks (all)	Carson St	N/A
220th St	Moneta Ave		High visibility crosswalks (all); Traffic circle	Carson St	N/A
222nd St	Main St		High visibility crosswalks (W)	Carson St	Main St
223rd St	Main St		High visibility colorful crosswalks (all); Leading pedestrian interval (all); Turning restrictions during school hours	Carson HS and Dolores St	Main St
225th St	Main St		Turning restrictions during school hours	Carson HS and Dolores St	Main St

STREET	STARTSTREET/ CROSS STREET	END STREET	RECOMMENDATION	PRIORITY SCHOOL	PRIORITY CORRIDOR
228th St	Main St		High visibility crosswalks (all); Leading pedestrian interval (all)	Carson HS and Dolores St	Main St
231st St	Main St		High visibility crosswalks (N, W)	Carson HS and Dolores St	Main St
234th St	Main St		High visibility crosswalks (N, S, W); Leading pedestrian interval (N, S, W); Bus shelter improvement	N/A	Main St
Albertoni St	Main St		High visibility crosswalks (all); Leading pedestrian interval (all)	N/A	Main St
Carson St	Moneta Ave		Leading pedestrian interval (all); Curb extensions (NW, NE, SE)	Carson St	Carson St
Carson St	Main St		Leading pedestrian interval (all); Gateway	Carson St	Main St
Carson St	Orrick Ave		High visibility colorful crosswalk (S, N, E); Curb extensions (SE, SW); Leading pedestrian interval (E)	Carson St	Carson St
Carson St	Dolores St		Leading pedestrian interval (all); Left turn traffic signal phase (E, W)	Carson St	Carson St
Carson St	Ravenna Ave		High visibility crosswalk (S)	Carson St	Carson St
Carson St	Grace Ave		High visibility crosswalk (W); Curb extension (SW, NW); Leading pedestrian interval (all)	Carson St	Carson St
Carson St	Between Moneta Ave and Main St		High visibility colorful Carson St crosswalk (E); HAWK		Carson St
Carson St	In front of Carson Library		Colorful crosswalk (W); HAWK	Carson St	Carson St

STREET	STARTSTREET/ CROSS STREET	END STREET	RECOMMENDATION	PRIORITY SCHOOL	PRIORITY CORRIDOR
Carson St	Between Dolores St and Ravenna Ave		Raised colorful crosswalk (E)	Carson St	Carson St
Clarion Dr	Main St		High visibility crosswalk (W); Curb extensions (SW)	Carson St	Main St
Dominguez St	Main St		High visibility crosswalks (all)	N/A	Main St
Gardena Blvd	Main St		High visibility crosswalks (all); Leading pedestrian interval (all)	N/A	Main St
Jay St	Main St		High visibility crosswalk (E, S); pedestrian refuge island (S); HAWK (S)	Carson St	Main St
MLK Jr. St	Main St		High visibility crosswalks (N, E, S)	N/A	Main St
Orrick Ave	215th St		High visibility crosswalk (S, E)	N/A	Main St
Sepulveda Blvd	Main St		High visibility crosswalks (all); Leading pedestrian interval (all)	N/A	Main St
Torrance Blvd	Main St		High visibility crosswalks (all); Leading pedestrian interval (all)	N/A	Main St
Victoria St	Main St		High visibility crosswalks (all); Leading pedestrian interval (all)	N/A	Main St

COST ESTIMATES

Planning level cost estimates are shown in **Table 5**. These cost estimates are based on 2024 construction costs for similar projects. However, due to the varying constraints that may be revealed during design and engineering phases, these estimates may vary significantly from the final implementation costs. Costs can also change due to inflation, or if projects are implemented in conjunction with other road improvements or construction projects. Some costs also vary significantly based on their design. For example, the cost of a Class IV will depend on the type of physical separation used. Similarly, the cost of a Class IIIB will depend on the type of traffic

calming used along the bike route. For this Plan's cost estimate summary, the unit cost for a Class IV assumes a raised concrete buffer, and the unit cost for a Class IIIB assumes multiple traffic circles, curb extensions, and raised crosswalks along a corridor. These cost estimates represent the most frequently recommended projects in this Plan. Future studies will determine the final cost estimate of each project prior to its implementation.

More detailed project costs can be found for certain projects in the Concept Schematics (Appendix E).

Table 5. Cost Estimates Summary

	UNIT COSTS	UNIT	QUANTITY/SIZE/LENGTH	TOTAL
Class I	\$1,245,000	Mile	7.91	\$9,852,235
Class II	\$368,500	Mile	2.11	\$776,257
Class IIB	\$407,000	Mile	3.69	\$1,502,059
Class IIIB	\$400,000	Mile	12.30	\$4,920,351
Class IV	\$750,000	Mile	25.31	\$18,985,653
Pedestrian Lighting	\$8,600	Per 100 ft	241	\$2,072,362
Sidewalk	\$18	SF	122205	\$2,199,699
Traffic Calming	\$550,000	Mile	5.06	\$3,184,527
Curb Extension	\$47,500	Each	84	\$3,990,000
HAWK	\$400,000	Each	7	\$2,800,000
High Visibility Crosswalk	\$5,000	Each	367	\$1,835,000
Signage	\$600	Each	8	\$4,800
LPI	\$30,000	Each	161	\$4,830,000
Median Refuge Island	\$2,500	Each	10	\$25,000
Raised Crosswalk	\$8,500	Each	5	\$42,500
RRFB	\$40,000	Each	1	\$40,000
School Gate	\$9,500	Each	5	\$47,500
Signal Warrant	\$2,500	Each	8	\$20,000
Traffic Circle	\$15,000	Each	12	\$180,000
Transit Shelter	\$30,000	Each	12	\$360,000

CONCEPT SCHEMATICS

Concept schematics were developed for twelve project locations highlighting pedestrian, bicyclists, and Safe Routes to School improvements. These project locations were selected for their connection to priority schools or corridors, as well as their potential to showcase innovative recommendations for the City of Carson.

These schematics illustrate recommended projects allowing community members to visualize how the recommendations may transform their streets. The schematics also allowed the project team to identify unforeseen obstacles or conflicts that were then addressed in the CATCP's final recommendations list. These schematics are not intended to replace additional design and engineering studies necessary for implementation and the linework shown on the schematics is meant to be representative and not a final design or placement.. However, schematics can help the City move forward in pursing grants and other funding sources to complete the design and construction of the recommendations.

The following section provides more information about the schematics. See **Appendix E** for each of the concept schematics.

Main Street

The schematic for Main Street shows a concept of a protected bikeway between Del Amo Boulevard and 213th Street. Main Street is a major north-south route in Carson, connecting to Carson Park, the Dominguez Channel, and to the Carson Street downtown district. This segment of Main Street is already in the design phase for a Class II bike lane and median project with construction slated to begin in 2025. Medians will be narrowed or removed along Main Street to fit the bicycle lane.

The Main Street concept schematic shows a longer term concept for a protected bikeway on either side of the street. Green conflict striping is shown at major driveways to highlight the conflict zone with drivers, and pedestrian improvements such as curb extensions and high visibility crosswalks are shown at intersections along the corridor. A small portion of Main Street between 213th Street and 214th Street is a part of SBCCOG's LTN network. To accommodate larger slow speed vehicles such as golf carts, this portion of Main Street may not include physical bike lane protection. The design for this portion of Main Street will be determined in later LTN studies.

223rd Street

The schematic for 223rd Street features a two-way protected bikeway from Figueroa Street to Wilmington Avenue. 223rd Street was frequently mentioned by community members as an important route for active transportation improvements, and this segment connects directly to Carson High School. Class II bike lanes are already in design for 223rd Street, which will include the reconfiguration or removal of the existing planted medians along the street. Construction for this project is expected to begin in 2025.

The 223rd Street concept schematic shows a longer term concept for a two-way protected bike lane on the south side of the street. This protected bike lane would allow parking to be maintained on the north side of the street. Future design studies will determine how the protected bike lane can be buffered, whether by flex posts, bollards, curbs, or other physical protection, as well as how intersections along the bikeway may be configured. There may also be some areas where the bike lane is only buffered with painted chevron or diagonal markings. The City will need to work closely with Carson High School to explore the configuration of the bikeway in front of the school and how the bikeway may interface with school pick-up and drop-off. There is an opportunity for placemaking at the intersection of Main Street and 223rd Street, such as a colorful intersection that could be designed in collaboration with the High School. In addition to the bikeway, pedestrian improvements along 223rd Street like leading pedestrian intervals, high visibility crosswalks, and a potential scramble crosswalk will provide more comfortable infrastructure for students walking and biking to school.

Grace Avenue

The concept schematic at Grace Avenue between 223rd Street and the northern terminus of Grace Avenue exhibits a Class IIIB bicycle boulevard. Bicyclists on this bicycle boulevard would share the roadway with motor vehicles, but traffic calming elements would help to maintain vehicle volumes and speeds, creating a more comfortable bicycling environment. This concept schematic illustrates traffic calming infrastructure such as speed humps, traffic circles, and curb extensions. Traffic circles are also beneficial for pedestrians, as they reduce the number of conflict points between roadway users compared to a traditional intersection. Similarly, curb extensions help to shorten the intersection crossing distance and make pedestrians more visible. Future design and

engineering studies would determine the exact placement of these traffic calming measures, including ensuring that emergency vehicles can safely and efficiently traverse the intersections and that resident access to homes are not impacted.

Avalon Boulevard

The concept for Avalon Boulevard between Carson Street and the southern city boundary illustrates a Class IV protected bikeway on both sides of the street. Avalon Boulevard connects to many retail and service destinations as well as to the downtown Carson Street district, schools, and residential developments. Class II bike lanes are already in design for Avalon Boulevard, which will include the reconfiguration or removal of the existing planted medians along the corridor. Construction for this project is expected to begin in 2025.

The concept schematic for Avalon Boulevard shows a continuous protected bikeway, which is a long term recommendation to enhance the already in-design bike lanes. Future design and engineering studies will determine the type of physical protection used along this bikeway, as well as intersection designs to accommodate all road users.

Dominguez Street

The concept schematic on Dominguez Street between Wilmington Avenue and the eastern street terminus shows a painted buffered bike lane along Dominguez Street and a pedestrian/bicycle bridge over the Alameda Freight Corridor. Residents in the Dominguez Park neighborhood have expressed concerns about their isolation from the rest of the city. Due to barriers including the Alameda Freight Corridor, the I-405 freeway, and the industrial areas around the neighborhood, it is difficult for pedestrians and bicyclists to reach destinations in Carson.

The concept schematic shows bike lanes on either side of Dominguez Street, which would require parking removal on at least one side of the street. However, final bike lane design would include further study to determine if parking removal is warranted. These bike lanes would lead bicyclists to the pedestrian and bicyclist bridge at the Alameda Freight Corridor, allowing active transportation users and NEV users to cross a major barrier. This bridge is a long term recommendation, as its completion will require significant design and engineering study as well as coordination with the Alameda Corridor Transportation Authority and business owners along Dominguez Street. The construction of this bridge would also require a change in traffic patterns at streets near the bridge, including potentially becoming one-way streets.

Ralph Bunche Elementary School

Ralph Bunche Elementary School, a Compton Unified School, is in the northern portion of the City, near the border of West Rancho Dominguez. To the south of the school is Hemingway Park, a popular park with pickleball courts, community rooms, a playground, and sports fields. Parking is limited at Hemingway Park, and visitors that park on the opposite side of Gardena Boulevard do not have crossing infrastructure across Gardena Boulevard to access the park. The neighborhood streets near Ralph Bunche Elementary have speed humps, but there are opportunities for improving the pedestrian infrastructure for students and families.

The concept schematic shows back-in angled parking as an option for improving parking at Hemingway Park while also narrowing the widest portion of Gardena Boulevard to manage traffic speeds. A crosswalk mid-block on Gardena Boulevard provides a crossing location for

Hemingway Park visitors to reach the angled parking. The concept schematic also shows a shared use path from Hemingway Park along the existing transmission line. The implementation of this shared use path will require additional study including collaborating with residents along the potential path.

Carson High School and Dolores Street Elementary School

The Carson High School and Dolores Street Elementary School concept shows improvements along 223rd Street, Dolores Street, and 228th Street. During discussions with the community and through observations during the school walk audit, the project team learned that parents and caregivers often park on the west side of Dolores Street, but there is no crossing infrastructure to reach the school. Traffic can also become congested on Dolores Street during pick-up and drop-off.

The concept schematic shows bike lanes on Dolores Street which can both provide a space for bicyclists to ride, but also narrow the travel lanes and can help manage traffic speeds. Other traffic calming elements like speed humps and curb extensions along Dolores Street can also prevent speeding near the schools. Depending on feasibility, final design of Dolores Street may include the removal of the center turn lane to provide wider bike lanes. More information about the 223rd Street design can be found on the 223rd Street concept.

Carson Street Elementary School

The Carson Street Elementary School concept includes recommendations on Orrick Avenue, Carson Street, and Bolsa Street. Pick-up and drop-off for the school currently occurs on Bolsa Street, but traffic becomes congested during peak times along the narrow corridor. There are also opportunities to improve the walking experience for students and families along Orrick Avenue and to better create a sense of place along Carson Street as a downtown district with colorful crosswalks and sidewalk murals.

The concept schematic shows an option for managing pick-up and drop-off at Carson Elementary School. Closing the alley at Bolsa Street, and making Bolsa Street one-way can help make traffic flow more predictable, but will necessarily require 215th Street to become a one-way street as well. Constructing a cul-desac at the end of 215th Street can create a loop for drivers to turn around before reaching Bolsa Street. However, the creation of this cul-de-sac would require encroaching on the existing school driveway and field. The City will further study these concepts and will coordinate with residents and the school prior to the completion of the design at Bolsa Street.

Crosswalks and pedestrian lighting are shown in the concept along Orrick Avenue, as well as widening of the sidewalk on the east side of the street. Prior to widening this sidewalk additional studies are needed to determine if the wider sidewalk would encroach on residential driveways. If so, the City will need to coordinate with residents prior to finalizing the sidewalk design.

Bonita Street Elementary School and Carnegie Middle School

The Bonita Street Elementary School and Carnegie Middle School concept shows potential recommendations on Carson Street, Bonita Street, and 220th Street. The community has requested designated bicycle facilities on Carson Street, as well as additional crossing infrastructure to prevent having to walk long distances between crosswalks. During the school walk audits, the project team learned that crossing guards had concerns about speeding on Bonita Street and unpredictable driver behavior.

Painted buffered bike lanes are shown along Carson Street between Avalon Boulevard and the I-405 freeway undercrossing. These bike lanes would require the removal of parking, though this would not occur without the completion of additional parking studies. In order to create a Carson downtown district on Carson Street, a colorful intersection could be implemented at Avalon Boulevard and Carson Street in front of City Hall. The design of this intersection could be a collaborative effort between the City, residents, and local artists. In addition to the high visibility crosswalks displayed in this concept, there are also opportunities to implement other mid-block crosswalks along Carson Street, including colorful crosswalks, such as at Civic Center Drive. The implementation of these crosswalks will require additional design and engineering studies to ensure appropriate placement.

Along Bonita Street and 220th Street are traffic calming measures that can help reduce traffic speeds and volumes and prevent undesirable driver behavior such as U-turns. As with all traffic calming measures in this Plan, coordination with emergency services will be required to ensure emergency vehicles can traverse the speed humps, curb extensions, and traffic circles. See the Avalon Boulevard concept for more information about the improvements on Avalon Boulevard.

Broadacres Avenue Elementary School

Broadacres Avenue Elementary School is located within a residential area in the east portion of the city near Pfc. James Anderson Memorial Park. During the walk audit, drivers were observed speeding along Turmont Avenue and Kramer Drive, and residents have expressed concerns about speeding in this neighborhood.

This concept shows a suite of traffic calming recommendations along Turmont Avenue including traffic circles, speed humps and curb extensions. These improvements will create a more comfortable environment for pedestrians and for bicyclists sharing the road with motor vehicles. Additional design and engineering studies are required to determine the most appropriate intersections and placement for these traffic calming devices, and coordination with residents and emergency services will ensure the traffic calming elements are not disruptive for neighbors. Coordination with the school will also be required to manage pick-up and drop-off traffic. The concept also shows an option to move the existing school loading zone further west towards Broadacres Avenue to allow families to cross at Grandee Avenue, rather than loading and unloading within the intersection.

Albertoni Street and Artesia Street at Avalon Boulevard

This concept schematic highlights improvements between Albertoni Street and Artesia Street along Avalon Boulevard. For some pedestrians and bicyclists, this corridor is a barrier to active transportation travel due to the highway undercrossing.

Improved crossing infrastructure at Albertoni Street and Artesia Street including high visibility crosswalks and leading pedestrian intervals will help to make pedestrians more visible at these large intersections. A longer term recommendation for this area is to implement a Class IV protected bikeway along Avalon Boulevard and to improve the undercrossing with lighting. Further studies are needed to determine the feasibility of a protected bikeway through this area, and coordination with Caltrans is required to determine if lighting or other improvements like wider sidewalks or art is feasible at the undercrossing.

Sepulveda Boulevard and Dolores Street

At the Sepulveda Boulevard and Dolores Street intersection, there is a convergence between recommended bikeways on both streets, as well as a commercial development driveway. The Carson LRSP has already identified improvements for this intersection, including protecting the signal left turn phasing and implementing improved signage and striping for the commercial development driveway. The intersection will likely need to be further designed to accommodate the bike lanes on Dolores Street and the protected bikeway on Sepulveda Boulevard, though these details will not be determined until final bikeway design and engineering plans are completed.

MAINTENANCE

Maintaining the pedestrian and bicycle improvements in the City is crucial in having a safer and more effective active transportation network. Debris, potholes, vegetation and trash on paths and bike lanes are common concerns among residents. The following list describes best practices for maintaining active transportation infrastructure, existing City programming, and recommended programming the City can implement to potentially increase walking and biking for transportation in Carson.

City of Carson residents can report maintenance issues on public roads, sidewalks and city property. Service requests may include graffiti removal, sign maintenance, median maintenance, asphalt maintenance, sidewalk maintenance, and tree maintenance. City of Carson residents should contact the Public Works Department to make a service request.

Street Sweeping

Operated by the Street Maintenance division in the Public Works Department, every road in Carson is under a street sweeping schedule to clear debris from the street. To effectively maintain separated bike lanes and paths, the City should invest in a compact street sweeper that can maneuver through the bikeways. As a part of regular street maintenance, the City has existing crews that use leaf blowers to clear sidewalks around the City. This team's duties could be expanded to leaf blow bikeways and paths as well, in lieu of or in addition to a compact street sweeper vehicle. Furthermore, neighborhood volunteers, friends groups, and community service crews, could be used to help maintain active transportation infrastructure in the City.

Vegetation

The Carson Streetscape Master Plan makes recommendations on the types of vegetation that should be implemented along streets throughout the City. The plan states that existing vegetation should not be disturbed to the extent possible and to choose plant types that will require minimal maintenance. However, maintenance teams are still required to control vegetation along roadways to minimize sight line issues, debris in bikeways, and branches and bushes that may impede walking or biking paths, per ADA standards. The maintenance of Carson's trees and landscaping is under the purview of the Public Works Urban Forestry program, which includes tree trimming, weed abatement and debris removal. Carson keeps records of all city-owned trees and maintains them on a four-year rotation cycle.

Pavement

The City of Carson Public Works Department operates an ongoing multi-year maintenance program to repair all streets in Carson. Since March 2024, the City has been undertaking large scale repavement projects to resurface and repair residential streets across all four city districts. The streets that were chosen all scored 'poor' on the Pavement Condition Index. As this program is expanded and continued, the City should consider painting new bike lane striping and markings on the newly repaved streets.

Unhoused Community Members

The City of Carson helps unhoused people connect with agencies that help with housing and assistance across the County. The city website links to resources to provide housing, meals and groceries, and healthcare. Los Angeles County also provides homelessness solutions and services through the Department of Public Social Services and the Los Angeles Homeless Services Authority, such as housing, cash assistance, food, and medical care.

Implementing active transportation recommendations requires consideration for all users, including unhoused people. A more comprehensive strategy may be developed in the future for the City to provide services for

unhoused people and to ensure all residents have comfortable access to pedestrian and bicycle facilities. Protocols may need to be developed to address encampments on facilities like Class I paths to ensure the facility remains safe and accessible, a major concern for the community. Amenities along Class I paths such as call-boxes, lighting, bike patrols, bike racks, and fences can help make the paths feel more comfortable for pedestrians and bicyclists. The City will need to partner with Los Angeles County to address issues that may arise on paths within the County jurisdictions, such as along the Dominguez Channel.



FUNDING SOURCES

Federal and State

RAISE Grants. Previously known as the BUILD and TIGER grant, the RAISE grant funds the building and repair of transportation networks. Available through the US Department of Transportation (USDOT), the RAISE grant allows sponsors at the state and local levels to obtain funding for multimodal, multijurisdictional projects that are more difficult to support through traditional funding initiatives.

House Transportation & Infrastructure (T&I)
Committee Appropriations. The House T&I
Committee invites Members of Congress to
request funding for projects in their communities.
Project funds can be used for planning, final design,
and construction projects. Eligible projects include
bicycle and pedestrian infrastructure projects
that increase access, strengthen multimodal
connections, reduce greenhouse gas emissions, and
enhance environmental justice.

Safe Streets and Roads for All (SS4A). Established by the Bipartisan Infrastructure Law (BIL), this program funds initiatives that prevent roadway deaths and serious injuries and can be used to carry out items in support of creating safety action plans like Vision Zero, and in implementing infrastructure including installing pedestrian and bicycle networks, transforming roadway corridors into Complete Streets, and improving the safety of intersections. Up to \$1 billion is available each year of the program.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program. The annual CMAQ program provides funding to state departments of transportation, metropolitan planning organizations, and transit agencies to invest in projects that reduce emissions from transportation-related sources and improve air quality.

Neighborhood Access and Equity Grants.

Authorized by the Inflation Reduction Act in August 2022, these grants aim to make roads safer for all modes of transportation. The purpose of the grant is to reconnect communities that have highways running through them. Funds can be used to redesign highways for all modes, build trails and bike lanes, provide transit connections, install green infrastructure, reduce urban heat islands, and build safety features.

Highway Safety Improvement Program (HSIP).

Administered by Caltrans, the HSIP is offered every one to two years. The program's purpose is to reduce traffic fatalities and serious injuries on public roads. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

Carbon Reduction Program. Authorized with the BIL in 2022, the Carbon Reduction Program is a USDOT program that funds projects that support a reduction in transportation emissions. Eligible projects include bicycle and pedestrian infrastructure and public transit facilities. Caltrans distributes funding based on population sizes using the 2020 Census.

Office of Traffic Safety Grants. The California Office of Traffic Safety has grant programs that fund projects that protect bicyclist and pedestrian safety, raise awareness about traffic rules, and provide training and programs for high-risk communities like children and older adults. These grants can be used to address unsafe driving speeds through programs such as social media campaigns that target messaging toward drivers to drive at or below the speed limit or to deploy police officers with LiDAR or radar to ticket speeding drivers at strategic locations. These grants can also address intersection and pedestrian and bicycle safety through pop-up demonstrations, social media campaigns, safe routes to schools programs, and special enforcement of bicycle and intersection infrastructure and distracted driving.

Affordable Housing and Sustainable
Communities Program (AHSC). The goals of
AHSC are to support compact development to
preserve land, reduce greenhouse gas emissions,
and increase the supply of affordable housing near
jobs, stores, transit, and other key destinations.
Eligible projects include sustainable transportation
infrastructure, such as new transit vehicles,
sidewalks, and bike lanes; transportation-related
amenities, such as bus shelters, benches, or
shade trees; and other programs that encourage
residents to walk, bike, and use public transit.

Surface Transportation Block Grants. Extended by the BIL, these grants are used to fund projects that maintain and improve the transportation performance of federal-aid highways, bridges, and tunnels, as well as install pedestrian and bicycle infrastructure and implement transit capital projects. Additional transportation alternatives funds are set aside for active transportation and active transportation access to transit improvements.

State Transportation Improvement Program

(STIP). The STIP is a multi-year capital improvement program of transportation projects on and off the state highway system, funded with revenues from the Transportation Investment Fund and other funding sources. Funding consists of two components: Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). Pedestrian and bicycle projects may be programmed under ITIP and RTIP. STIP programming occurs every two years. In 2022, STIP added additional funding for active transportation improvements.

State Highway Operation And Protection Program (SHOPP). The SHOPP program is designed to maintain the state highway system; however, it includes opportunities to address Complete Streets elements and improve pedestrian and bicycle facilities. Program funds can be used for projects with Complete Streets components like signage, bike parking, bike lanes, pedestrian crossing infrastructure, transit stop improvements, and pedestrian lighting. Funds can also be used for projects that have climate action efforts and provide low-emission transportation choices. SHOPP projects are administered by Caltrans and the California Transportation Commission.

Transportation Development Act (TDA)

Funds. TDA provides funding from State Transit Assistance and Local Transportation Fund. This program funds a variety of transportation programs including for pedestrians, bicyclists, and transit facilities. The amount of funding is based on sales tax collected in each county. This fund is administered by Caltrans.



Active Transportation Program (ATP). The ATP was created to encourage the use of active transportation through encouragement and safety measures. Eligible projects include infrastructure projects, education, encouragement, and enforcement of non-infrastructure projects that further the goals of the ATP, a combination of infrastructure and non-infrastructure activities, and the development of active transportation plans in disadvantaged communities. Senate Bill 1 stipulates that \$100 million of revenues from the Road Maintenance and Rehabilitation Account will be available annually to the ATP. The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program, Bicycle Transportation Account, and State Safe Routes to School, into a single program with a focus to make California a national leader in active transportation. Applications are typically submitted in July.

Typical projects funded by the ATP include:

- Safe Routes to School programming
- Safe Routes to Transit programming
- New or improved bicycle infrastructure, including bike lanes and bike parking
- New or improved pedestrian facilities including sidewalks and crosswalks
- Network links to trails and parks
- Educational and encouragement programming

The goals of the ATP are defined as the following:

- Increase the proportion of walking and biking trips
- Increase safety and mobility for non-motorized users
- Reduce greenhouse gas emissions
- Enhance public health
- Ensure disadvantaged communities share the benefits of the program

California Transportation Commission
Local Partnership Program (LPP). This
program provides \$200 million in funding for
local and regional transportation agencies
with voter-approved taxes, tolls, or fees,
which are dedicated solely to transportation
improvements. The program provides funding
for aging infrastructure, road conditions, active
transportation, transit and rail, and health and
safety benefits. The LPP funds are distributed
through a 40% statewide competitive
component and a 60% formulaic component.

Transformative Climate Communities (TCC).

The California Strategic Growth Council funds community-led development and infrastructure projects that achieve major environmental, health, and economic benefits in California's most disadvantaged communities. In addition to reducing greenhouse gas emissions, the goals of the TCC program are to fund projects that maximize community health and environmental benefits, avoid displacement, have comprehensive community involvement, and offer technical assistance. Previous rounds have had \$115 million available to use for implementation and planning projects.

Grants. The Sustainable Transportation Planning Grant Program supports transportation planning processes that address local and regional transportation needs and issues. The program offers two types of grants: Strategic Partnerships and Sustainable Communities. The Sustainable Communities Grants has \$29.5 million in funding to encourage local and regional planning that furthers state greenhouse gas emission reduction goals. The Strategic Partnership Grant has \$4.5 million to identify and address statewide or regional deficiencies on the state highway

overarching objectives to guide grant applications

system in partnership with Caltrans. The

are sustainability, preservation, accessibility,

safety, innovation, economy, health, and social

transportation, Complete Streets, transit and

climate change adaptation.

equity. Past awarded project types include active

Caltrans Sustainable Transportation Planning

Metropolitan, Statewide, and Non-Metropolitan Planning. This federal source provides funding for multimodal transportation planning in metropolitan areas. Funds can be used for planning activities that support the economic vitality of a metropolitan area, increase the safety and security of transportation systems, increase mobility, protect the environment, or connect transportation systems.

Pilot Program for Transit-Oriented Development Planning. This program's goal is to improve America's public transportation system by providing funds to integrate land use and transportation planning. Funding is available for projects that improve multimodal transportation, accessibility, and pedestrian and bicycle access to transit and enable mixed-use development near transit.

Clean Mobility Options. Administered by the California Air Resources Board, the Clean Mobility Options grant funds projects like bike share, scooter share, car share, electric vehicle charging stations, infrastructure for clean mobility, and community transportation needs assessments. Funds are available for disadvantaged communities in the state.

Urban Greening Program. The Urban Greening Program, funded by the General Fund, is a grant program designed to promote a comprehensive, long-term approach to addressing climate change to improve the environment. Specifically, the program funds urban greening and urban forestry projects that reduce greenhouse gas emissions and provide multiple additional benefits. A competitive project will maximize opportunities to reduce greenhouse gas emissions through project design and implementation as well as incorporate green infrastructure solutions that improve the sustainability and function of existing urban hardscapes and landscapes. The Budget Act of 2024 reverted the funding appropriated for the program, and as a result, the current round of the program will not be moving forward. However, there may be future Urban Greening funding opportunities.

National Endowment for the Arts – Grants for Arts Projects. Grants for Arts Projects provides expansive funding opportunities to strengthen the nation's arts and culture ecosystem. Through project-based funding, the program supports opportunities for public engagement with the arts and arts education, the integration of the arts with strategies promoting the health and well-being of people and communities, and the improvement of overall capacity and capabilities within the arts sector. This funding source could be used for incorporating public art into a streetscape redesign or adding thoughtful art elements that are representative of the local community.

State of California Infill Infrastructure Grant

Program. The Infill Infrastructure Grant program's objective is to promote infill housing development by providing financial assistance for Capital Improvement Projects that are necessary to facilitate the development of affordable and mixed-income housing. Eligible costs include, but are not limited to, the creation, development, or rehabilitation of Parks or Open Space; water, sewer, or other utility service improvements (including internet and electric vehicle infrastructure); streets; roads; transit station structured parking; transit linkages or facilities; facilities that support pedestrian or bicycle transit; traffic mitigation, sidewalk, or streetscape improvements; factory-built housing components; adaptive reuse; and site preparation or demolition.

Local and Regional

Los Angeles County Development Authority Community Development Block Grants.

Los Angeles County Development Authority Community Development Block Grants invest in neighborhoods to help communities prioritize their needs. This program awards funds to various service providers throughout the county for a broad array of community needs, including, but not limited to, graffiti removal, street and sewer improvements, major and minor home repairs, homelessness, drug intervention, and domestic violence programs, business loans, community and senior services, and youth services.

SCAG Sustainable Communities Program (SCP).

SCAG's SCP has provided resources and assistance to jurisdictions to complete local planning efforts. The SCP provides resources to support active transportation and multimodal efforts and sustainability, equity in transportation planning, smart cities, mobility innovations, reductions in motorized vehicle miles traveled, and reductions in greenhouse gas emissions. The SCP also supports quick-build projects and network visioning to help jurisdictions install active transportation networks. Awards of up to \$500,000 are available for active transportation-focused plans.

SCAG Local Community Engagement and Safety

Mini Grant. This mini grant program is intended to increase the safety of those most harmed by traffic injuries and fatalities. Grants are awarded to community organizations, nonprofits, and social enterprises with a focus on organizations that include members of disadvantaged or underinvested communities. Mini grants fund projects that educate mobility users on safe practices, increase access to safe routes for users, and envision safety improvements to transportation infrastructure that prioritize vulnerable users. Example projects include safety demonstration projects, community events, and safety campaigns.

SCAG Regional Pilot Initiatives Program. The Regional Pilot Initiatives Program is funded by the State of California's Regional Early Action Planning Grant 2021 (REAP 2.0) and administered by SCAG. Program areas for this initiative include accelerating active transportation projects that provide complete and connected pedestrian and bicycle routes. This program is not yet open for applicants, but is expected by January 2026.

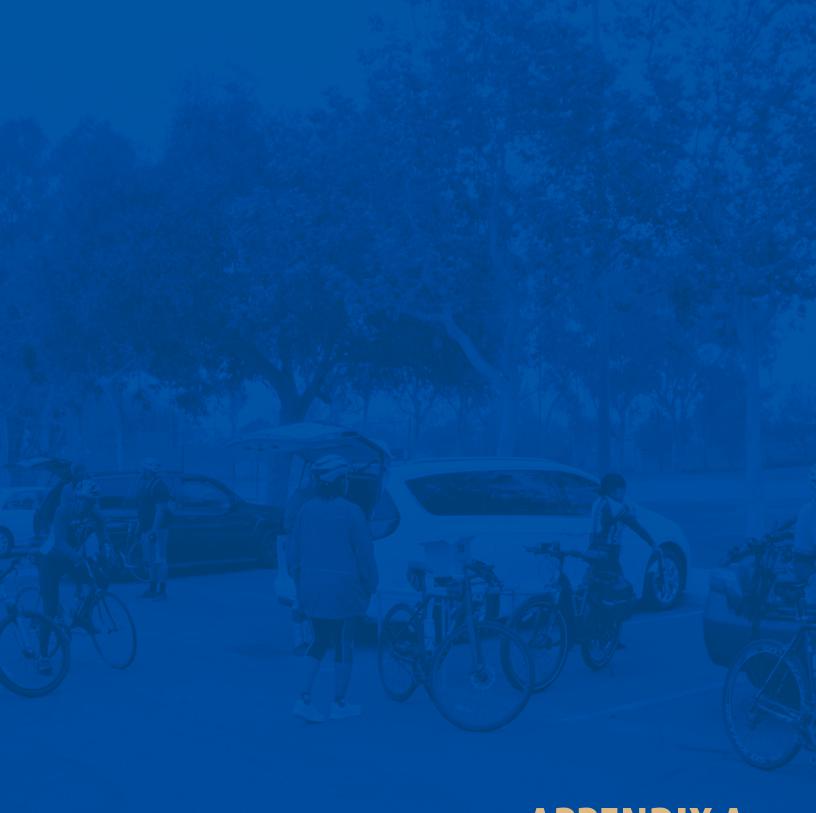
SCAG Go Human Mini Grants. These grants use the SCAG's Go Human Kit of Parts to implement a temporary pop-up projects to demonstrate potential street design elements.

Measure W. Measure W is a Los Angeles County parcel tax that collects approximately \$300 million per year. This measure funds upgrades to the county's water system, but can also include funding for projects that capture and treat stormwater, such as green infrastructure.

Measure A. Measure A, the Safe, Clean Neighborhood Parks, and Beaches Measure, can fund parks and green spaces in Los Angeles County. Funds can also be used for water conservation projects, trails, and accessibility projects.

Measure M. This sales tax measure funds projects to ease traffic, repair streets and sidewalks, expand transit, and subsidize transit fares. This can also include implementing bicycle and pedestrian facilities and upgrading the technology at transit stations. Some project agencies may consider a WAM strategy in which they use measures W, A, and M to fund their projects.

Los Angeles Metro. Metro provides funding through Open Street grants to encourage shifts to more sustainable transportation modes. The funds can also be used to support bicycle skills classes of varying skill levels.



APPENDIX A PREVIOUS PLAN AND POLICY REVIEW



To: City of Carson

From: Alta Planning + Design

Date: November 31, 2023

Re: City of Carson Plan/ Policy Review

City of Carson Plan/ Policy Review

Introduction

This memorandum provides a summary of local and regional planning documents that directly or indirectly address active transportation and public right-of-way planning and design in the City of Carson. The purpose of this memo is to provide a summary of relevant goals and recommendations that may influence the Carson Active Transportation and Community Connectivity Plan (CATCP).

Reviewed Planning and Policy Documents

- South Bay Cities Council of Governments (SBCCOG) Local Travel Network Study (In progress)
- City of Carson 2040 General Plan (2023)
- City of Carson Local Roadway Safety Plan (2023)
- Carson Municipal Code (2023)
- Public Right-of-Way Accessibility Guidelines (PROWAG) (2023)
- California Streets and Highways Code (2022)
- City of Carson Housing Element Update (2022)
- Complete Streets and Green Streets Policy for the City of Carson (2022)
- California Transportation Plan 2050 (2021)
- Caltrans 2020-2024 Strategic Plan (2021)
- City of Carson Complete Streets Safety Assessment (2020)
- South Bay Cities Council of Governments (SBCCOG) Sub-Regional Climate Adaptation Plan (2019)
- LA Metro Blue Line First/Last Mile Plan (2018)
- California State Bicycle + Pedestrian Plan (2017)
- City of Carson Climate Action Plan (2017)
- LA Metro Active Transportation Strategic Plan (2016)
- Southern California Association of Governments (SCAG) Regional Transportation Plan (2016)
- Carson Vision Plan (2016)
- City of Long Beach Bicycle Master Plan (2016)
- City of Carson Active Transportation Plan ATP
 - o Part I Carson Pedestrian Master Plan (2015)
 - Part II Carson Master Plan of Bikeways (2013)
- California Manual on Uniform Traffic Control Devices (CA MUTCD) (2014)
- LA Metro Complete Streets Policy (2014)
- City of Carson Natural Hazards Mitigation Plan (2013)
- County of Los Angeles Bicycle Master Plan (2012)
- South Bay Bicycle Master Plan (2011)
- Carson Street Mixed-Use District Master Plan (2006)
- City of Carson ADA Policies, Process, and Forms



Carson Active Transportation and Community Connectivity Plan (CATCP)

The following section summarizes plans related to the City of Carson CATCP and identifies relevant policies and goals as they relate to this project.

South Bay Cities Council of Governments (SBCCOG) Local Travel Network Study (In Progress)

The concept for the study was put forward by the South Bay Cities Council of Governments in 2017. In 2019 sustainability planning grant funding from the California Department of Transportation (Caltrans) helped refine the network concept and led to the development of a "Proposed Local Travel Network" (LTN) which comprises 243 miles of slow-speed streets connecting different neighborhoods to local destinations. The primary aim of the LTN is to promote sustainable transportation by encouraging more people to walk, bike, and use micro-mobility vehicles instead of driving. The LTN includes several corridors in the City of Carson's jurisdiction, which are part of the second phase of the corridor project.

City of Carson 2040 General Plan (2023)

The City of Carson adopted the City of Carson 2040 General Plan (General Plan) in April 2023. The General Plan is the City's overarching policy document to guide growth and development. The General Plan outlines the City's long-term vision and goals and identifies future needs related to land use, transportation, housing, open space, conservation, safety, and noise, and other topics germane to Carson's development and conservation. The General Plan identifies the following nine elements to address citywide issues:

- 1. The General Plan Land Use and Revitalization Element plays a central role in creating balanced land uses through a set of coherent development policies. One of the guiding principles is to foster vibrant, safe, and walkable environments in mixed-use districts and neighborhoods, and revitalized corridors.
- 2. The Circulation Element furthers the General Plan's vision and objectives of promoting multi-modal mobility, enhancing connections and access across the community, and supporting development of "Complete Streets", while minimizing adverse impacts of truck traffic. It seeks to improve access and safety for all roadway users, and encourage walking, biking, and the use of public transit to meet local and regional goals.
- 3. The Community Character and Design Element presents community design goals for key areas, including the Core, Neighborhood Villages, employment centers, and Greenway Corridors. One of its goals is to complete key areas with greater emphasis on walkability, strengthening identity, and improving access to everyday shopping and service needs through neighborhood centers.
- 4. The **Recreation and Active Lifestyle Element** provides the framework to meet Carson's recreational needs and promote accessibility to recreation areas for all residents and visitors as the city continues to grow and diversify. This element prioritizes trail connections and enhancement of the pedestrian and cyclist network and making existing facilities more accessible. Redevelopment of the city's arterial streets with bikeways and street trees is envisioned to provide vibrant greenways that connect Downtown Carson and other city nodes to improve mobility and provide a consistent, welcoming image for the City of Carson.
- 5. The **Community Health and Environmental Justice Element** has a targeted focus on the various aspects that influence community health, measured by social determinants of health and health outcomes that characterize existing disparities and inequities in the city, and addresses these through cross-cutting goals and policies to ensure that the City is equipped to adapt and respond to various social, economic, and environmental forces over time.



- 6. The **Community Services, Education, and Safety Element** seeks to enhance the quality of life of Carson residents and promote a healthy and livable community through public services and facilities.
- 7. The **Open Space and Environmental Conservation Element** seeks to protect and enhance open space, natural habitat, and biological and cultural resources and strategies to promote the wise use of energy and water while minimizing waste. One of its goals is to reduce consumed energy and greenhouse gas (GHG) emissions through transportation.
- 8. The **Noise Element** protects against excessive noise in Carson and address sources of noises including traffic noise.
- 9. The **Economic Development Element** supports diversification of industries with a focus on promoting high-quality employment opportunities, strengthening linkages to innovation through collaboration with California State University Dominguez Hills, promoting workforce development and flourishing business, and creating an identifiable city Core.

The General Plan establishes comprehensive goals and policies related to transportation including specific goals to improve the ability for residents to walk and bike throughout the city. The following guiding policies help establish the vision for the City of Carson CATCP and provide important context on how active transportation will play a central role in the transportation future of the city.

Carson Neighborhood Villages Plan Study

The Carson Neighborhood Villages Plan Study is a part of the General Plan that aims to create sustainable, vibrant, and complete neighborhoods. The plan's objective is to reduce greenhouse gas emissions and vehicle miles traveled by bringing amenities closer to residents and to promote the use of walking, biking, and other low-impact modes of transportation through mobility infrastructure improvements and programs. The plan is a study that was meant to inform the General Plan rather than be adopted by the City. Thus, this plan does not necessarily represent adopted City policy.

One of the policies and strategies in the plan is the Slow Speed Network for bicycle improvements and a Neighborhood Electric Vehicle (NEV) Network. The plan includes design practices to guide new development within the Neighborhood Villages such as locating active transportation paths near neighborhood centers and improving the streetscape with amenities like wider sidewalks, street trees, and pedestrian-scale lighting to create walkable and bikeable human scale neighborhoods.

	Land Use and Revitalization Element Guiding Policies		
LUR-G-4	Promote a diversity of complementary uses in different parts of the city, including mixed flexible		
	office space, retail, dining, residential, hotels, and other compatible uses, to foster vibrant, safe, and		
	walkable environments, with flexibility to accommodate emerging uses and building typologies.		
LUR-P-18	Where larger parcels—such as the Shell site— are redeveloped, require development to implement		
	urban design policies, including creation of smaller blocks (typically with no dimension larger than		
	300 to 600 feet dependent on use, with smaller blocks in residential areas) to create walkable, urban		
	environments; buildings and landscapes that relate to the surroundings, with high-level of public-		
	realm amenities, such as tree-lined streets; sidewalks, pedestrian paths, and crossings; and plazas		
	and other gathering spaces for workers and visitors. Site planning for new construction should ensure		
	that streets are lined with occupied buildings or landscapes, with parking and service facilities tucked		
	behind or away from public streets.		
	Circulation Guiding Policies		



CIR-G-1	Provide a balanced transportation system of multimodal networks providing a broad range of travel
CID C 2	options to make transportation convenient, comfortable, and safe for people of all abilities.
CIR-G-2	Promote bicycling and walking, and support and improve connections to local and regional transit service.
CIR-G-4	Encourage the development of a multimodal freight transportation system that balances the need for
	effective and efficient transportation of goods with the health and wellbeing of the community.
CIR-P-1	Update the City's Bicycle Plan, identifying a citywide bicycle network of off-street bike paths, on-
	street bike lanes and bike streets. As part of the plan, consider bicycle lockers, secure bike parking,
	pavement condition, and access to transit, parks, and schools throughout the city. The update of the
	Bicycle Plan should strategically identify projects that will improve equity, the environment, reduce
	trips on the roadway system, and prioritize projects that align with primary local active transportation
	grant funding programs including Metro, SCAG, and Caltrans.
CIR-P-2	Develop a First Last Mile Plan to improve walking and biking connections to future and existing
	transportation hubs.
CIR-P-3	Establish bike hubs (centralized locations with convenient bike parking for trip destinations or
	transfer to other transportation modes), at key transit nodes or commercial nodes.
CIR-P-4	Evaluate opportunities, such as new development or changes to the transit network, to enhance
	existing and proposed Class II bike lanes and Class III bike routes to protected bike lanes and bike
	routes to bike lanes or bike boulevards.
CIR-P-5	Work with the school district and private schools to improve pedestrian and bicycle routing and
	safety around schools. Focus pedestrian access to the elementary schools and bicycle and pedestrian
	access to the middle and high schools.
CIR-P-7	Create and update a Local Road Safety Plan (LRSP) which Caltrans offers grants to develop, create,
	and administer Vision Zero policies to prioritize safety of all roadway users.
CIR-P-9	Coordinate with regional authorities and adjacent jurisdictions for regional highway network
	improvements, multi-modal and signage programs.
CIR-P-11	Encourage the use of neighborhood traffic management tools to mitigate neighborhood intrusion by
	commuter traffic and improve conditions for pedestrians and bicyclists.
CIR-P-12	Install traffic calming devices as needed and appropriate in existing neighborhoods.
CIR-P-14	Incorporate Americans with Disabilities Act (ADA) requirements throughout the city, especially in
	high-volume pedestrian areas.
CIR-P-15	Coordinate with Metro and Caltrans to seek funding and implementation solutions to improve
	congestion from regional traffic.
CIR-P-18	Work with transit services to provide attractive and convenient bus stops, including shade/weather
	protection, seats, transit information, and trash receptacles.
CIR-P-21	Work with transit providers in the city to implement public transportation improvements and
	enhance first-last mile connections at highly utilized transit stops.
CIR-P-33	Enhance infrastructure to accommodate last mile delivery services for low carbon solutions, such as
	last mile bicycle delivery.
	Community Character and Design Guiding Policies
CCD-G-4	Support a safe, engaging, pleasant, and walkable environment within the Core; promote commercial
	activity and pedestrian-scaled streetscape along Carson Street and Avalon Boulevard by incorporating
	ground level design that engages pedestrians and promoting active uses on the ground floor of new
	buildings.
CCD-G-5	Support an active pedestrian realm along East Carson Street (between I-405 and Santa Fe Avenue)
	and improve the streetscape connection to the Core.



streetscape design and promote attractive pedestrian connections to access neighborhood centers for local services and amenities. CCD-G-7 Support development of new or transition of existing employment centers that are walkable and connected to the surroundings by promoting smaller blocks, connected streets, and improving the aesthetics of buildings, landscaping, and streetscape. CCD-G-9 Encourage redevelopment of the South Bay Pavilion and its environs as a pedestrian-friendly mixeduse activity center. CCD-G-10 Frointize development of Greenway Corridors—tree-lined multi-modal boulevards or trails—to better connect Carson's key activity hubs with greenspace, improve the streetscape aesthetics, and promote an environmentally healthier and active streetscape environment. CCD-P-1 In areas with high levels of pedestrian activity—including the Core, Employment Centers, and Neighborhood villages—locate parking facilities away from the street front either by placing parking lots to the back/side of the lot or through structured (surface or underground) parking facilities. Promote flexible parking requirements to support infill-development, creation of a more livable and human-scaled public space, and encouragement of non-auto travel. CCD-P-3 Incorporate pedestrian and bicycling wayfinding by locating and marking pedestrian and/or bicycle paths to better connect neighborhood centers to the surrounding community. CCD-P-6 Pepare a Greenway Corridors and Streetscape Plan to prioritize the development of streetscapes in Greenway Corridors, in coordination with other City streetscape design and pedestrian realm improvement initiatives. The Plan should: a. Foster development of Greenway Corridors as tree-lined boulevards, emphasizing: • Consistent species and regularly-spaced trees that promote street identity; • Closely spaced canopy trees in and around neighborhood centers to provide adequate shade; • Stormwater management through bioswales or rain gardens. • Wider sidewalks, with considerations for those	CCD-G-6	Strengthen community identity within Neighborhood Villages through high-quality building and		
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	foster safer pedestrian crossings by incorporating enhancements like sidewalk bulb-outs, mid-block		
	crossings, reduced vehicle speeds, and other pedestrian-friendly design.		
CCD-P-17	Incorporate smaller block sizes and a connected street grid when laying out new streets to increase walkability and connectedness.		
CCD-P-21	Support an urban, walkable environment by incorporating the following strategies:		
	a) Combine residential, commercial, and, when feasible, industrial uses as connected and		
	integrated components of the district, rather than standalone uses.		
	b) Consolidate parking into shared underground garages or structures to discourage large		
	parking lots surrounding buildings.		
	c) Present a cohesive face along public streets, rather than development being introverted.		
	d) Ensure that building entrances and lobbies are easily visible and accessible from streets.		
	e) Locate any industrial areas, parking lots, loading areas, and similar uses away from		
	residential areas, streets, and pedestrianized areas.		
CCD-P-25	While allowing new housing development as outlined in the Land Use and Revitalization Element,		
	develop new streets or pedestrian walkthroughs to create more walkable and connected		
	environments.		
CCD-P-26	Implement walkable and engaging streetscapes that support a variety of users, with an emphasis on walking, biking, or taking transit.		
	Recreation and Active Lifestyle Guiding Policies		
RAL-G-2	Prioritize maintenance, design, and programming of existing facilities to meet the community's		
	evolving needs. Provide addition to the city's existing parkland inventory through strategic park		
	locations as larger sites are developed, and by developing greenways as recreation corridors and		
	linkages to parks.		
RAL-P-2	Coordinate with the Public Works and Parks and Recreation departments to create a connected		
	recreational trail system throughout the city by building out Greenways along major corridors, the		
	Dominguez Channel, and utility rights-of-way, as feasible. This should be in coordination with a Trails		
	Master Plan and Parks Master Plan to create a comprehensive recreational trail system.		
RAL-P-10	When planning Greenways, locate trail rights-of-way with consideration for safety, privacy,		
	convenience, preservation of natural vegetation and topography, and impact on neighboring		
	properties, and work with landowners on development proposals to incorporate and provide for a		
	continuous multiuse trail system.		
RAL-P-11	Create a Greenway along the Dominguez Channel estuary that includes biking, walking, greenspace,		
	lineal parks, and pocket parks. This will provide both a local and regional amenity and serve as a		
	multimodal transportation system and provide community linkages and connectivity. Work with		
	public agencies and private entities for development and maintenance of trails in other rights-of-way		
	and utility corridors.		
	Community Health and Environmental Justice Guiding Policies		
CHE-P-10	Facilitate the location of additional transportation routes, including new bikeways, to existing recreational facilities.		
CHE-P-12	Identify locations to install diagonal crosswalks in strategic locations that support pedestrian		
5	movement.		
CHE-P-13	Work with the County, non-profits, and other public and private organizations to encourage local		
	employers to adopt healthy employee programs such as health challenges (e.g., bike-to-work days,		
	lunchtime/worktime sponsored events), healthy food choices, and healthy work environments, as		
	well as to provide adequate health coverage and benefits to employees.		
Community Services, Education, and Safety Guiding Policies			
CSES-P-15	Apply Crime Prevention through Environmental Design principles in the design of new development		
	and encourage the provision of adequate public lighting; windows overlooking streets or parking lots;		



	and paths to increase pedestrian activity within private development projects and public facilities in	
	order to enhance public safety and reduce calls for service.	
	Open Space and Environmental Conservation Guiding Policies	
OSEC-G-19	Seek to reduce mobile sources of air pollution by creating denser and walkable neighborhoods, promoting transit-oriented development, and improving bicycle infrastructure, with the goal to reduce the number of miles traveled in cars and improve regional air quality.	
OSEC-G-25	Demonstrate leadership by reducing the use of energy and fossil fuel consumption in municipal operations, including transportation, waste and water reduction, recycling, and by promoting efficient building design and use.	
OSEC-P-45	Require new developments to provide pedestrian and bicycle trails access to nearby shopping and employment centers, thereby encouraging alternate modes of transportation and reducing vehicle miles traveled.	
OSEC-P-56	To reduce transportation-related GHG emissions, promote active modes of transportation including transit, bicycling, and walking by providing infrastructure that supports each of these networks, such as adding or expanding bicycle lanes, exploring use of sidewalk bulb outs, increasing bus service frequency, and exploring multimodal connectivity between these types of transportation.	
	Noise Guiding Policies	
NO-G-3	Seek to reduce noise impacts along major freeways, roadways, and truck routes to improve the health of nearby inhabitants.	
NO-P-6	Work with Los Angeles Metropolitan Transportation Authority (Metro) and other service providers to ensure that transit services through the city result in minimal impacts from noise and ground-borne vibration.	
Economic Development Guiding Policies		
ED-P-22	Continue implementation of the Carson Street Mixed-Use District Master Plan to make the corridor more inviting both as a destination and a multi-modal thoroughfare.	

City of Carson Local Roadway Safety Plan (2023)

Caltrans has established a program for cities to prepare a Local Roadway Safety Plan (LRSP) to identify safety needs and recommend projects to address these needs. LRSPs are intended to help local roadway owners contribute to the goals of Caltrans' statewide Strategic Highway Safety Plan (SHSP) by focusing on local-level concerns. An LRSP analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions on a citywide basis. The Carson LRSP highlights that bicycle- and pedestrian-related collisions accounted for about 35% of fatal and severe injury collisions as identified in SWITRS (2017 to 2021). The LRSP marks four locations with the highest collision frequency and four corridors with the highest rates of collisions (including vehicles, pedestrians, and bicyclists). These locations and corridors are:

Locations	Corridors
Wilmington Avenue and 223rd Street	Turmont Street from Avalon Boulevard to Central Avenue
Avalon Boulevard and Albertoni Street	W 220th Street from Figueroa Street to I-405
Avalon Boulevard and Victoria Street	Carson Street (west to east City limits)
Main Street and Sepulveda Boulevard	Alameda Street, Santa Fe Avenue, & Wilmington Avenue (full extents within the City)



The Carson LRSP proposes engineering countermeasures and non-engineering safety measures (education and enforcement) to create safe spaces for all road users.

Carson Municipal Code (2023)

The City of Carson Municipal Code provides development standards for the city. Specifically, Article III Chapter 2 offers guidance for traffic regulations. Included in the code are requirements for the following:

- 3240 Speed Zones: On the basis of an Engineering and Traffic Survey an intermediate speed zone may be
 established by action of City Council on any street pursuant to provisions of the California Vehicle Code. The
 speed limit in the zone shall be effective when signs giving due notice are erected on the street.
- 3241 Regulation of Turns: The Public Works Director is authorized to place or cause to be placed official
 traffic control devices where necessary to regulate or prohibit turning movements during certain hours of any
 day or at all times.
- 3242 Authority for STOP or YIELD: The Public Works Director shall place and maintain STOP or YIELD signs and
 markings at the locations designated by City Council at which vehicular traffic shall stop or yield, respectively,
 before proceeding.
- 3243 Pedestrians: The Public Works Director may establish, designate and maintain crosswalks marked by
 devices, marks or lines upon the surface of the roadway where there is particular need to guide pedestrians
 in crossing the roadway or, install signs at or near an intersection directing that pedestrians shall not cross in
 any crosswalk so signed.
- 3244 Bicycle Regulations:
 - 3244.1 Bikeways: When established by action of the City Council, bikeways shall be installed and maintained by the Public Works Director in conformity with the provisions of Chapter 8 of Division 3 of the California Streets and Highways Code.
 - 3244.2 Riding on Sidewalks: No person shall ride a bicycle on any sidewalk in a business district. Any
 person riding a bicycle on a sidewalk in any area where riding is permitted shall yield the right-of-way
 to any pedestrian.
 - 3244.3 Riding Prohibited in Specific Locations: The Public Works Director, pursuant to City Council
 action, shall erect and maintain signs on a public sidewalk or roadway regulating or prohibiting the
 riding of bicycles thereon, except no signs need be posted in order to enforce CMC 3244.2.
- 9206.17 Sidewalks: Concrete sidewalks shall not be less than five (5) feet wide for residential developments along all frontage where residential lots are adjacent to street right-of-way. Concrete sidewalks shall be full width walks for major and secondary highways and all industrial and commercial property adjacent to public right-of-way unless otherwise specified by the Advisory Agency. Tree well locations shall be as specified by the Director of Public Works and the Director of Parks and Recreation and shall be required when street trees are to be installed and sidewalks are adjacent to the curb. Wheelchair ramps shall be provided at every new corner where curbs and gutter are to be constructed where the construction of sidewalk is proposed around said corner. Furthermore, the Advisory Agency has the right to waive the construction of sidewalks if they will not benefit the area.



Public Right-of-Way Accessibility Guidelines (PROWAG) (2023)

PROWAG was adopted by the US Access Board in 2023, and once adopted by the US Department of Transportation and the US Department of Justice, PROWAG guidelines will become enforceable for jurisdictions constructing or reconstructing streets or paths. PROWAG guidelines ensure pedestrian facilities are accessible for pedestrians with disabilities. PROWAG includes updated requirements for pedestrian facilities like pedestrian crossings, pedestrian signals, curb ramps and pedestrian routes. Once adopted, these guidelines will be the minimum requirements for ADA access. Planning efforts should consider PROWAG guidelines now rather than revisiting designs once the guidelines are adopted.

California Streets and Highways Code (2022)

The California Streets and Highways Code contains state statutes for items including highways, city streets, signage, lighting, tolls, and parking. The code requires all jurisdictions to offer minimum safety design criteria for bikeways and permits all jurisdictions to prepare a bicycle transportation plan and apply for funding for projects in the plan. The code also identifies the four bikeway classes as well as pedestrian malls that are separate from vehicle traffic.

City of Carson Housing Element Update (2022)

The 2021-2029 Housing Element, adopted by the City of Carson in 2022, presents the City's strategy and commitment to how it will meet the evolving housing needs, priorities, resources, and conditions in the community. The Housing Element determines housing programs outlining specific actions the City will take, one of which is Program 17 – Neighborhood Improvements. One of its objectives is to enhance mobility and connectivity from lower-income areas to higher-resource and/or higher-income areas and improve access to services and amenities through pedestrian/bike linkages, Safe Routes to School, and other strategies.

Complete Streets and Green Streets Policy for the City of Carson (2022)

The City of Carson adopted a Complete Streets and Green Streets Policy in 2022, which aims to create a comprehensive, integrated transportation network with infrastructure and design that allows safer and more convenient travel along and across streets for users of all ages, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation. Complete Streets policies can be found within the City's Plans (the General Plan, transportation plans, and specific plans) and official City policies. The Complete Streets and Green Streets Policy outlines the recommended policy language, exceptions, considerations of establishing a well-connected network, performance measures, green streets policies, implementation plan, and other additional elements of implementing Complete Streets.



California Transportation Plan 2050 (2021)

The California Transportation Plan (CTP) outlines policies, strategies, and investments that aim to create a transportation system that is safe, resilient, and accessible to all. The plan focuses on supporting vibrant communities, promoting racial and economic justice, and improving public and environmental health. To achieve this vision, the Plan asks Caltrans and other State agencies to work together with local and regional partners. The plan includes:

- The guiding vision for the ideal future transportation system.
- Broad focus areas that reflect state transportation priorities.
- Specific aims that support each goal and help guide the selection of CTP recommendations.
- Potential solutions for addressing CTP goals and objectives.
- Strategies that have been screened and demonstrate ability to achieve the vision.
- Specific, implementable actions that support a CTP recommendation.
- Key performance indicators that monitor progress toward achieving the vision.

Caltrans 2020-2024 Strategic Plan (2021)

The Caltrans 2020-2024 Strategic Plan is a declaration of Caltrans's vision and mission, core values, and goals to deliver a world-class transportation system for the State of California. This Strategic Plan integrates sustainability principles across all goals. The six goals include:

- Safety First
- Cultivate Excellence
- Enhance and Connect the Multimodal Transportation Network
- Strengthen Stewardship and Drive Efficiency
- Lead Climate Action
- · Advance Equity and Livability in All Communities

City of Carson Complete Streets Safety Assessment (2020)

The City of Carson requested that the Safe Transportation Research and Education Center at University of California, Berkeley conduct a Complete Streets Safety Assessment (CSSA) for the city. The objective of the CSSA is to improve safety and accessibility for all people walking and biking in the City of Carson. This assessment emphasizes safety and mobility issues associated with pedestrians and bicyclists. The following five focus areas were studied in the CSSA:

- 1. S. Wilmington Avenue & E. 223rd Street
- 2. Del Amo Boulevard & Leapwood Avenue
- 3. S. Avalon Boulevard & 213rd Street
- 4. S. Avalon Boulevard & Scottsdale Drive
- 5. Del Amo Avenue at Del Amo Park



The CSSA provides the following general suggestions for physical enhancements that are appropriate either City-wide or in two or more of the focal areas:

Pedestrian	Details
Advance Limit	Install 4' in advance of the limit line or first crosswalk line on STOP and signal-controlled
Lines (STOP	approaches, to deter motorists from encroaching into the crosswalk or blocking sightlines to low
bars)	pedestrians such as wheelchair users.
Corner curb	Enable pedestrians to make a starting decision where they can see and be seen. Calm inbound
extensions	right turns by reducing the physical radius. Shorten crosswalks.
Interim curb	Consider Painted Safety Zone / Interim Curb Extension treatments at locations where the need
extensions	is current but hardscape curb extensions are subject to future funding.
Crosswalk	At uncontrolled crosswalks, incorporate wide longitudinal elements (e.g., "ladder rungs") to
markings	enable approaching drivers to recognize the crosswalk earlier.
Leading Ped.	Display WALK phase (typically) 3 seconds before same-direction green indication, so pedestrians
Interval	can occupy the curb lane.
Center islands	Calm inbound turns. May enable bicyclists preparing to turn left or proceed through to wait
on side streets	further forward than they otherwise would.
Left-side	Pedestrian symbol (W11-2) or trail crossing signs (W11-15) installed on the left side of street
warning signs:	may depict users approaching, just as the W16-7p Downward Pointing Arrow always points into
symbol	the approach. (MUTCD 2A.06 Design of Signs specifically allows mirror images.)
orientation	
Left-side signs	At uncontrolled locations where it is feasible to add a raised median to protect a sign, do this so
on medians	that each approach sees a pair of warning signs on its side of the street.
Upstream	Prohibit parking for at least 1 car length upstream of crosswalk, to keep sightlines open to
sightlines	approaching traffic. A curb extension can ensure compliance and is a good place for crosswalk
	warning signs. "Bike corrals" (in-street racks) can also utilize this area.
Yield Lines	Install on multi-lane approaches to uncontrolled crosswalks, 20'-50' before the crosswalk.
Directional curb	Provide 2 ramps per corner, aligned with sidewalks, rather than diagonal ramps.
ramps	
Accessibility	Ensure that signal actuation is ADA compliant, including pushbutton height.
Centerline	Install no-passing (double yellow) centerline 50' back from crosswalk.
Bicycle	Details
Detection	Install bicycle and motorcycle detection at through, left turn, and bicycle lanes on all actuated
	approaches. Required by state law for new and modified traffic signals.
Right turn lanes	Where total width is insufficient to add a through bike lane, install left-aligned sharrows in the
	turn lane and R118 (CA) "Except Bicycles" plaques on right-turn only signs.
Wayfinding	Install bicycle guide signage to destinations served by bike routes, with the destination name(s),
	direction(s), and optionally distance(s).



South Bay Cities Council of Governments (SBCCOG) Sub-Regional Climate Adaptation Plan (2019)

The Climate Adaptation Plan allows cities to assess and mitigate the extent to which climate change will negatively impact South Bay communities. The Plan emphasizes that severe weather conditions can negatively impact the use of active transportation and could potentially pose health risks to cyclists and pedestrians in the face of extreme heat. Additionally, the Plan highlights the bus stations with high heat exposure.

LA Metro Blue Line First/Last Mile Plan (2018)

LA Metro developed a plan to improve transit trips with safe and accessible first/last mile connections. The goal is to make it easier for riders to walk, bike, or roll to and from their nearest station or bus stop in Los Angeles. These pathways to transit are created for people of all ages and abilities. Since there are no Metro rail line stations within the city limits of Carson, the Del Amo Station, located just outside the city boundary but within the City's sphere of influence, can significantly impact the ridership of Carson's inhabitants. Walk audits at the Del Amo Station showed that inadequate sidewalks and crosswalk made the area feel unsafe, and the lack of bicycle facilities reduced accessibility to the station. Community members requested improvements at intersections near the station, including bus stop improvements, bicycle lanes, crosswalks, shade, and lighting. The Plan also includes a list of specific recommendations for both the city and Metro to improve access and safety to the Del Amo Station.

California State Bicycle + Pedestrian Plan (2017)

Caltrans has adopted "Toward an Active California," the State Bicycle and Pedestrian Plan in 2017. This document is California's first statewide plan that lays out the policies and actions that Caltrans and its partner agencies will take to achieve the department's ambitious statewide goals. This includes previous targets of doubling walking, tripling bicycling and doubling transit use in California between 2010 and 2020. The vision for this plan is that by 2040 people of all ages, abilities, and incomes can safely and comfortably walk and bike for their transportation needs. The plan contains:

- The vision, goals, and objectives to guide Caltrans active transportation efforts.
- The most promising strategies to achieve the goals and objectives.
- Performance measures and data needs to evaluate success.
- Recommendations for improved Caltrans processes.
- Safety statistics and a safety awareness brochure.
- Investment strategies.

This plan will help Carson to work with the local Caltrans office to implement projects on Caltrans rights-of-way.

City of Carson Climate Action Plan (2017)

The City of Carson, in cooperation with the South Bay Cities Council of Governments, developed a Climate Action Plan (CAP) in 2017. This CAP aims to reduce GHG emissions within the city and serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policies to achieve desired outcomes over the next 20 years.



The City has established three stages of goals in the CAP. Its primary target is to achieve a 15% reduction in emissions from 2005 levels by 2020. The mid-term goal is set for 2035 to reduce emissions by 49% below 2005 levels. The City's long-term goal for 2050 is to reduce emissions by 80% below 1990 levels. The City's GHG emission reduction goals align with the State's AB 32 GHG emission reduction targets.

The City's CAP proposes five GHG reduction strategies, one of which is Land Use and Transportation. This strategy suggests facilitating pedestrian and neighborhood development and identifying ways to reduce automobile emissions, including supporting zero-emission vehicle infrastructure, improving pedestrian and bicycle infrastructure, enhancing public transit service, and supporting reductions in single-occupancy vehicle use. Specific goals and measures promoting active transportation include conducting a ride/bike sharing study or plan, providing traffic calming measures, and improving design of development to enhance slow speed multi-modalism.

LA Metro Active Transportation Strategic Plan (2016)

LA Metro first adopted an active transportation plan in 2016, and the release of the latest updated Active Transportation Strategic Plan is anticipated in late 2023. The LA Metro Active Transportation Strategic Plan focuses on enhancing first/last mile connectivity to transit stations and improving bicycle and pedestrian networks across Los Angeles County. The Plan gathered feedback from local communities and offered guidance for stakeholders to identify concepts and changes in their community and implementation strategies.

Southern California Association of Governments (SCAG) Regional Transportation Plan (2016)

The SCAG Regional Transportation Plan outlines investments in the region's transportation system through 2040. The plan includes a commitment to reduce transportation-related emissions to comply with California Senate Bill 375.

Carson Vision Plan (2016)

The Carson Vision Plan provides a high-level land use framework for the development of a 157-acre new regional retail center and its surrounding 640-acre vacant area. The Vision Plan shows how the site could transition over time to better serve the needs of Carson and the South Bay Community. In the Implementation Actions chapter, the Vision Plan calls out pedestrian connectivity as one of the desired public improvements for the study area, especially along the key priority corridors, including Figueroa Street, Francisco Street, Main Street, and Del Amo Boulevard.

City of Long Beach Bicycle Master Plan (2016)

The City of Long Beach Bicycle Master Plan proposes bikeways on the following streets to link with the bikeways proposed in the City of Carson Master Plan of Bikeways:

- Del Amo Boulevard
- Wardlow Road
- Compton Creek



City of Carson Active Transportation Plan (Part I adopted 2015, Part II adopted 2013)

The Carson Active Transportation Plan (ATP) is organized into two parts: The Carson Pedestrian Master Plan and the Carson Master Plan of Bikeways. The ATP aims to improve community health by creating safe, connected, attractive and convenient active transportation networks that encourage biking and walking. The measurable goals for the ATP are connectivity, livability, safety, health, and economic development.

ATP Part I – Carson Pedestrian Master Plan (2015)

The Carson Pedestrian Master Plan, adopted in 2015, includes recommendations for Carson's streets and sidewalks, like pedestrian-scale lighting, sidewalks, intersection improvements (high-visibility crosswalks and pedestrian count-down signals), urban canopy, and neighborhood access (easements). The Plan also recommends education and encouragement programs, design guidelines, and an implementation plan. The Pedestrian Master Plan set four goals which include corresponding policies as shown in the table below.

Goal 1: Connectivity	Policy 1.1: Create and maintain a citywide pedestrian network.
Connect neighborhoods, parks,	Policy 1.2: Assist neighborhoods that desire to improve pedestrian access
shopping centers, schools,	to and from the neighborhood.
employment centers, bus stops, and	Policy 1.3: Where it is not feasible to provide a continuous pedestrian
regional destinations with a greater	route due to topography, preexisting barriers, or other factors, there
number and broader range of	should be a safe alternate route that minimizes the distance a pedestrian
pedestrian, bicycle, and transit options.	has to go out of their way to reach his or her destination.
	Policy 1.4: Improve and expand the multi-use trail system to increase
	walking for transportation and recreation.
Goal 2: Livability	Policy 2.1: Expand the use of pedestrian-scale lighting.
Design an active transportation	Policy 2.2: Improve pedestrian access for the disabled community.
network that is attractive and	Policy 2.3: Establish and implement pedestrian design guidelines.
convenient to all users.	Policy 2.4: Support the dual benefits of green infrastructure (i.e., trees
	and landscaping) and walkability.
	Policy 2.5: Conduct regular monitoring of pedestrian activity.
Goal 3: Safety	Policy 3.1: Improve dangerous intersections.
Improve safety for pedestrians and all	Policy 3.2: Reduce vehicle speeding in neighborhoods.
users.	Policy 3.3: Promote education and enforcement to improve pedestrian
	safety across the City.
Goal 4: Health	No associated policies
Improve community health through	
increased opportunities for physical	
activity and improved air quality.	

ATP Part II – Carson Master Plan of Bikeways (2013)

The Carson Master Plan of Bikeways, adopted in 2013, creates a strategic vision for enhancing bicycle transportation in the city. The Master Plan of Bikeways is the guiding document for all bicycle infrastructure, policies, and programs in Carson. The Master Plan of Bikeways proposes a 20-year plan for comprehensive network of streets designed to prioritize comfort and safety for bicyclists to enhance the practical use of bicycles as a transportation choice. The Master Plan of Bikeways also includes bikeway design guidelines and recommended programs and policies to encourage bicycle travel and increase safety.



The proposed bikeways and their existing conditions and detailed design guidelines can be found on pages 6-7 to 6-40 in the Master Plan of Bikeways, and the proposed Carson bikeway network map can be found on page 6-41. The progress of the Master Plan of Bikeways is determined by the number of miles of bikeways that have been constructed. The Master Plan of Bikeways proposes the following goals, policies, and actions in Chapter 4, which provide high-level guidance for the city's bicycle network and bicycle-related programs.

Goal 1: Create a physical environment	Policy 1.1: Create a complete, citywide bikeway network in Carson.	
where people of all ages and physical	Policy 1.2: Ensure that all Carson streets accommodate safe bicycling.	
abilities feel safe and comfortable	Policy 1.3: Make bicycle parking available, secure, and convenient	
bicycling throughout Carson for	throughout Carson.	
everyday purposes.	Policy 1.4: Conduct regular monitoring of bicycle activity.	
Goal 2: Make bicycling the most	Policy 2.1: Create safe bicycling routes to all schools in the City of Carson.	
attractive transportation choice for	Policy 2.2: Ensure that new development accommodates and encourages	
short trips.	bicycling.	
	Policy 2.3: Encourage bicycling through promotions, fun, and incentives.	
Goal 3: Increase safety for all road	Policy 3.1: Educate all road users.	
users.	Policy 3.2: Systematically reduce crash risk on City streets through design	
	and enforcement.	
Goal 4: Increase economic vitality by	Policy 4.1: Attract customers by creating inviting public places centered	
making Carson a more livable city. around bicycling and walking.		
	Policy 4.2: Encourage new businesses to locate in Carson by promoting	
	walkable and bikeable development.	
	Policy 4.3: Develop an institutional culture in City government that treats	
	streets as public spaces.	

California Manual on Uniform Traffic Control Devices (CA MUTCD) (Revision 7, 2014)

The CA MUTCD provides uniform standards and specifications for all traffic control devices in California. The CA MUTCD follows federal MUTCD guidelines. The CA MUTCD includes guidelines for roadway elements such as signs, road markings, traffic signals, and traffic control devices. The CA MUTCD also contains guidelines for traffic control for bicycle facilities like bike lane signage and markings, warning signage, wayfinding, and intersection configurations for bicycle facilities. The CA MUTCD is a regulatory document and the design of public roads must adhere to it.

LA Metro Complete Streets Policy (2014)

Although Metro does not own or operate most of the Metro region's transportation systems in the public right-of-way, Metro does control County transportation funds for planning and funding regional transit systems and highway corridors. This policy document is intended to be a guide for local agencies to advance Metro's transportation agenda and to create street infrastructure that helps community members reach their transit stops or final destinations. The following list of principles summarizes Metro's Complete Streets Policy Statement.

Complete streets serving all users and modes- Modal priorities should be established to determine which
streets should be prioritized for transit, walking, biking, vehicle travel, goods movement, and other types of
modes. Regardless of the prioritized mode, all streets should be safe.



- Context sensitivity- Improvements should consider safe travel for all users and remain sensitive to local businesses, residents, and other stakeholders.
- Complete streets routinely addressed by all departments- All Metro departments will work towards making
 Complete Streets an everyday approach to all relevant projects.
- All projects and phases- Complete Streets infrastructure will be incorporated into all relevant transit and highway planning, design, and construction projects.

City of Carson Natural Hazards Mitigation Plan (2013)

The Natural Hazards Mitigation Plan includes resources and information to assist residents and organizations in the City of Carson in the event of a natural, man-made, or technical hazard including an earthquake, flood, or windstorm. The goals of the plan are to protect life, environment and property; keep the public aware of the risks of natural hazards; balance resource management and land use planning with hazard mitigation; strengthen coordination between the public and organizations, businesses and industries and encourage leadership to prioritize hazard mitigation activities; and to establish a policy to ensure mitigation projects for critical facilities, services and infrastructure and strengthen emergency operations. The Plan includes matrices of potential natural hazards and the action items required to meet plan goals in mitigating these hazards.

County of Los Angeles Bicycle Master Plan (2012)

The County of Los Angeles Bicycle Master Plan identifies gaps in the regional bikeway network and proposes bicycle facilities to fill in those gaps. Chapter 3.9 summarizes the existing conditions and proposed network within the unincorporated parts of the South Bay Planning Area, some of which are immediately adjacent to the city of Carson.

South Bay Bicycle Master Plan (2011)

The South Bay Bicycle Master Plan is intended to guide the development and maintenance of a comprehensive bicycle network and set of programs and policies throughout the cities of El Segundo, Gardena, Hermosa Beach, Lawndale, Manhattan Beach, Redondo Beach, and Torrance for the next 20 years. Implementation of this plan is meant to promote and increase bicycle ridership for all levels of ability across the South Bay, with Carson being one of its constituent cities.

Carson Street Mixed-Use District Master Plan (2006)

The Carson Street Mixed-Use District Master Plan provides a framework for future public improvements, private development and community action for projects located along the Carson Street corridor. The vision of the Carson Street Mixed-Use Master Plan is 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 Carson Street Mixed-Use Master Plan outlines the objectives, concepts, and design proposals for public improvements in the Carson Street right-of-way in Section 5. The specific recommendations to help establish the pedestrian-friendly Carson Street corridor include:

Sidewalk Widths and Use

Curb Extensions at Crosswalks

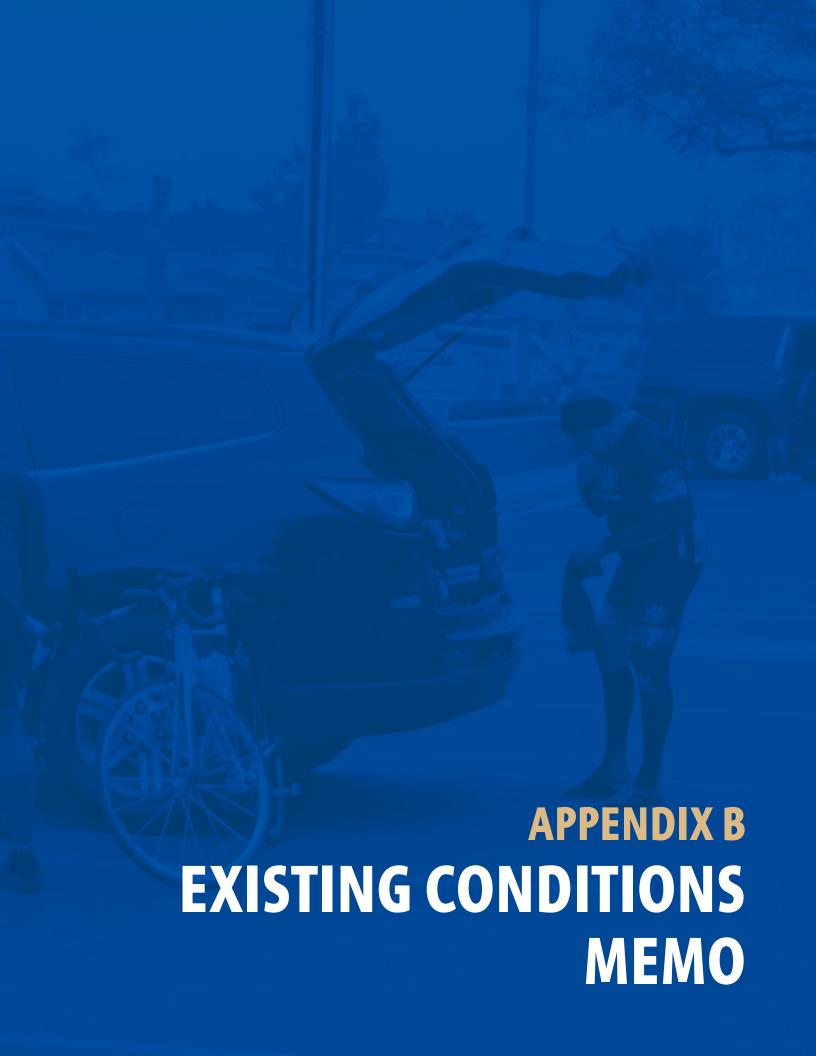


- Enhanced Crosswalk Paving
- Street Trees and Parkways
- Selecting Sustainable Street Trees
- Streetlights
- Landscaped Medians
- Gateway Landscaping
- Street Furniture

- Wayfinding Graphics
- Civic Identity
- Gateway Signage
- Typography / Logo
- Color/ Forms
- Circulation And Parking

City of Carson ADA Policies, Process, and Forms

The City of Carson lacks a comprehensive plan for the Americans with Disabilities Act (ADA), but has published a document titled "Carson ADA Policies, Process, and Forms" on its website. The City has stated that it will not discriminate against qualified individuals with disabilities and will comply with the requirements of Title II of the ADA and Section 504 of the Rehabilitation Act of 1973. The notice also promises that the City will make reasonable modifications to its policies and programs to ensure that individuals with disabilities have equal access to all its services, programs, and activities.





Carson Active Transportation and Community Connectivity Plan (CATCP)

Existing Conditions and Needs Analysis

Administrative Draft June 1, 2024



Table of Contents

Introduction and Overview	3
The City of Carson	
Existing Conditions	
Previous Plan and Policy Review	
Existing Infrastructure and Facilities	
Key Bicycle Improvement Corridors	
Key Destinations	
Needs Analysis	
Equity Analysis	
Safety Analysis	
Level of Traffic Stress Analysis	30
Demand Analysis	35
Bicycle and Pedestrian Connectivity Analysis	38
Shade and Cooling Assessment	
Next Steps	51

Introduction and Overview

The Carson Active Transportation and Community Connectivity Plan (CATCP) is a City-initiated effort to bring safety and connectivity to communities in Carson. The CATCP is an update to the 2013 Master Plan of Bikeways and the 2015 Pedestrian Master Plan. The CATCP is an opportunity to expand on ideas presented in these previous planning efforts, identify a suite of Safe Routes to School projects, and address challenges of providing the public with viable alternative transportation options. The CATCP will consider the City's needs in upcoming years, including the role of Carson's Dignity Health Sports Park in the 2028 Olympic and Paralympic Games, which is slated to be only accessible by high occupancy vehicles. The CATCP will also focus on the implementation of the recommended pedestrian and bicyclist projects to allow the City to move forward with rapid action on identified project and programming needs.

The CATCP reflects the unique challenges and opportunities in the city of Carson and addresses active transportation mobility gaps that negatively impact access to neighborhood schools, parks, hospitals, retail centers, employment, recreation, grocery stores, and regional and local transit options. The CATCP will identify existing conditions in Carson that present community-wide challenges and builds on previous planning efforts to create a comprehensive plan which will become the catalyst toward transformative social and health benefits to its residents and labor force.

The purpose of this memo is to identify existing demographics, infrastructure, and commuting trends as well as review existing City and regional plans related to active transportation travel. Using this existing data, analyses were completed to find gaps in the existing active transportation network. This information identifies opportunities for active transportation improvements to enhance the safety and comfort of people walking and biking. The findings from this memo will directly inform program and infrastructure recommendations as a part of the CATCP.

The City of Carson

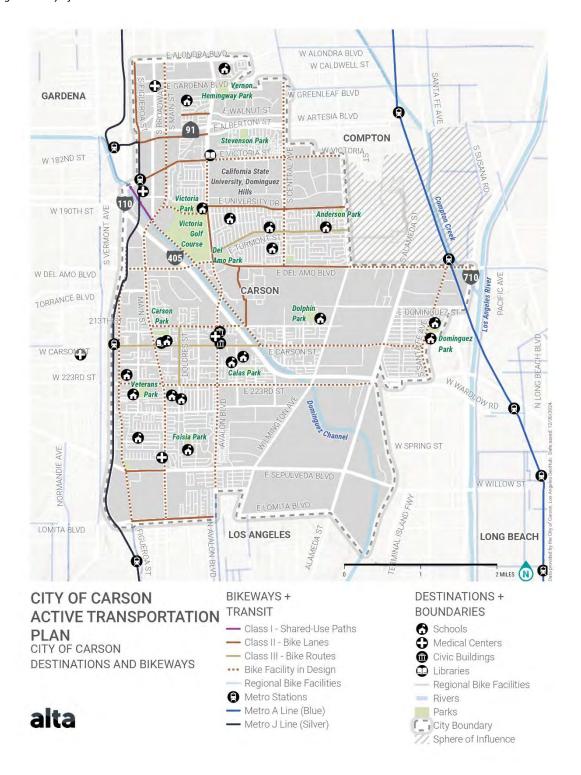
The City of Carson, California (Figure 1), is bordered by the cities of Los Angeles, Compton, Torrance, and Long Beach, and Los Angeles County unincorporated communities Rancho Dominguez, West Rancho Dominguez, Wilmington, and West Carson. Within its 19 square miles are 95,000 residents, 19 schools, and regional destinations including California State University, Dominguez Hills (CSU Dominguez Hills); Dignity Health Sports Park; and South Bay Pavilion Mall. The Metro A (Blue) and J (Silver) lines run along the east and west sides of Carson, respectively, making the city accessible to visitors throughout Los Angeles County. Carson is divided diagonally in the center by the Dominguez Flood Control Channel and the I-405 freeway, and east-west by the Alameda Freight Corridor. Much of the southeast of the city is dedicated to industry and manufacturing.

Carson became an incorporated city in 1968, much later than the surrounding cities of Long Beach and Torrance. Lacking as much political influence as these cities, Carson became host to industries, plants, and landfills that served the South Bay. Since its incorporation, the City of Carson has successfully closed many of its unwanted heavy industry, replacing it with responsible industry with better environmental standards. Carson is now home to large industrial facilities such as Marathon's Los Angeles refinery, a major employer in the city.

Carson is just a few miles from the ports of Los Angeles and Long Beach, globally known as the busiest and largest ports in the United States, handling 40% of all imports in the country. The proximity of these ports to the City of Carson has allowed warehousing, storage, and distribution industries in the city to thrive, but also brings in significant truck and rail traffic, particularly through the Alameda Freight Corridor, the busiest freight corridor in the country. This port traffic creates a significant barrier for active transportation travel through Carson and affects the air quality for Carson's residents.

CITY OF CARSON

Figure 1. City of Carson



Existing Conditions

Previous Plan and Policy Review

A comprehensive review of previous local, regional, and state plan and policy documents pertinent to Complete Streets, mobility, and sustainability was completed to ensure consistency between these plans and the CATCP. A full list of reviewed documents can be found in **Appendix A**.

City of Carson 2040 General Plan (2023)

The City of Carson adopted its 2040 General Plan (General Plan) in April 2023. The General Plan is the City's overarching policy document to guide growth and development. The General Plan outlines the City's long-term vision and goals and identifies future needs related to land use, transportation, housing, open space, conservation, safety, noise, and other topics germane to Carson's development and conservation.

The General Plan establishes comprehensive goals and policies related to transportation including specific goals to improve the ability for residents to walk and bike throughout the city. Guiding policies help establish the vision for the City of Carson CATCP and provide important context on how active transportation will play a central role in the future of transportation in Carson.

The Carson Neighborhood Villages Plan Study is a part of the General Plan that aims to create sustainable, vibrant, and complete neighborhoods. The plan's objective is to reduce greenhouse gas emissions and vehicle miles traveled by bringing amenities closer to residents and to promote the use of walking, biking, and other low-impact modes of transportation through mobility infrastructure improvements and programs. The plan is a study that was meant to inform the General Plan rather than be adopted by the City. Thus, this plan does not necessarily represent adopted City policy.

One of the policies and strategies in the plan is the Slow Speed Network for bicycle improvements and a Neighborhood Electric Vehicle (NEV) Network. The plan includes design practices to guide new development within the Neighborhood Villages such as locating active transportation paths near neighborhood centers and improving the streetscape with amenities like wider sidewalks, street trees, and pedestrian-scale lighting to create walkable and bikeable human scale neighborhoods.

City of Carson Local Roadway Safety Plan (LRSP) (2023)

LRSPs are intended to help local roadway owners contribute to the goals of Caltrans' statewide Strategic Highway Safety Plan (SHSP) by focusing on local-level concerns. An LRSP analyzes collision data, assesses infrastructure deficiencies through an inventory of roadway system elements, and identifies roadway safety solutions citywide. The Carson LRSP highlights that bicycle- and pedestrian-related collisions accounted for about 35% of fatal and severe injury collisions as identified in SWITRS (2017 to 2021). The LRSP identifies four locations with the highest collision frequency and four corridors with the highest rates of collisions (including vehicles, pedestrians, and bicyclists).

- Locations
 - Wilmington Avenue and 223rd Street
 - Avalon Boulevard and Albertoni Street
 - Avalon Boulevard and Victoria Street
 - Main Street and Sepulveda Boulevard
- Corridors
 - o Turmont Street from Avalon Boulevard to Central Avenue
 - W 220th Street from Figueroa Street to I-405

- Carson Street (west to east City limits)
- Alameda Street, Santa Fe Avenue, and Wilmington Avenue (full extents within the City)
 The Carson LRSP proposes engineering countermeasures and non-engineering safety measures (education and enforcement) to create safe spaces for all road users at the identified locations and corridors.

Complete Streets and Green Streets Policy for the City of Carson (2022)

The City of Carson adopted a Complete Streets and Green Streets Policy in 2022, which aims to create a comprehensive, integrated transportation network with infrastructure and design that allows safer and more convenient travel along and across streets for users of all ages, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, and users and operators of public transportation. Complete Streets policies can be found within the City's Plans (the General Plan, transportation plans, and specific plans) and official City policies. The Complete Streets and Green Streets Policy outlines the recommended policy language, exceptions, considerations of establishing a well-connected network, performance measures, green streets policies, implementation plan, and other additional elements of implementing Complete Streets.

City of Carson Active Transportation Plan (Part I adopted 2015, Part II adopted 2013)

The Carson Active Transportation Plan (ATP) is organized into two parts: The Carson Pedestrian Master Plan and the Carson Master Plan of Bikeways. The ATP aims to improve community health by creating safer, connected, attractive, and convenient active transportation networks that encourage biking and walking. The measurable goals for the ATP are connectivity, livability, safety, health, and economic development.

The Carson Pedestrian Master Plan, adopted in 2015, includes recommendations for Carson's streets and sidewalks, like pedestrian-scale lighting, sidewalks, intersection improvements (high-visibility crosswalks and pedestrian count-down signals), urban canopy, and neighborhood access (easements). The Plan also recommends education and encouragement programs, design guidelines, and an implementation plan.

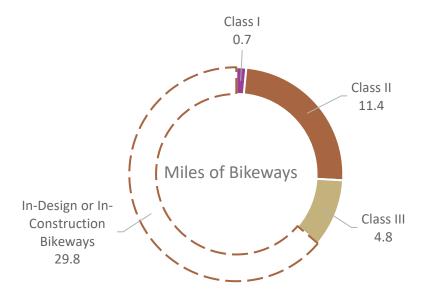
The Carson Master Plan of Bikeways, adopted in 2013, creates a strategic vision for enhancing bicycle transportation in the city. The Master Plan of Bikeways is the guiding document for all bicycle infrastructure, policies, and programs in Carson. The Master Plan of Bikeways proposes a 20-year plan for a comprehensive network of streets designed to prioritize comfort and safety for bicyclists to enhance the practical use of bicycles as a transportation choice. The Master Plan of Bikeways also includes bikeway design guidelines and recommended programs and policies to encourage bicycle travel and increase safety.

Existing Infrastructure and Facilities

Existing Bikeways

There are 16.9 miles of existing bikeways in Carson. This includes a 0.7-mile-long Class I shared-use path, 11.4 miles of Class II bike lanes, and 4.8 miles of Class III bike routes. There are no Class IV separated bikeways in Carson. There are 29.8 miles of in-design or in-construction bikeways throughout the city. These bikeways are expected to be constructed near or shortly after the completion of the CATCP.

Table 1. Miles of Existing and In-Design Bikeways



The small segment of existing shared-use path is along the Dominguez Flood Control Channel across Figueroa Street. While there are existing Class II bike lanes on major streets in Carson such as Avalon Boulevard, Del Amo Boulevard, University Drive, Central Avenue, and Sepulveda Boulevard, the bike lanes do not extend the length of the street within the city boundaries. Additionally, these Class II bike lanes are not consistent with current design standards. For example, according to guidelines described in the Carson Master Plan of Bikeways, bike lanes should be at least 5-feet wide and up to 8-feet wide on busy arterial streets, yet Carson's existing bike lanes are as narrow as 4-feet (University Drive).

Except for the most confident bicyclists, the gaps in the existing bicycle facilities on Carson's roads limit the destinations that bicyclists can reach. A disconnected network results in bicyclists needing to travel out of their way to continue their journey on bicycle facilities, or to ride on roads without bikeways which may result in a high level of stress. If a bicyclist determines any part of their ride to be too uncomfortable it is more likely they will choose another transportation mode, like driving, instead. Many of the in-design bikeways will fill these gaps.

A segment of Carson Street between the west city boundary and the Dominguez Channel is identified with signage and sharrow markings as a Class III bike route. This route connects to another bike route on Dolores Street between 213th Street and 223rd Street. There is also a bike route on Turmont Street between Avalon Boulevard and Wilmington Avenue.

In order to help bicyclists as they travel near City parks and to provide places to rest, the City has begun to install amenities like bicycle repair stations, water bottle refill stations, tables, benches, and bike racks. The City has also purchased new tools to better maintain park infrastructure such as pedestrian lighting. However, currently the City municipal code does not allow bicyclists to ride in parks. Bicyclists must dismount and walk their bikes to use these park amenities. The bicycle ban in city parks presents a barrier to overall citywide bicycle connectivity.

CITY OF CARSON

US Bike Route 95

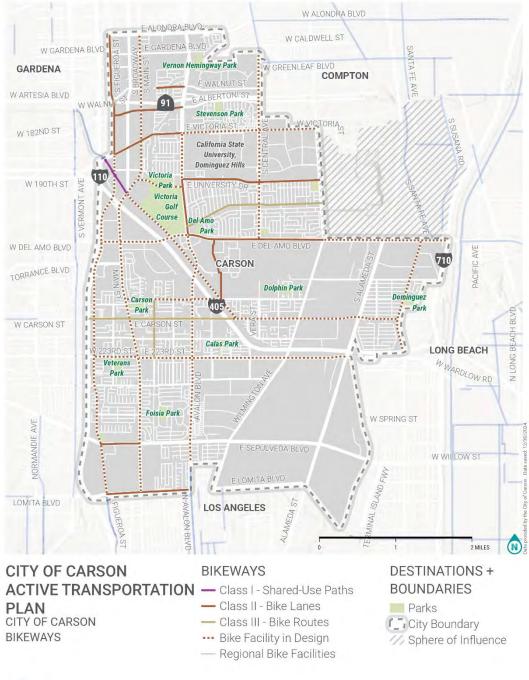
Identified by the Adventure Cycling Association and approved by the American Association of State Highways and Transportation Officials (AASHTO) and Caltrans, portions of Carson Street, Main Street, and 223rd Street are a part of US Bike Route (USBR) 95. The USBR system features signed routes and navigation on identified route bikeways throughout the country. USBR 95 traverses western California along the Pacific Coast for over 1,000 miles. The route in Carson connects bicyclists from the coast, through Torrance, and towards Long Beach. The recommendations made in this Plan will support bicyclists using USBR 95.

Figure 2 shows the existing and previously proposed bikeways in Carson.



Class I shared-use path on the Dominguez Channel

Figure 2: Bikeways



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CITY OF CARSON

Existing Pedestrian Infrastructure

Sidewalks line most of the streets in Carson allowing pedestrians a safer and more comfortable place to walk to their destinations. Sidewalks are mostly absent in the industrial areas of Carson, like the area north of Walnut Street and much of the southeast portion of the city, although this is by design; according to the 2004 Carson General Plan, sidewalks are not required in some industrial areas of the city. While Sepulveda Boulevard and 223rd Street have some sidewalks, it is generally only on one side of the street and in some places disappears, requiring pedestrians to walk on the side of the road.

Figure 3 shows the distances between crosswalks on major roads in the city. In the southwest neighborhoods, there are generally crosswalks at every major intersection, although the length of these street segments can be as long as ½ mile. In the northern half of the city, block lengths are longer. Even though most intersections have crosswalks, pedestrians must walk far distances to reach them. For example, a pedestrian walking on University Drive from Avalon Boulevard must walk one mile to reach the next marked crossing opportunity at Central Avenue. On Victoria Street, pedestrians must walk nearly ½ mile from Avalon Boulevard. There are fewer crosswalks in the east and southeast areas of Carson. Most of the major block lengths in these areas are at least ½ mile long. Research has shown that pedestrians are more likely to cross at mid-block locations rather than walk out of direction to use a crosswalk.

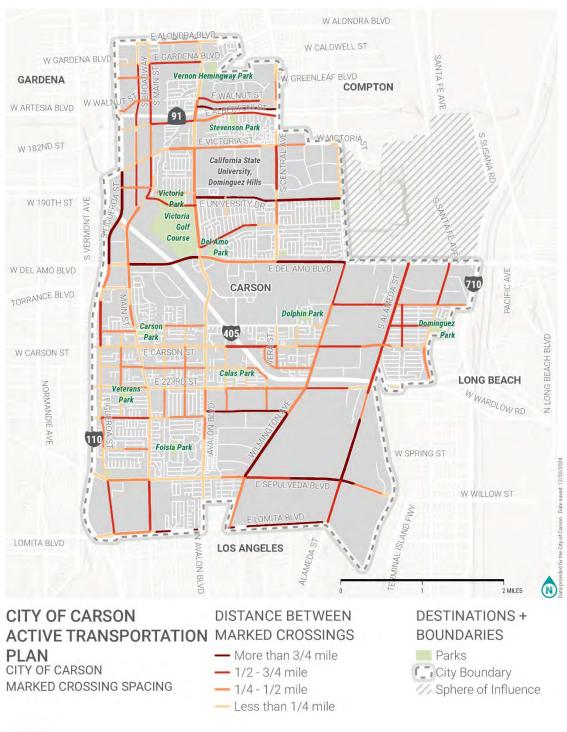
Curb ramps can be found at most crossing locations in Carson, although not all existing ramps meet current standards. Curb ramps should conform to the 2023 Caltrans Standard Plans Books which include detectable warning surfaces and either a two-ramp or one-ramp installation. These upgrades create safer crossings, particularly for pedestrians with low vision or those using mobility devices.

Some large intersections near popular destinations have preferred pedestrian infrastructure compared to other areas in the city. The intersection of Victoria Street and Avalon Boulevard has bus stops on three corners of the intersection and is near Dignity Health Sports Park and California State University, Dominguez Hills, two key destinations for pedestrians and bicyclists. The intersection has pedestrian refuge islands to allow pedestrians to cross the large intersection in two phases. The intersection also has curb ramps that are perpendicular to the crosswalks (two-ramps), rather than diagonal curb ramps (one-ramp). In some cases, diagonal curb ramps are not preferred as they are more difficult to navigate for pedestrians using mobility devices or with visibility impairments. While the existing facilities are beneficial for pedestrians, the intersection could be further improved with high-visibility crosswalks, wider sidewalks, and additional ADA considerations. A conceptual design has been completed for a transit center at California State University, Dominguez Hills (CSU Dominguez Hills). This transit center will consolidate bus stops along Victoria Street, eliminating the need for community members to cross multiple intersections or walk far distances to make transit connections.



The intersection of Victoria Street and Avalon Boulevard has pedestrian refuge islands and different styles of curb ramps.

Figure 3. Crosswalk Spacing



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Inter-Modal Connections



Some transit stops in Carson have shelters, benches, and other amenities.

Metro operates bus lines along many streets in the city, which take riders to destinations throughout Los Angeles County. Riders on both Long Beach Transit and Metro can pay for fares using a TAP card. Fares are typically \$1.25 for Long Beach Transit and \$1.75 for Metro.

The City of Gardena G Trans operates one bus line in north Carson and the City of Torrance operates several Torrance Transit lines in north and south Carson, connecting to destinations in Torrance.

Active transportation infrastructure can help community members make first-last mile connections to and from transit stops and their final destinations. While community members may be able to use transit for longer parts of their trips, if it is too difficult or uncomfortable to reach the transit stop by walking or biking, community members may choose to drive instead. Enhancing connections to transit stops also improves equitable transportation options in the city, by providing access to destinations for community members that do not have access to a vehicle.

The city is mostly served by Long Beach Transit and Los Angeles Metro bus lines. Long Beach Transit operates three fixed bus routes in Carson through an interagency agreement with the City, as well as eastwest connections beyond the city limits. Additionally, City staff operates the Carson Circuit bus system, providing two additional fixed routes. The Carson Circuit connects riders to the South Bay Pavilion Mall, CSU Dominguez Hills, Dignity Health Sports Park, City Hall, and other local destinations for \$1.00 fare. The Carson Circuit only operates during commuting periods in the morning and afternoon.



Many bus stops have a bench for transit riders.

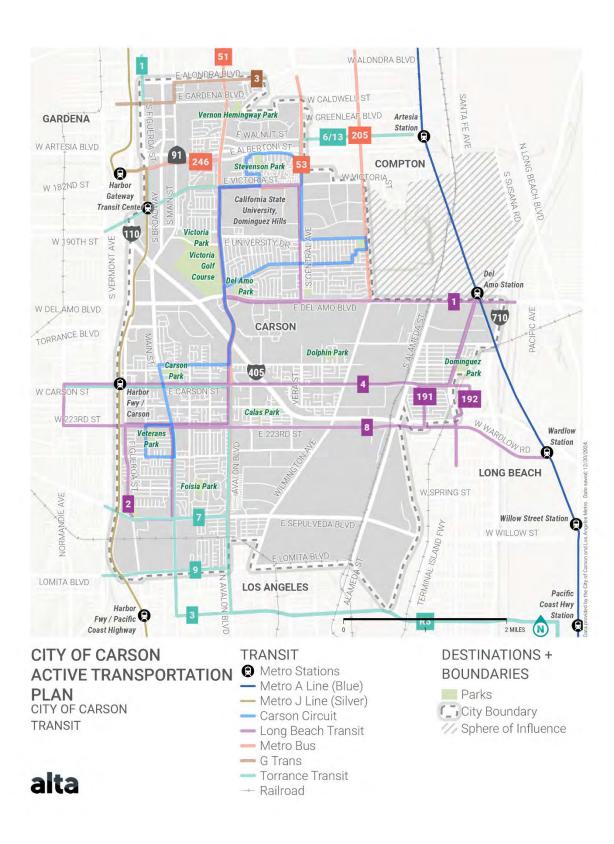
Just outside of the city at Del Amo Boulevard and Santa Fe Avenue is the Metro A (formerly Blue) Line rail station, which riders can take to connect to destinations from Azusa to Downtown Los Angeles to Long Beach. Riders at the Del Amo Station can use the Galaxy Express shuttle during LA Galaxy soccer game days to reach Dignity Health Sports Park as well as other Long Beach Transit and Metro bus lines. The Harbor Gateway Transit Center in Gardena is another regional transit hub for community members in Carson, featuring twelve bus bays and connections to the Metro J (formerly Silver) Line, a rapid transit bus line. The Metro C (formerly Green) Line is slated for extension into Torrance, terminating at the Torrance Transit Center, just a few miles from Carson. At the time of writing this Plan, the C Line extension is in the environmental studies phase. At its completion riders will be able to connect to the LAX airport via a free shuttle and cities along the line such as El Segundo and Norwalk. A conceptual design has also been completed for a transit center at CSU Dominguez Hills near the intersection of Victoria Street and Tamcliff Avenue. This transit center would serve community members including students and staff of the University and visitors to Dignity Health Sports Park.

As shown in **Figure 4**, bus routes run along most of the major roads in the city. Bus stops typically feature shelters and benches along Avalon Boulevard and Carson Street west of I-405. Most other stops only have benches, though some stops do not have any amenities. Existing bike lanes connect to transit stops along parts of Sepulveda Boulevard, Carson Street, Del Amo Boulevard, University Drive, Victoria Street, and Albertoni Street. The gaps in bicycle facilities on Avalon Boulevard prevent connections to stops north and south of CSU Dominguez Hills. There are also gaps in the bikeway network connecting to transit stops along Alameda Street and to stops in the residential area in the southwest corner of the city.



Though few, there are transit stops without any amenities in the city.

Pedestrians can generally connect to bus stops in Carson via the sidewalk network, however far distances between crosswalks make it difficult to reach bus stops on the other side of the road. For example, on Del Amo Boulevard between Central Avenue and Wilmington Avenue, there is over ¾ mile between crosswalks, yet there are bus stops for eastbound buses on the opposite side of Del Amo Boulevard from residences and businesses from where pedestrians would be walking. Reaching these eastbound bus stops requires pedestrians walking out of direction to the crosswalks, or to cross at unmarked crosswalks at intersections of Del Amo Boulevard where traffic speeds are posted at 50 mph.



Key Bicycle Improvement Corridors

While this Plan includes pedestrian recommendations citywide, bicycle recommendations will be created with a focus on select corridors and schools. These corridors were chosen based on their potential for connectivity to key destinations and for improving active transportation safety. Bicycle improvements will also be recommended near five priority schools/ school clusters in Carson. These schools were chosen based on criteria including their proximity to disadvantaged communities and bicycle and pedestrian collisions. The CATCP will consider first-last mile improvements as well, to help residents and visitors make their final connections to and from transit stops. The CATCP will consider the South Bay Local Travel Network (LTN) when identifying first-last mile connections, as the LTN works to identify routes that are appropriate for neighborhood electric vehicles (NEVs) like golf carts, bikes, and scooters. Carson's future Bicycle Master Plan, expected to be completed in 2026, will incorporate and broaden the recommendations made in the CATCP to enhance a comprehensive and inclusive citywide bicycle network.

The key bicycle corridors included in this study are:

- Main Street
- Avalon Boulevard
- Wilmington Avenue
- Victoria Street
- University Drive
- Carson Street
- 223rd Street
- Sepulveda Boulevard

The priority schools are:

- Carson Street Elementary
- Carson High and Dolores Street Elementary cluster
- Bonita Elementary and Carnegie Middle cluster
- Broadacres Avenue Elementary
- Ralph Bunche Elementary

Key Destinations

Key destinations are those that a large number of community members and visitors travel to every day. Providing safer, convenient, comfortable and connected active transportation infrastructure to these destinations typically reduces vehicle miles traveled (VMT) and will help the South Bay region achieve greenhouse gas (GHG) reduction targets. Recommendations in this CATCP were made with these key destinations in mind. While most of these key destinations are within the city of Carson, some are just outside of the city boundaries within the sphere of influence and unincorporated County islands. Carson will need to coordinate with neighboring jurisdictions to create a connected first-last mile network to these key destinations.

The key destinations are:

- Schools
- Parks
- Childcare Centers
- Medical Facilities
- Mobile Home parks

- Supermarkets
- Civic Buildings and Libraries
- California State University, Dominguez Hills (CSU Dominguez Hills)
- Carson City Hall
- Carson Event Center
- Kaiser Permanente's Carson Medical Offices
- Harbor-UCLA Medical Center (outside of city boundaries)
- Del Amo Station on the A (Blue) Line (outside of city boundaries)
- Dignity Health Sports Park
- Goodyear Blimp
- Harbor Gateway Transit Center (outside of city boundaries)
- Los Angeles Harbor College (outside of city boundaries)
- Porsche Experience
- South Bay Pavilion Mall
- Transit Hub at CSU Dominguez Hills (future)



Needs Analysis

This needs analysis outlines the findings of the equity analysis, safety analysis, level of traffic stress analysis, demand analysis, connectivity analysis, and shade and cooling assessment. These analyses helped the project team understand where there are gaps in the bikeway network and where new or improved active transportation facilities are needed. The equity and safety analyses assign an equity score to neighborhoods in the city and analyze historic pedestrian and bicycle collisions. The level of traffic stress analysis estimates the level of comfort for people walking or biking on any given roadway segment. The demand analysis shows the potential market for active transportation use in different areas of the city. Using data from the level of traffic stress analysis, the connectivity analysis provides connectivity scores to routes leading to key destinations and land use types. The shade and cooling assessment analyzes shade and cooling conditions in the city and the relation to comfort levels for people walking and biking.

The needs analysis concludes with a summary of the network gaps for active transportation users in Carson. These gaps were determined through the review of the existing conditions and needs analysis data.

Equity Analysis

The equity analysis is a review of regional equity tools to identify disadvantaged communities in Carson. The CalEnviroScreen tool (**Figure 6**), created by the California Office of Environmental Health Hazard Assessment¹, identifies communities that are disproportionately burdened by pollution. CalEnviroScreen uses pollution indicators like levels of ozone concentration and drinking water contaminants and social and health indicators like poverty levels, rates of disease, and housing burdens on residents to provide a score for each census tract in the state. For grant funding purposes, the state considers communities that score higher than 75% as disadvantaged. In Carson, much of the city is considered disadvantaged. These high scores are likely due to the industrial land use in the city and the presence of the busy I-405 freeway. According to CalEnviroScreen, most census tracts in the city score very high for the toxic release indicator, which identifies facilities that make or use toxic chemicals. Census tracts in the city also score highly for the percentage of PM2.5 pollution in the air which comes from cars, trucks, and factories. As shown in the CalEnviroScreen map, mobile homes in Carson are aligned with the disadvantaged areas of the city, indicating that residents living in low-cost housing are also facing the highest pollution burdens. Carson has a mobile home rent control ordinance, making it one of the least expensive cities in the regional to rent a mobile home. However, many of these mobile home parks are in poor condition.

¹ https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40

The Healthy Places Index (**Figure 7**), developed by the Public Health Alliance of Southern California², determines how healthy a census tract is using characteristics such as level of education, healthcare access, housing availability, transportation access, and social environment. In general, the city of Carson has healthier community conditions than half of other California cities. The census tract in the south of the city that scores lowest on the Healthy Places Index is mostly industrial and therefore residents in the area have more limited access to community destinations like healthcare centers and parks. Residents here also face severe housing cost burdens, indicating residents pay more than 50% of their income on housing costs. There are two mobile home community in this census tract. All other census tracts in Carson face pollution from diesel particulate matter (PM). Diesel PM can increase the risk of cardiovascular and respiratory diseases and comes from exhaust from diesel engines such as in trucks and trains. The high levels of diesel PM in Carson is likely from the I-110 and I-405 freeways and the Alameda Freight Corridor.

Justice40 (**Figure 8**) is a federal initiative to identify disadvantaged communities that are marginalized, underserved, and overburdened by pollution to ensure these communities have access to federal investments³. Justice40 uses the Climate and Economic Justice Screening Tool which considers health indicators related to categories like climate change, energy, health, housing, pollution, and transportation. The tool considers census tracts in the north and south of the city to be disadvantaged, in part due to pollution levels, transportation barriers, and the number of low-income households.

2021 median household income (MHI)⁴ (**Figure 9**) in California is \$84,097. The state classifies communities with less than 80% of the MHI as disadvantaged (<\$67,277). Most of the communities in west Carson have MHIs above 80% of the statewide total. Industrial areas south of Del Amo Boulevard, north of Gardena Boulevard, and just west of Dominguez Park are considered disadvantaged, as is the mobile home community south of Sepulveda Boulevard between Wilmington Avenue and Main Street.

The National School Lunch Program⁵ is a federally assisted meal program that provides free or reduced-priced lunches to school children. Eligibility for the program is based on household size and income. The state considers schools in which at least 75% of students receive free or reduced-priced lunch as disadvantaged (**Figure 10**). In Carson, all schools except 232nd Place Elementary, Leapwood Avenue School, Caroldale Learning Community, and Ralph Bunche School have more than 75% of students in the program. Curtiss Middle School and Catskill Avenue School have the highest percentage of students receiving free or reduced-priced meals, indicating there are disadvantaged families throughout the city of Carson.

² https://www.healthyplacesindex.org/

³ https://www.whitehouse.gov/environmentaljustice/justice40/

⁴ https://data.census.gov/

⁵https://www.cde.ca.gov/ls/nu/sn/eligmaterials.asp

Figure 6: CalEnviroScreen

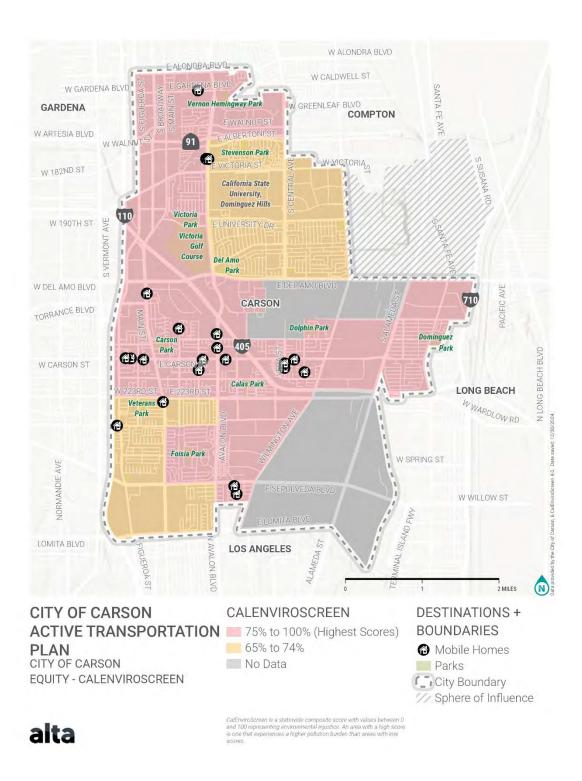


Figure 7: Healthy Places Index

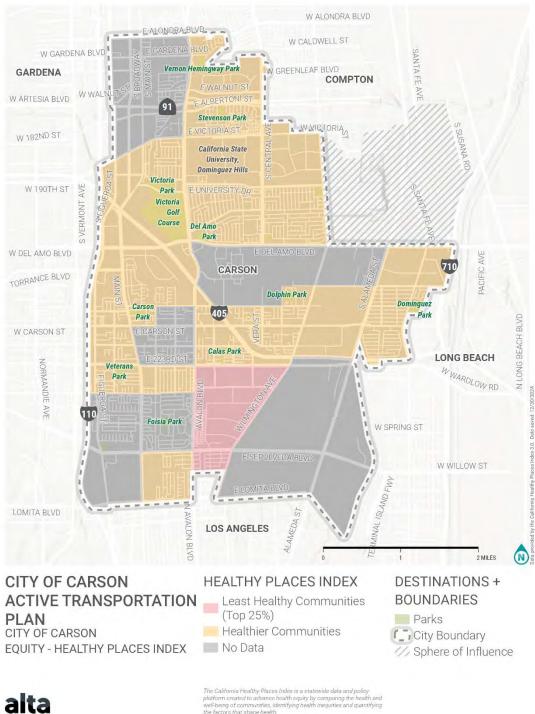
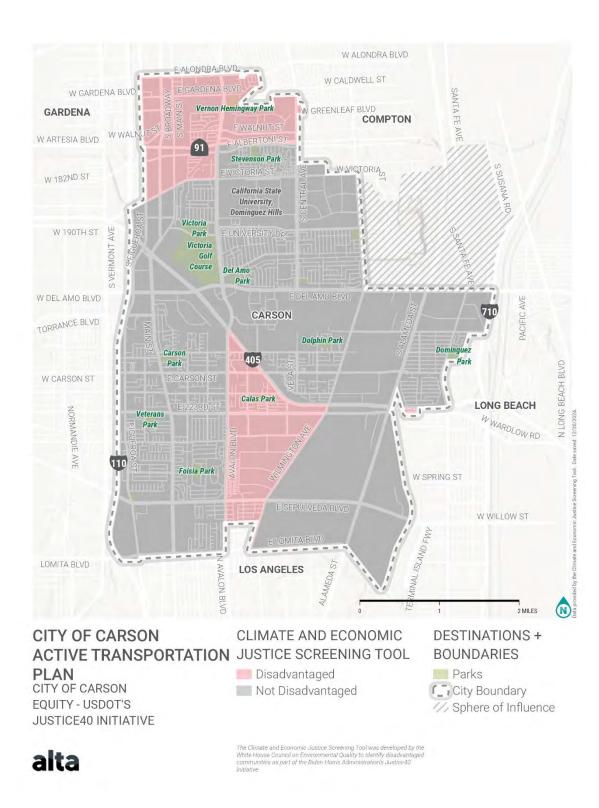


Figure 8: Justice 40 Initiative



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Figure 9: Median Household Income

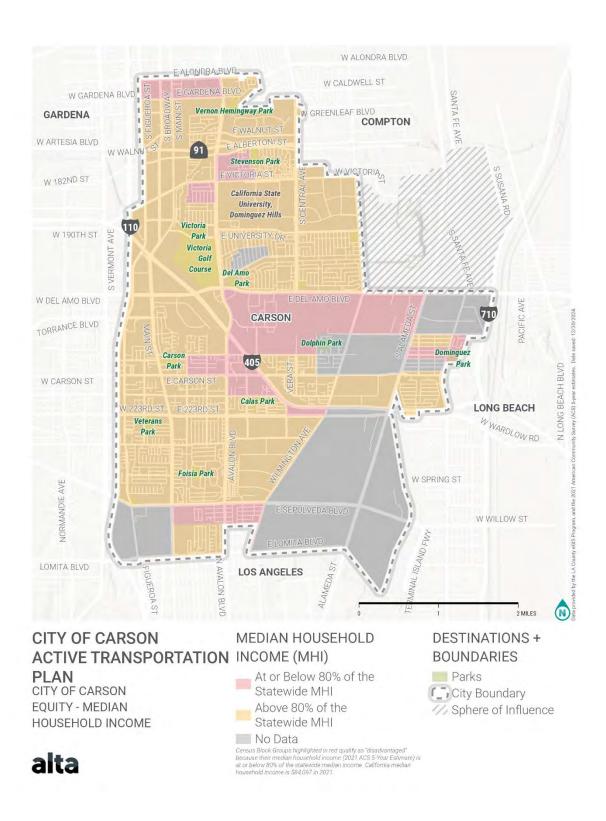


Figure 10: Free and Reduced-Price Meals



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Safety Analysis

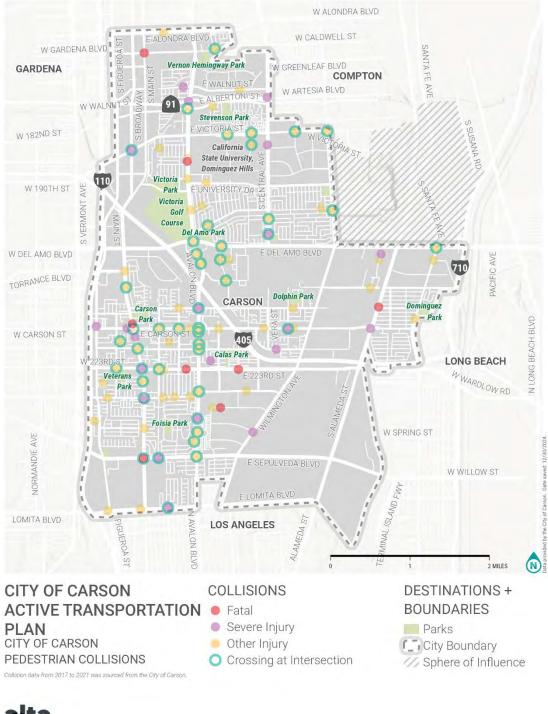
Historical data on bicycle and pedestrian collisions in Carson helps in understanding the safety of the active transportation network and in the identification of countermeasures to prevent collisions in the future. Collision data was pulled from the Statewide Integrated Traffic Records System (SWITRS), a University of California, Berkeley tool. Within a five-year period between 2017 and 2021, there were 164 pedestrian or bicycle collisions in Carson, 9 of which resulted in a fatality.

Pedestrian Collisions

Between 2017 and 2021, there were 115 pedestrian collisions in Carson. Thirty-three percent (33%) of these collisions resulted in a visible injury, 19% resulted in a severe injury, and 7% resulted in a fatality. The most frequent crash violations for these pedestrian collisions were pedestrian violations (38%) and pedestrian right-of-way violations (36%). Pedestrian violations occur when a pedestrian does not respect a motor vehicle's right-of-way such as when a pedestrian is walking on or crossing the road. A lack of designated sidewalks or crossing facilities can sometimes account for these violations. Pedestrian right-of-way violations refer to instances in which a driver does not respect a pedestrian's right-of-way such as a driver turning at an intersection where a pedestrian is crossing. Half (50%) of the total pedestrian collisions occurred at a crosswalk at an intersection, while another 29% occurred while a pedestrian was crossing outside of a crosswalk. Improved crossing infrastructure and pedestrian signals, such as leading pedestrian intervals (LPIs) can help prevent these types of violations by better placing the pedestrian in the intersection and allowing them ample time to cross.

As shown in **Figure 11**, most of the pedestrian collisions, including the fatalities, have occurred on major roads in Carson such as 223rd Street, Sepulveda Boulevard, Alameda Street, and Avalon Boulevard. There are fewer pedestrian collisions in the southeast corner of the city where there are fewer destinations for pedestrians.

Figure 11: Pedestrian Collisions



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CITY OF CARSON

Bicycle Collisions

Forty-nine (49) bicycle collisions occurred in Carson between 2017 and 2021. Fifty-three percent (53%) of these collisions resulted in a visible injury, 8% resulted in a severe injury, and 2% resulted in a fatality. The most frequent crash causes were automobile right-of-way violations (27%), improper turning by motor vehicle drivers (16%), and riding a bicycle on the wrong side of the road (14%). Bicycle facilities can prevent wrong side of the road bicycle riding as they point bicyclists in the correct direction. Some facilities can also prevent collisions due to motor vehicle turning movements by keeping the bicyclist separated from traffic in an intersection.

Like the pedestrian collisions in the city, most bicycle collisions occurred on major roads like 223rd Street, Sepulveda Boulevard, Del Amo Boulevard, Avalon Boulevard, and Main Street. Collisions were mostly concentrated near CSU Dominguez Hills and the residential area in the southwest corner of the city (**Figure 12**). Some of the roads with bicycle collisions, like Avalon Boulevard, Del Amo Boulevard, and Carson Street, have existing bicycle facilities. However, these facilities should be reviewed for additional treatments to improve conditions and reduce future collisions.

Figure 12. Bicycle Collisions



CITY OF CARSON

Level of Traffic Stress Analysis

The level of traffic stress considers the perceived stress that a pedestrian or bicyclist will face on a roadway segment. A perceived stressful journey is often the greatest barrier to more frequent active transportation travel. Routes should feel as comfortable as possible to increase active transportation in the city. The level of traffic stress analysis accounts for roadway characteristics and gives each roadway a score from 1 to 4. Roadways scoring a 1 have the lowest level of traffic stress while roadways scoring a 4 have the highest level of traffic stress.

Based on methods developed by the Mineta Transportation Institute⁶, the traffic stress analysis accounts for roadway characteristics including roadway width, posted speed limits, the number of traffic lanes, motor vehicle volume, the type of existing pedestrian and bicycle infrastructure, and the presence of on-street parking. In general, as roadway speeds and widths increase, and the level of separation between active transportation users decreases, the more stressful the roadway will feel.

- LTS 1 These routes are appropriate for bicyclists and pedestrians of all ages and abilities. Facilities are usually completely separated from vehicle traffic or are along roadways with low speeds. Intersections feel comfortable and are easy to cross.
- LTS 2 These routes are appropriate for most adult active transportation users. Facilities may not be physically separated, but are delineated from traffic, such as a buffered bike lane. Roadways are lower speeds with 1-2 traffic lanes. Intersections feel comfortable for most adults.
- LTS 3 Confident adult active transportation users would feel comfortable using these routes. Active transportation facilities are closer in proximity to high-speed and high-volume traffic. Intersections feel uncomfortable but are manageable for most adults.
- LTS 4 These routes are only appropriate for the most confident active transportation users. Active transportation facilities may not be available and may require interaction with high-speed traffic on multiple travel lanes. Intersections feel uncomfortable and may not have crossing infrastructure.

Pedestrian Level of Traffic Stress Scores

As described in the existing pedestrian infrastructure section of this memo, most streets in Carson have sidewalks, crosswalks, and curb ramps. However, there are sections of the City with few sidewalks, long block lengths between crosswalks, and a number of curb ramps that are not up to current standards. The pedestrian level of traffic stress considers these factors along with other factors included in the bicycle level of traffic stress scoring such as roadway width and posted speed limits.

⁶Mekuria, Maaza C., Peter G Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity." *Mineta Transportation Institute*, May 2012.

Like the bicycle level of traffic stress scores, most local streets are low stress, indicating that walking along these streets would feel comfortable for pedestrians of all ages and abilities. However, these low stress islands are surrounded by higher stress collector and arterial roadways with higher speeds, longer distances between crossings, and other factors that make walking feel less comfortable. This may limit pedestrians from walking to destinations beyond their neighborhoods and instead choosing to drive. Uncomfortable walking environments can also negatively impact the number of residents that take public transit and may create unsafe conditions for pedestrians trying to access bus stops.

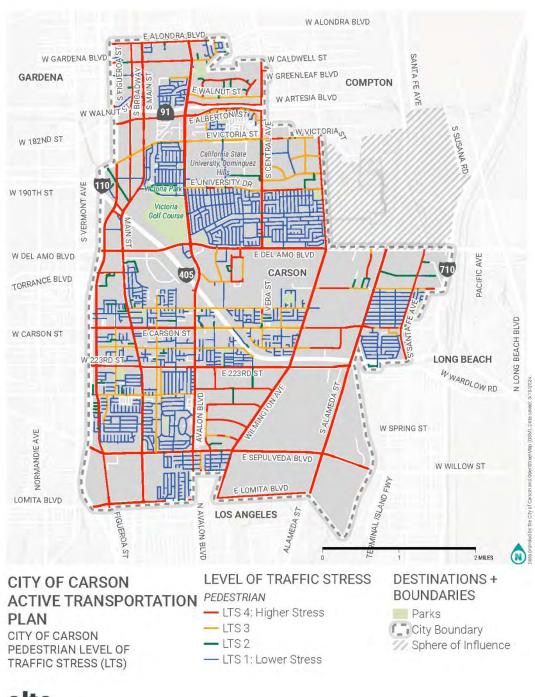


The intersection of Del Amo Blvd and Wilmington Ave has a high level of pedestrian stress due to long crossing distances, high speeds, and multiple travel lanes.



189th St and Towne Ave has a low level of traffic stress due to its low speed, low volume roadway crossing.

Figure 13: Pedestrian Level of Traffic Stress



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ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN

159

Bicycle Level of Traffic Stress Scores

Each level of traffic stress corresponds with a bicyclist level of confidence. As the level of traffic stress increases, the more confidence is required of the bicyclist. As shown in **Figure 14**, most adult bicyclists would not be willing to ride on a level 4 or level 3 traffic stress roadway. These high stress roadways act as a barrier to active transportation travel and prevent bicyclist connectivity beyond the low stress network.

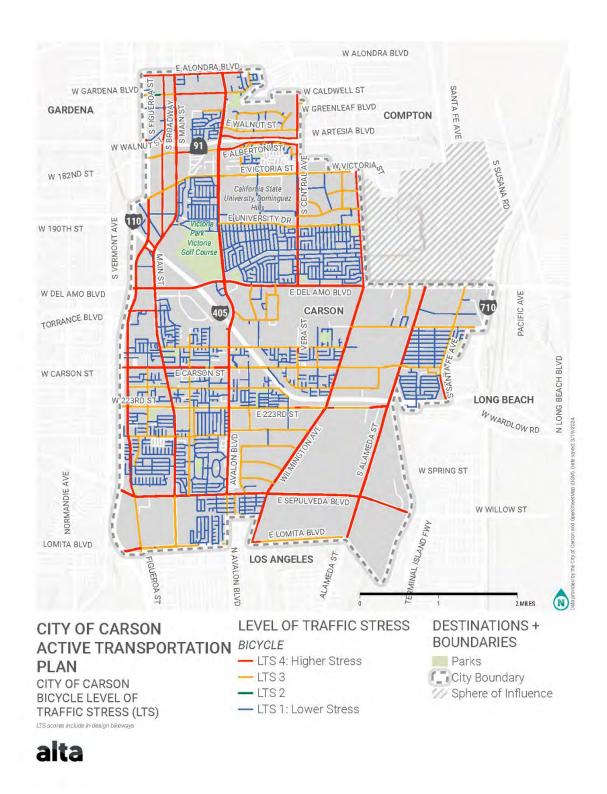
As shown in **Figure 15**, level 4 traffic stress roadways can be found throughout Carson. Level 1 or level 2 traffic stress roadways that would be comfortable for most bicyclists to use are limited to neighborhood streets which often do not lead to destinations in the city. While there are many low stress networks in the city, these networks are cut off by high stress roadways like Main Street, 223rd Street, Avalon Boulevard, and Central Avenue.

Figure 14: Bicycle Level of Traffic Stress Scale

BICYCLE LEVEL OF TRAFFIC STRESS INCREASING LEVEL OF COMFORT, SAFETY, AND INTEREST IN BICYCLING FOR TRANSPORTATION LTS 4 LTS 2 LTS 3 LTS 1 Higher stress and higher More traffic stress and more Little traffic stress and some Little traffic stress and little attention required; suitable attention required; comfortable for attention required; suitable attention required; suitable for only for confident adults. many adults who currently ride, for most adults. almost all cyclists. Source: Mineta Transportation Institute, 2012. Low Stress Bicycling and Connectivity.

160

Figure 15: Bicycle Level of Traffic Stress



Reducing the Level of Traffic Stress

The level of traffic stress can be reduced on a roadway by providing facilities for bicyclists and pedestrians to use that are physically separated from traffic, particularly on roadways with high speeds and wide travel lanes. This can include Class I shared-use paths and Class IV separated bikeways as well as sidewalks with buffers like landscaping or fencing. Traffic calming can also reduce the level of traffic stress on a roadway by reducing travel lane widths and slowing vehicle speeds.

In general, Class II bike lanes only reduce the level of bicyclist traffic stress implemented on lower speed narrow streets. Class III bike routes are unlikely to reduce the level of traffic stress, especially on any roadway above 25 mph. 8

Demand Analysis

The demand analysis identifies routes with potential demand for walking and biking. Using Replica trip data⁹, the demand analysis identified trips that people in Carson are already taking that are less than one mile and less than three miles between block groups in the city. These short trips have a high potential to be converted into walking or biking trips. This analysis illustrates where there is a demand for these shorter trips, and where facility improvements are needed to provide a wider range of transportation choices.

Trips Less than One Mile

The dots on **Figure 16** represent block group centroids throughout the city. The lines from the dots represent popular trips less than one mile between each block group, and the blue overlays represent the percentage of trips that are less than one mile within each block group. Over 500 trips of less than one mile were identified to and from blocks groups containing CSU Dominguez Hills, the South Bay Pavilion Mall, and Calas Park. More than 30% of trips are less than one mile long in the southwest portion of the city which includes residences, schools, parks, and retail. Note that block groups with multiple community destinations, or larger, popular destinations may have more trips however, the lines do not necessarily represent travel to a certain destination. Instead, these lines represent travel between the block groups themselves.

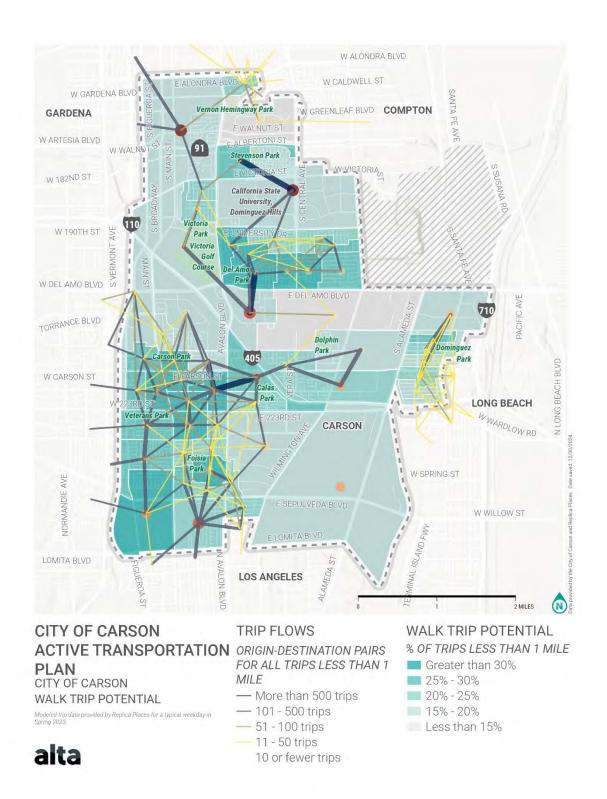
Trips less than Three Miles

Figure 17 shows three-mile trips from popular destinations in the city of Carson. Many of these trips are taken to and from beyond the city boundaries into neighboring jurisdictions. More than 750 trips of three miles or less are taken to and from the retail area in the northwest corner of the city, CSU Dominguez Hills, the South Bay Pavilion Mall, and the Calas Park area. More than 55% of trips are less than three miles long in the southwest corner and in the center of the city.

⁷ Mekuria, Maaza C., Peter G Furth, and Hilary Nixon. "Low-Stress Bicycling and Network Connectivity." *Mineta Transportation Institute*, May 2012, 17-21.

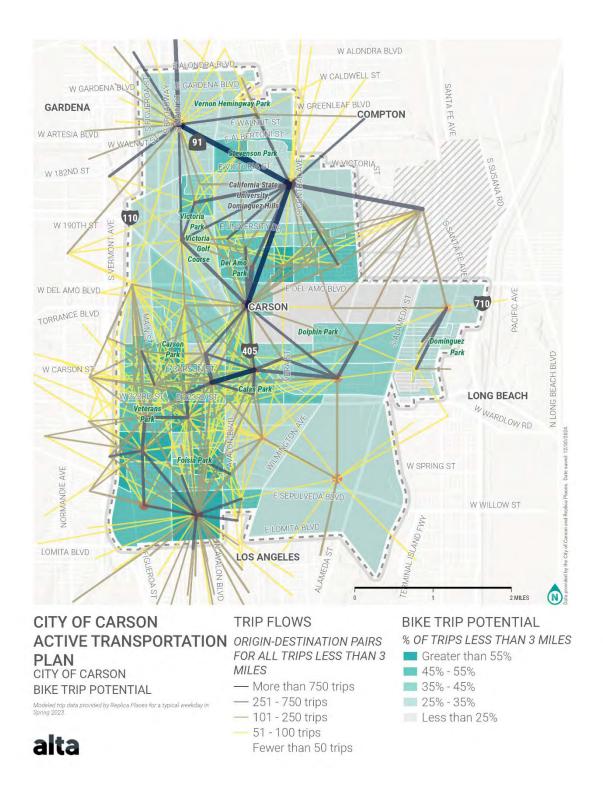
8 ibid

⁹ https://www.replicahq.com/



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Figure 17: Bike Trip Potential



164

Bicycle and Pedestrian Connectivity Analysis

Using the level of traffic stress (LTS) analysis networks, a connectivity analysis was completed to identify average connectivity to key destinations in the city of Carson. This analysis provides estimates for the number of people both inside and outside of the city boundaries that can reach a certain type of destination either by walking or biking. The analysis shows the number of people that could walk or bike to a certain type of destination in a certain amount of time. The analysis also shows the number of people that would *realistically* walk or bike to a certain type of destination in the same amount of time (identified as LTS). For example, it may be possible to walk to a school in five minutes using sidewalks on a wide roadway with high traffic speeds. However, it is realistic that it would actually take ten minutes to walk to that school as most pedestrians would use lower-stress neighborhood roads to get there.

Connectivity to Points of Interest

Figure 18 shows the relative connectivity to key destinations in Carson by biking. Bicyclists in Carson can access nearly every corner of the city boundaries within 20 minutes. Regional destinations outside of the city can also be accessed within reasonable biking distances. However, as shown in **Figure 19**, accessing the city's key destinations on roadways that feel comfortable greatly reduces the distances that bicyclists can travel in 20 minutes and reduces the number of people (both inside and outside of Carson) that can bicycle to these destinations by over 50%. Barriers to bicycling, like the I-405 freeway prevent bicyclists from accessing destinations in a timely manner. Safer, connected bicycling infrastructure could encourage residents to take more bicycling trips to reach key destinations and could also encourage regional residents to bike to destinations like Dignity Health Sports Park and the Carson Event Center.

Figure 20 shows relative connectivity to key destinations by walking. Within 15 minutes most pedestrians could walk to neighborhoods beyond each key destination. Using only lower-level traffic stress streets reduces the distances most pedestrians could walk to just beyond the boundaries of the destinations. Barriers like the I-405 freeway and the Dominguez Channel significantly limit how far pedestrians can walk within 15 minutes. As shown in **Figure 21**, at destinations like the Carson Event Center, South Bay Pavilion Mall, and the Porsche Experience pedestrians cannot cross these barriers within 15 minutes. As it is likely that visitors are coming to these destinations beyond these walksheds, having safer and accessible transit stops may be effective in encouraging visitors to arrive using transportation other than a motor vehicle.

For map legibility purposes, **Figure 18- Figure 21** only show connectivity to city amusements. However, these results are applicable for all community destinations in Carson, including public services like schools, libraries, post offices, police stations and medical centers, as well as transit services including stations and bus stops. **Table 2** and **Table 3** shows the walking and biking "sheds" for these destinations. The tables show the number of people that could walk or bike to a destination in 5, 10, and 15 minutes; the number of people that would realistically walk or bike to a destination in those times; and the difference between the two, showing the number of people that cannot comfortably access destinations in Carson by walking or biking. Public services refers to destinations such as schools, parks, the post office, and grocery stores. Transit refers to transit stops in Carson, and amusement destinations refers to Dignity Health Sports Park, the Carson Event Center, the South Bay Pavilion Mall, and other retail or event destinations in Carson.

Figure 18. Bicycle Connectivity

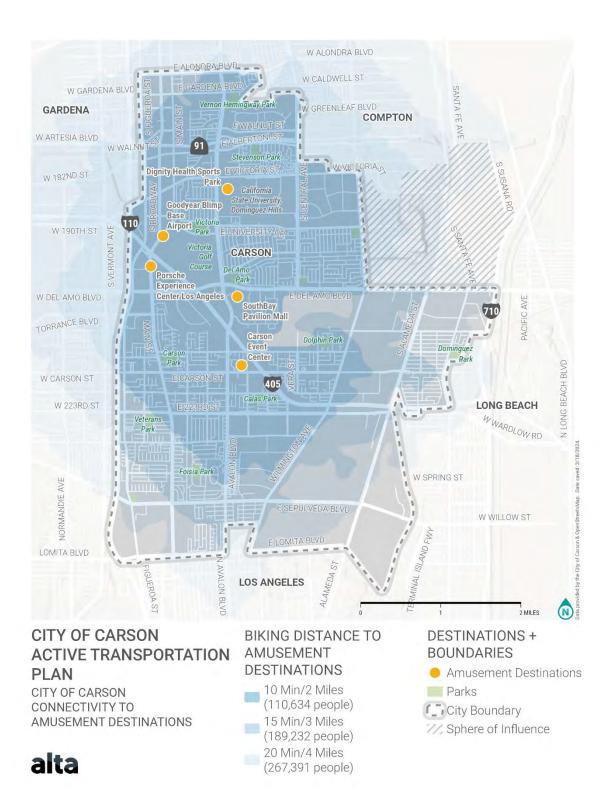
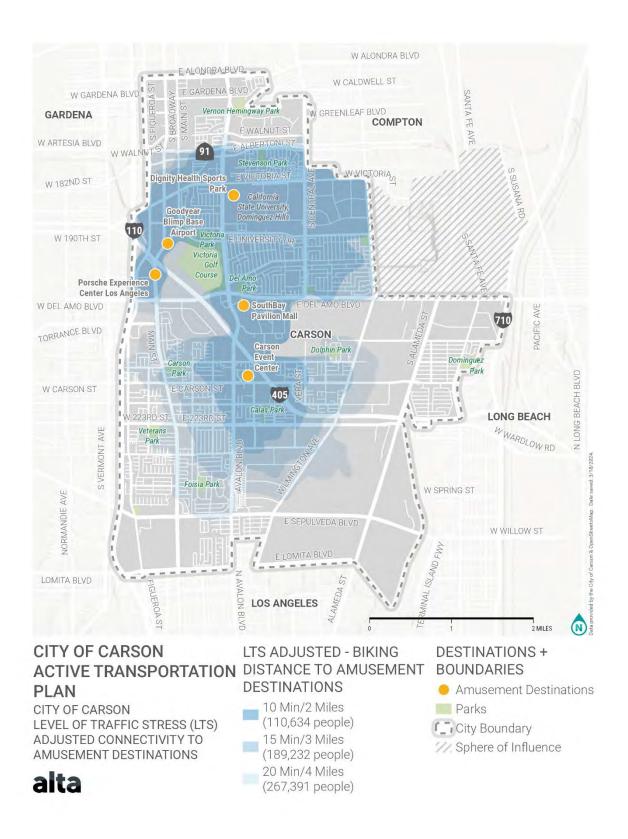
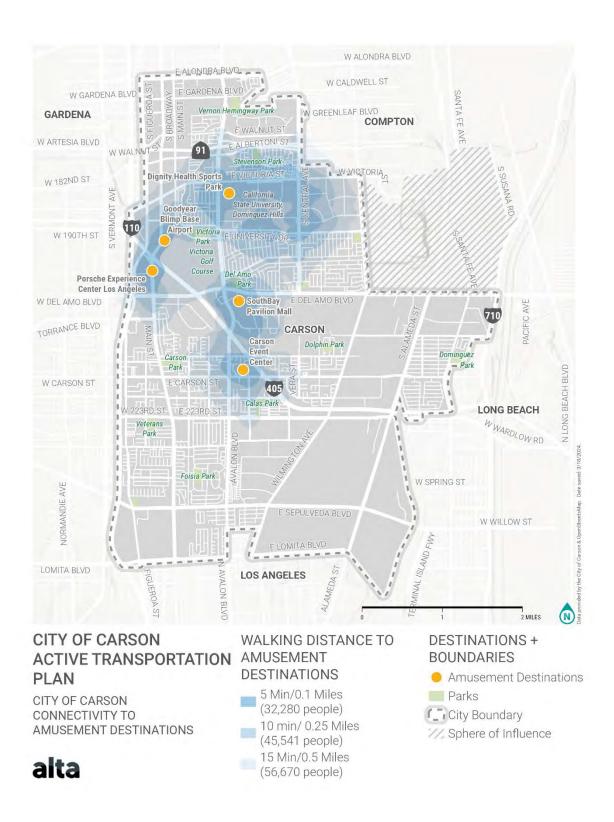


Figure 19. Bicycle Connectivity Low Stress Network



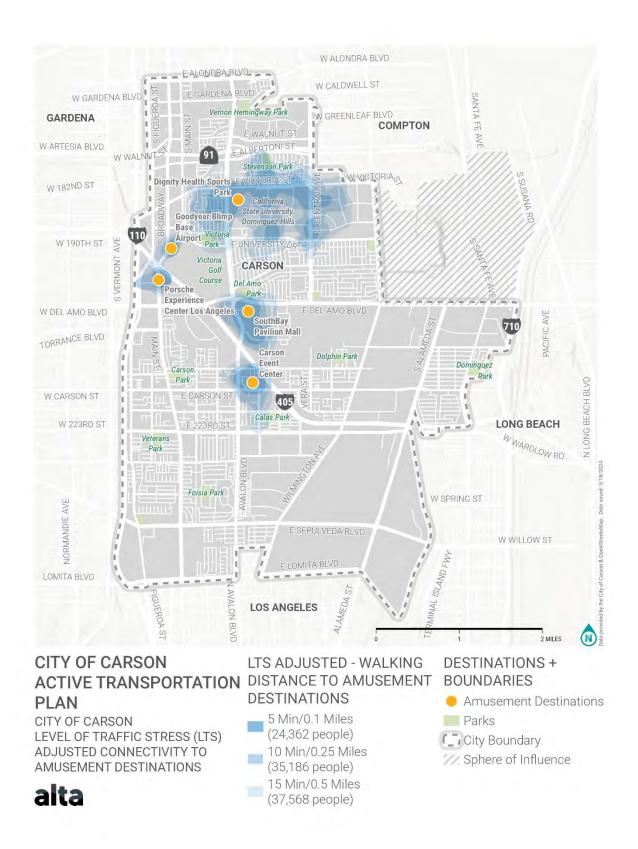
40

Figure 20. Pedestrian Connectivity



CITY OF CARSON

Figure 21. Pedestrian Connectivity Low Stress Network



169

Table 2. Population within Timeframe Walk Access

Access Shed Analysis	5 minutes	10 Minutes	15 Minutes
Public Services Walk	111618	150822	171005
Public Services Walk LTS	103772	115604	127605
Public Service Difference	7846	35218	43400
Transit Walk	8058	17617	28610
Transit Walk LTS	5321	8058	11376
Transit Difference	2737	9559	17234
Amusement Walk	32280	45541	56670
Amusement Walk LTS	24362	35186	37568
Amusement Difference	7918	10355	19102

Table 3. Population within Timeframe Bike Access

Access Shed Analysis	10 minutes	15 Minutes	20 Minutes
Public Services Bike	292298	375442	413965
Public Services Bike LTS	215557	259714	304706
Public Service Difference	76741	115728	109259
Transit Bike	85700	147854	242723
Transit Bike LTS	13840	25547	43923
Transit Difference	71860	122307	198800
Amusement Bike	110634	189232	267391
Amusement Bike LTS	57536	72173	101867
Amusement Difference	53098	117059	165524

Shade and Cooling Assessment

As an urban area in Los Angeles County, Carson is vulnerable to the effects of climate change and extreme heat. The shade and cooling assessment identifies current shade and cooling conditions in Carson, as well as possible future decreases in comfort levels for walking and biking, attributable to climate change. Facility improvements in this Plan will include recommendations that improve shade and reduce the urban heat island effect.

The shade and cooling assessment was completed by assessing Carson's street tree canopy, reviewing tree planting constraints, documenting areas of pervious and impervious surfaces, and considering access to parks and cooling centers on hot days. Tree canopy data was obtained from Ecopia. Trees completely within residences, such as in backyards, were removed from the analysis as they do not provide shade in public spaces. Residential trees that extend into public space like the sidewalk were kept in the analysis.

Assessment Results

As shown in **Figure 22** and **Figure 23**, the number of comfortable walking and biking days will decrease in the future. Between the years 2045 and 2055, there are estimated to be 107 days above 81°F, twenty-nine more days than temperatures in the last ten years, further reducing the number of days it will be comfortable to walk outside. There are estimated to be two more days of temperatures above 91°F by 2050 compared to the last ten years, making it continually feasible to comfortably bike for most days of the year.

The heat vulnerability map in **Figure 24** shows CalHeat's Heat Health Action Index¹¹. This index represents relative heat vulnerability and is calculated using demographic, health, and environmental data. The census tracts with the highest heat vulnerability are in the north, northeast, west, and south parts of the city. These tracts scored higher on indicators such as the percentage of the population in poverty, the percentage of the population without transit access, and the percentage of residents with asthma or cardiovascular disease. **Figure 23** shows the Heat Health Action Index overlayed with existing tree canopy coverage in Carson. Bright yellow hexagons indicate areas where tree canopy coverage is low and the Health Heat Action Index is high. These areas are mostly concentrated in the west and center of the city, though some of these high Heat Health Action Index areas also have high tree canopy coverage which can help mitigate the effects of extreme heat.

¹⁰ https://www.ecopiatech.com/

¹¹ https://www.cal-heat.org/about

Figure 22: Pedestrian Thermal Comfort Zone

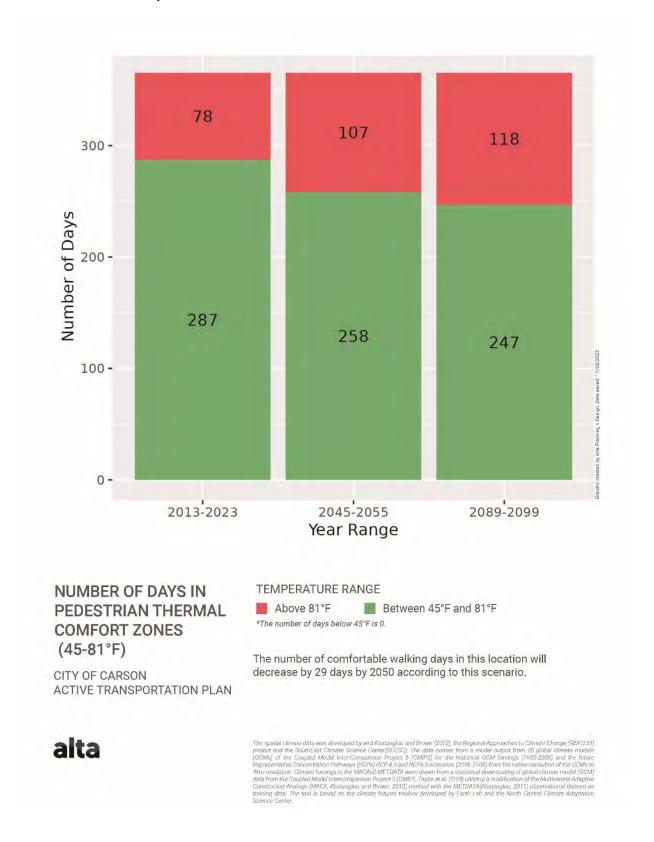
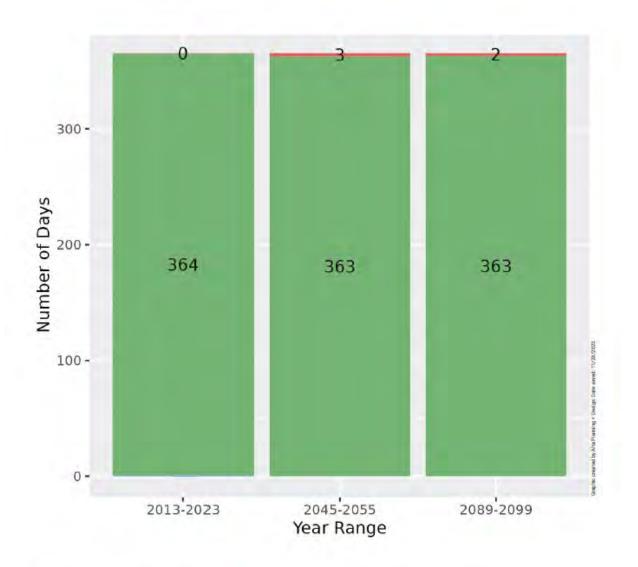


Figure 23: Bicyclist Thermal Comfort Zone



NUMBER OF DAYS IN BICYCLIST THERMAL COMFORT ZONES (59-91°F)

CITY OF CARSON ACTIVE TRANSPORTATION PLAN TEMPERATURE RANGE

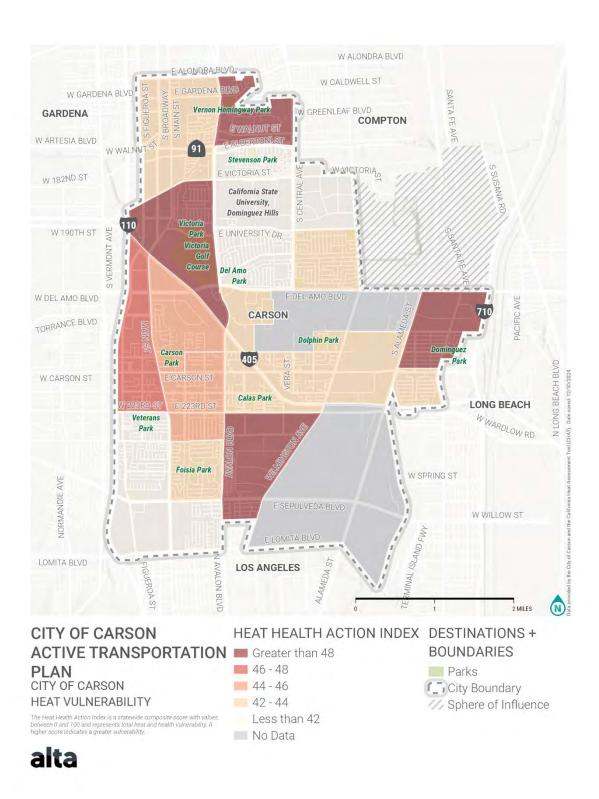
Above 91°F Between 59°F and 91°F
*The number of days below 59°F is 0.

The number of comfortable biking days in this location will decrease by 2 days by 2050 according to this scenario.



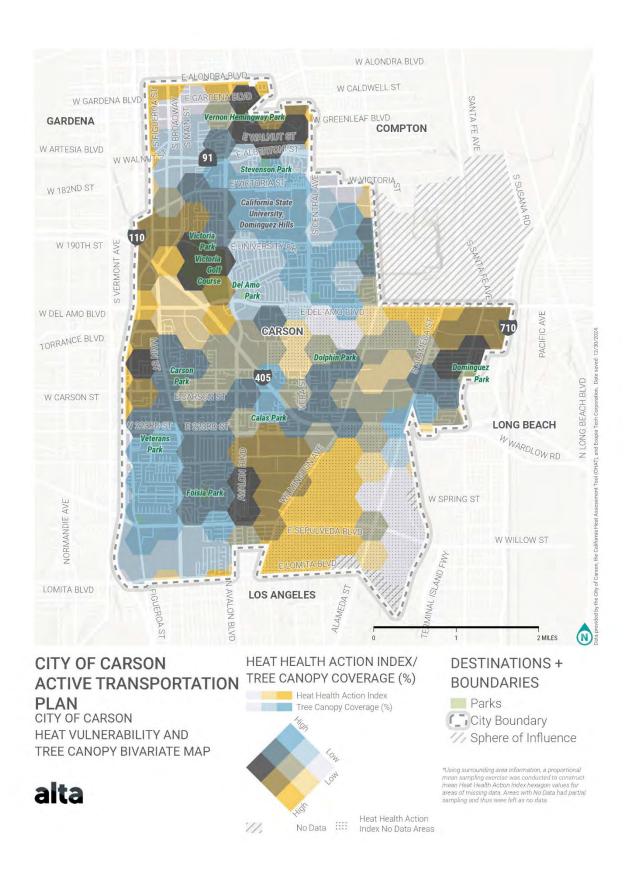
The spatial climate data was developed by and Abatzogiou and Brown (2012), the Regional Approaches to Climate Change (REACCH) project, and the SouthEast Climate Science Center(SECSS). The data comes from a model output from 20 global climate models (SCMS) of the Coupled Model Inter-Companison Project 5 (CMIPS) for the historical SCM forcings (1950-2005) and the future Regressentative Concentration Pathways (RCP) AICH 4.5 and RCPS Sciencing (2006-2100) from the native resolution of the SCM-4 Advanced Coupled Model Intercompanison Project 5 (CMIPS). Taylor et al. 2010 utilizing a modification of subtilization and strength of the SCM-4 Abatzogiou and Brown, 2012) method with the METDATA(Abatzogiou, 2011) observational dataset as training data. The bool is based on the climate futures toolbox developed by Earth Lab and the North Central Climate Adaptation Science Center.

Figure 24: Heat Vulnerability



CITY OF CARSON

Figure 25. Heat Vulnerability and Tree Canopy



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City of Carson

175

Network Gap Analysis

The network gap analysis identifies gaps in the active transportation network such as areas that have high demand for walking and biking, but a lack of infrastructure, or in areas where there are physical barriers to active transportation travel.

Barriers

The Dominguez Channel is a flood control channel managed by the County of Los Angeles that runs diagonally through Carson. The 200-footwide channel requires all transportation users to use bridges to cross the channel. Most of these bridges are on major road corridors, none of which have



Sidewalks on the 213th Street bridge are separated with fencing on one side of the road.

existing bicycle infrastructure. Other than grade separation, the sidewalks on most of these bridges provide no physical buffer between traffic reaching 45 mph. Sidewalks on 213th Street have a fence separating the sidewalk from travel lanes; however, the sidewalk is only on the south side of the street, and there is no crossing infrastructure to direct pedestrians from the sidewalk on the north side. At the time of writing this Plan, preliminary design has been completed for a shared-use path alongside the channel from Main Street to Carson Street. This path will create a safer, off-street option for active transportation users, but the City should also consider designing connections across the channel such as separate bridges exclusive for path users.

Parallel to much of the Dominguez Channel, the I-405 freeway is another significant barrier to walking and bicycling. Active transportation users must use overpasses or underpasses to navigate around the freeway, most of which are large corridors that are not comfortable for bicycling or walking. Similarly, State Route 91 (Gardena Freeway) limits comfortable active transportation access between residences and businesses in the northern portion of the city. These overpasses can be designed with pedestrian and bicyclists in mind, such as adding lighting or public art to increase comfort of traveling under them.

CITY OF CARSON



Navigating underpasses is generally uncomfortable for bicyclists and pedestrians due to vehicle volumes and speeds.

On the east side of the city, the Alameda Freight Corridor is a considerable active transportation barrier. The rail and truck travel here makes Alameda the busiest freight corridor in the country. To cross the freight corridor, active transportation users must use the existing roadway crossings at either 223rd Street, Del Amo Boulevard, Carson Street, or Sepulveda Boulevard, all of which have no bikeways and minimal pedestrian facilities. There are also no facilities to ride or walk alongside the freight corridor. Due to the volume of traffic on this corridor, active transportation improvements here will require multi-million-dollar improvements and coordination with Metro, the Alameda Corridor Transportation Authority, and BNSF and Union Pacific Railways.

The land use in Carson can also act as a barrier to active transportation use. Much of the land use in the north, east, and southeast is warehousing, industry, and manufacturing. Truck traffic is more frequent in these areas, making walking and biking uncomfortable and high stress. While there are few destinations for pedestrians and bicyclists in industrial areas, it is necessary to navigate these areas to reach regional destinations outside of the city of Carson. It is also necessary for active transportation users to travel through industrial areas to reach bus stops along major roads like 223rd Street, Alameda Street, Avalon Boulevard, Carson Street, Central Avenue, Del Amo Boulevard, and Wilmington Avenue.

Network Gaps

Gaps in the existing bikeway network create challenges for most bicyclists. By the completion of the CATCP, gaps in existing east-west bicycle facilities on Victoria Street, University Drive, Del Amo Boulevard and Carson Street will be filled in with new bikeways. However, other east-west routes are incomplete, like those on Albertoni Street and Sepulveda Boulevard. Some existing east-west bikeways are also not appropriate for the roadway conditions; most bicyclists would not feel comfortable riding in 35mph traffic on the Class III bike route on Carson Street or on the Class III on 223rd Street on the bridge across the Alameda Freight Corridor. According to the Caltrans Design Information Bulletins (DIB) 94, Class III facilities should only be used for very low speed and volume locations and as a last resort when there are no other viable options. North-south bikeways are in design and construction on Figueroa Street, Main Street, Avalon Boulevard and Central Avenue. Still, the existing Class II bike lanes on these level 4 traffic street streets may not feel comfortable for most bicyclists. A lack of comfortable north-south bikeway options can limit the number of destinations that bicyclists can reach in the city.

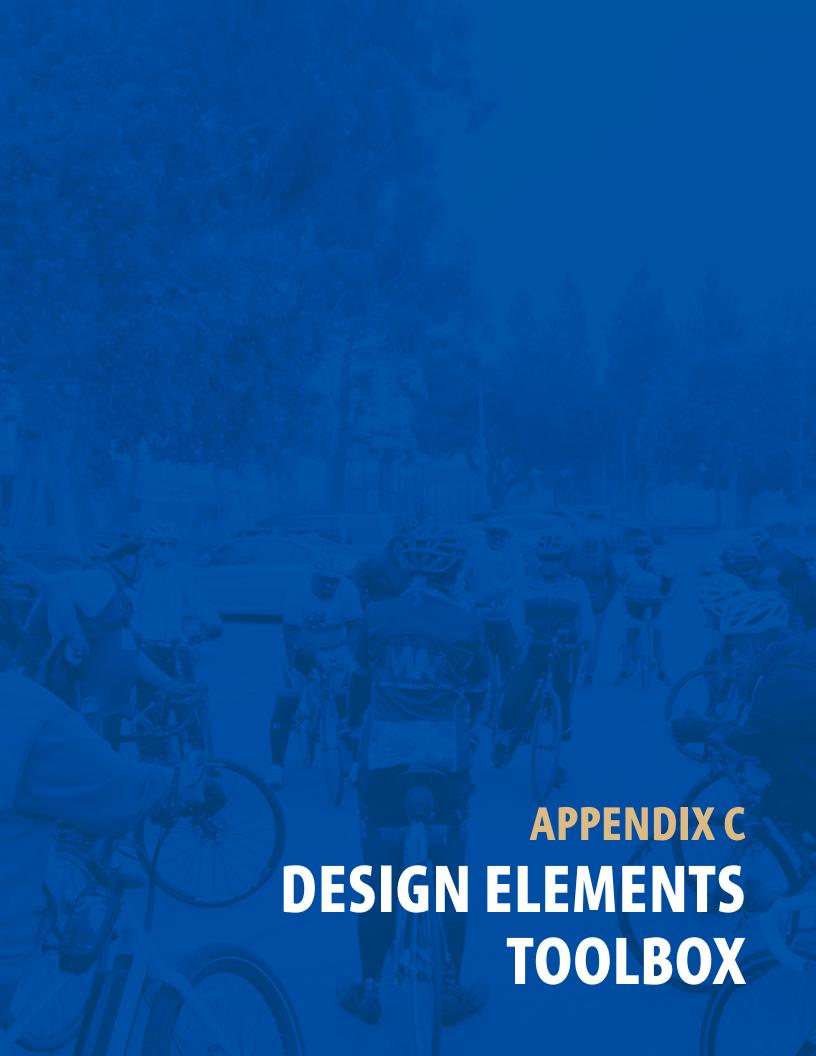
Large intersection crossings can be a barrier to pedestrian travel. Large intersections with heavy traffic or inadequate crossing infrastructure can be stressful and uncomfortable for pedestrians that may perceive the intersection as unsafe. Significant distances between intersections and marked crossings also create gaps in the pedestrian network. The inability to safely cross the street to reach a destination may deter pedestrians from making the trip at all. Large distances between crossings may encourage unsafe behavior like dashing across the street during gaps in traffic.



Bike lanes ending on major streets like Avalon Boulevard may deter bicyclists from using the existing facility.

Next Steps

The findings in this existing conditions memo will be used to inform the recommendations process of the CATCP. Recommendations will be made to address the barriers to active transportation travel in Carson, including high stress roadways, corridors with higher rates of collisions, physical barriers like freeways and railways, and communities most vulnerable to high temperatures. Recommendations will also be prioritized in disadvantaged communities that may have historically been left out of planning processes. Findings from this memo will also be summarized during future CATCP engagement events to inform community members about the planning process.

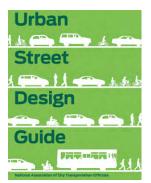


Context

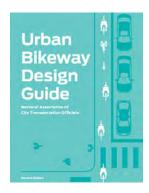
Guidance Basis

This toolbox includes brief descriptions of the recommended bicycle facility types included in this project. The types of bicycle facilities described are not meant to provide an exhaustive list of solutions. Exact solutions for each location should be selected based on professional engineering and planning judgment and best practices to maximize safety and pedestrian accessibility. The following standards and guidelines are referred to in this guide:

National Guidance



A blueprint for designing 21st century streets, the NACTO Urban Street Design Guide (2013) unveils the toolbox and tactics cities use to make streets safer, more livable, and more economically vibrant. The Guide outlines both a clear vision for complete streets and a basic road map for how to bring them to fruition. The document charts the principles and practices of the nation's foremost engineers, planners, and designers working in cities.



The National Association of City Transportation Officials' (NACTO) Urban Bikeway Design Guide (2012) provides cities with state-of-the-practice solutions that can help create complete streets that are safe and enjoyable for bicyclists. The designs were developed by cities for cities, since unique urban streets require innovative solutions. In August 2013, the Federal Highway Administration issued a memorandum officially supporting use of the document.



Separated Bike Lane Planning and Design Guide (2015) provides national guidance on the planning and design of separated bike lane facilities. Released by the Federal Highway Administration (FHWA), this guide documents best practices as demonstrated around the U.S., and offers ideas on future areas of research, evaluation, and design flexibility.



The Association of Pedestrian and Bicycle Professionals' (APBP) Essentials of Bike Parking provides guidance for people planning to purchase or install bike parking fixtures on a limited scale. It is a brief overview of APBP's comprehensive Bicycle Parking Guidelines Handbook, available at www.apbp.org.



A blueprint for designing 21st century streets with a focus on transit, the NACTO Transit Street Design Guide (2016) provides design guidelines for the development of transit facilities on city streets to prioritize and improve transit service quality.



NCHRP's Improving Pedestrian Safety at Unsignalized Crossings Report recommends engineering treatments to improve pedestrian safety at unsignalized locations with high speeds and traffic volumes.

California Guidance



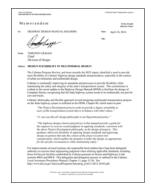
The California Manual on Uniform Traffic Control Devices (CAMUTCD) (2014) is an amended version of the FHWA MUTCD 2009 edition modified for use in California. While standards presented in the CA MUTCD substantially conform to the FHWA MUTCD, the state of California follows local practices, laws and requirements with regards to signing, striping and other traffic control devices.



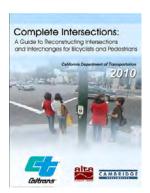
Main Street, California: A Guide for Improving Community and Transportation Vitality (2013) reflects California's current manuals and policies that improve multi-modal access, livability and sustainability within the transportation system. The guide recognizes the overlapping and sometimes competing needs of main streets.



The California Highway Design Manual (HDM) (Updated 2015) establishes uniform policies and procedures to carry out highway design functions for the California Department of Transportation.



The Caltrans Memo: Design Flexibility in Multimodal Design (2014) encourages flexibility in highway design. The memo stated that "Publications such as the NACTO "Urban Street Design Guide" and "Urban Bikeway Design Guide," ... are resources that Caltrans and local entities can reference when making planning and design decisions on the State highway system and local streets and roads."



Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians (2010) is a reference guide that presents information and concepts related to improving conditions for bicyclists and pedestrians at major intersections and interchanges. The guide can be used to inform minor signage and striping changes to intersections, as well as major changes and designs for new intersections.



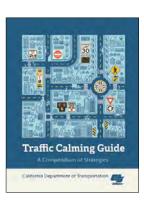
The Caltrans resource Class IV Bikeway Guidance (2018) provides enhanced guidance for two-way separated bikeways, with added information on transit stops and separated bikeways adjacent to street parking. It also provides a discussion of maintenance using Caltrans equipment.



The Caltrans memo Design Information Bulletin-94 Complete Streets: Contextual Design Guidance (2024) identifies best practices and establishes standards for development of Complete Street facilities to support the design of comfortable and convenient streetscapes by utilizing space-efficient forms of mobility such as people walking, biking, rolling, or accessing transit.

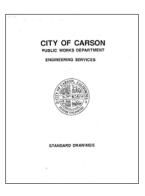
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The Caltrans resource California Department of Transporation Design Information Bulletin Number 82-06 (2017) establishes pedestrian accessibility guidelines for highway projects for the California Department of Transportation.



The Caltrans resource Traffic Calming Guide: A Compendium of Strategies (2023) was developed with a focus on building self-enforcing roadways that encourage users to travel at safe speeds. This guide supersedes the previous traffic calming techniques memorandum, Traffic Calming Guidance, published on January 28, 2022.

Local Guidance



The City of Carson California
The City of Carson Public Works
Standards (1987) have been
prepared for the guidance of
engineers, contractors, and
developers who have an interest
in the preparation of plans and
the construction of facilities
and improvements under
the jurisdiction of the City of
Carson. Conformance with these
standards will reduce design costs
and the processing time needed
to review and approve plans.

User Design Dimensions

The purpose of this section is to provide the facility designer with an understanding of how bicyclists operate and how their bicycle influences that operation. Bicyclists, by nature, are much more affected by poor facility design, construction, and maintenance practices than motor vehicle drivers.

Bicyclists lack the protection from the elements and roadway hazards provided by an automobile's structure and safety features. By understanding the unique characteristics and needs of bicyclists, a facility designer can provide quality facilities and minimize user risk.

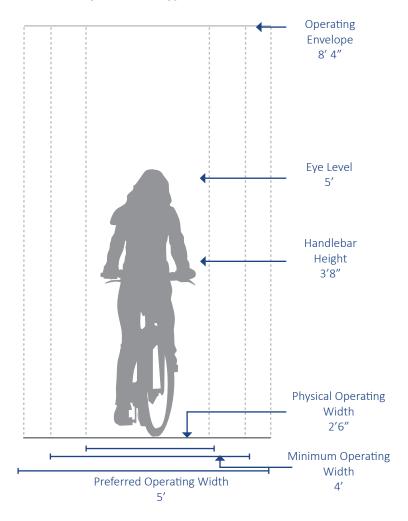
Bicycle as a Design Vehicle

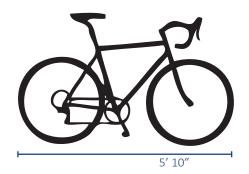
Similar to motor vehicles, bicyclists and their bicycles exist in a variety of sizes and configurations. These variations occur in the types of vehicle (such as a conventional bicycle, a recumbent bicycle or a tricycle), and behavioral characteristics (such as the comfort level of the bicyclist). The design of a bikeway should consider reasonably expected bicycle types on the facility and utilize the appropriate dimensions.

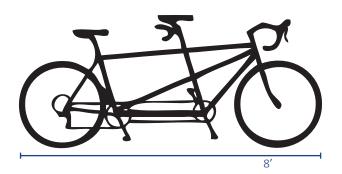
The figure to the right illustrates the operating space and physical dimensions of a typical adult bicyclist, which are the basis for typical facility design. Bicyclists require clear space to operate within a facility. This is why the minimum operating width is greater than the physical dimensions of the bicyclist. Bicyclists prefer five feet or more operating width, although four feet may be minimally acceptable.

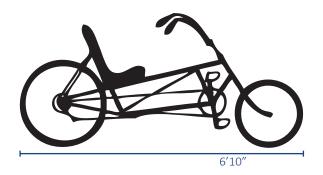
In addition to the design dimensions of a typical bicycle, there are many other commonly used pedal-driven cycles and accessories to consider when planning and designing bicycle facilities. The most common types include tandem bicycles, recumbent bicycles, and trailer accessories. The figure to the left summarizes the typical dimensions for bicycle types.

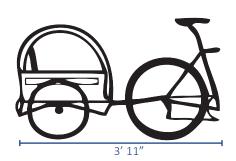
Bicycle Rider - Typical Dimensions



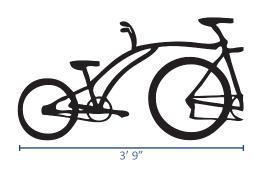












Source: AASHTO Guide for the Development of Bicycle Facilities, 4th Edition

The expected speed that different types of bicyclists can maintain under various conditions also influences the design of facilities such as shared use paths. The table to the right provides typical bicyclist speeds for a variety of conditions.

Bicycle as Design Vehicle - Design Speed Expectations

Bicycle Type	Feature	Typical Speed
Upright Adult Bicyclist	Paved level surfacing	8-12 mph*
	Crossing Intersections	10 mph
	Downhill	30 mph
	Uphill	5 -12 mph
Recumbent Bicyclist	Paved level surfacing	18 mph

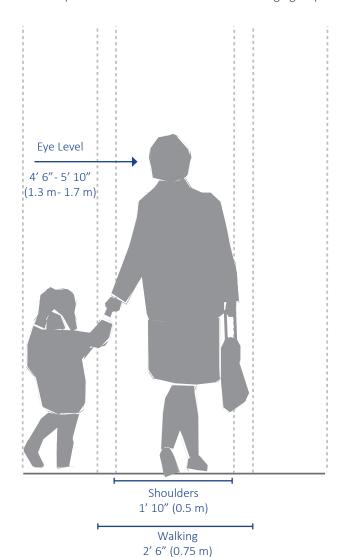
^{*} Typical speed for causal riders per AASHTO 2013.

Pedestrian Design Needs

Types of Pedestrians

Pedestrians have a variety of characteristics and the transportation network should accommodate a variety of needs, abilities, and possible impairments. Age is one major factor that affects pedestrians' physical characteristics, walking speed, and environmental perception. Children have low eye height and walk at slower speeds than adults. They also perceive the environment differently at various stages of their cognitive development. Older adults walk more slowly and may require assistive devices for walking stability, sight, and hearing. The table below summarizes common pedestrian characteristics for various age groups.

The MUTCD recommends a normal walking speed of 3.5 feet per second when calculating the pedestrian clearance interval at traffic signals. The walking speed can drop to 3 feet per second for areas with older populations and persons with mobility impairments. While the type and degree of mobility impairment varies greatly across the population, the transportation system should accommodate these users to the greatest reasonable extent.



Preferred Operating Space 5' (1.5 m)

Pedestrian Characteristics by Age

Age	Characteristics
0-4	Learning to walk
	Requires constant adult supervision
	Developing peripheral vision and depth perception
5-8	Increasing independence, but still requires supervision
	Poor depth perception
9-13	Susceptible to "darting out" in roadways
	Insufficient judgment
	Sense of invulnerability
14-18	Improved awareness of traffic environment
	Insufficient judgment
19-40	Active, aware of traffic environment
41-65	Slowing of reflexes
65+	Difficulty crossing street
	Vision loss
	Difficulty hearing vehicles approaching from behind

Additional References and Guidelines

AASHTO. Guide for the Planning, Design, and Operation of Pedestrian Facilities, Exhibit 2-1. 2004.

187

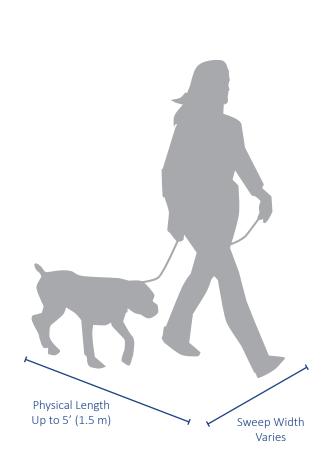
Design Needs of Dog Walkers

Dog walking is a common and anticipated use on shared use paths. Dog sizes vary largely, as does leash length and walking style, leading to wide variation in possible design dimensions.

Shared use paths designed to accommodate wheelchair users are likely to provide the necessary dimensions for the average dog walker. Amenities such as dog waste stations may enhance conditions for dog walkers.

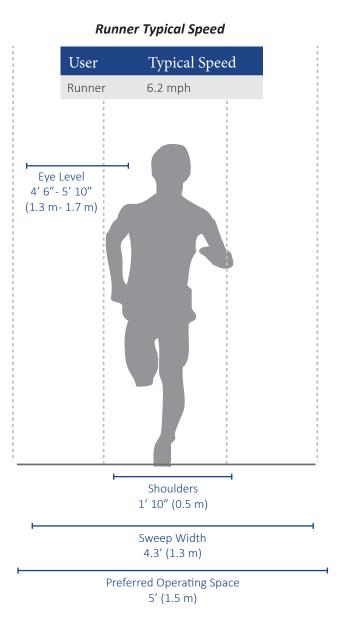
Design Needs of Runners

Running is an important recreation and fitness activity commonly performed on shared use paths. Many runners prefer softer surfaces (such as rubber, bare earth or crushed rock) to reduce impact. Runners can change their speed and direction frequently. If high volumes are expected, controlled interaction or separation of different types of users should be **considered**.



Additional References and Guidelines

FHWA. Characteristics of Emerging Road and Trail Users and Their Safety. (2004).



Design Needs of Wheelchair Users

As the American population ages, the number of people using mobility assistive devices (such as manual wheelchairs, powered wheelchairs) increases.

Manual wheelchairs are self-propelled devices. Users propel themselves using push rims attached to the rear wheels. Braking is done through resisting wheel movement with the hands or arm. Alternatively, a second individual can control the wheelchair using handles attached to the back of the chair.

Wheelchair User Typical Speed

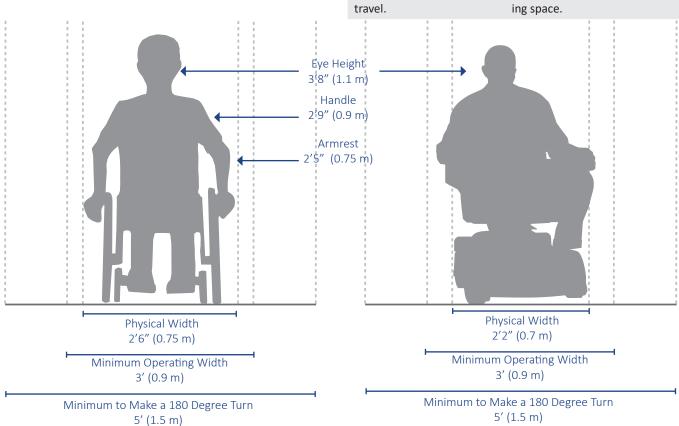
User	Typical Speed
Manual Wheelchair	3.6 mph
Power Wheelchair	6.8 mph

Power wheelchairs user battery power to move the wheelchair. The size and weight of power wheelchairs limit their ability to negotiate obstacles without a ramp. Various control units are available that enable users to control the wheelchair movement, based on their ability (e.g., joystick control, breath controlled, etc).

Maneuvering around a turn requires additional space for wheelchair devices. Providing adequate space for 180 degree turns at appropriate locations is an important element for accessible design.

Wheelchair User Design Considerations

Effect on Mobility	Design Solution
Difficulty propelling over uneven or soft surfaces.	Firm, stable surfaces and structures, including ramps or beveled edges.
Cross-slopes cause wheel-chairs to veer downhill.	Cross-slopes of less than two percent.
Require wider path of travel.	Sufficient width and maneuvering space.



Additional References and Guidelines

FHWA. Characteristics of Emerging Road and Trail Users and Their Safety. 2004. USDOJ. 2010 ADA Standards for Accessible Design. 2010.

Bicyclist User Type

The 2012 AASHTO Guide to the Development of Bicycle Facilities encourages designers to identify their rider type based on the trip purpose (Recreational vs Transportation) and on the level of comfort and skill of the rider (Causal vs Experienced). A user-type framework for understanding a potential rider's willingness to bike is illustrated in the figure below. Developed by planners in Portland, OR and supported by research, this classification identifies four distinct types of bicyclists.

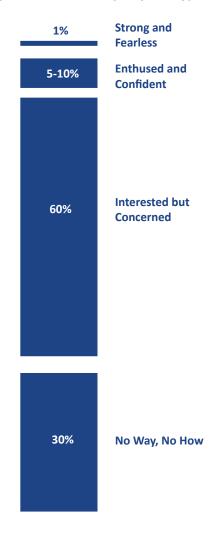
Strong and Fearless – Characterized by bicyclists that will typically ride anywhere regardless of roadway conditions or weather. These bicyclists can ride faster than other user types, prefer direct routes and will typically choose roadway connections (even if shared with vehicles) over separate bicycle facilities such as shared-use paths.

Enthused and Confident - This user group encompasses bicyclists who are fairly comfortable riding on all types of bikeways but usually choose low traffic streets or shared-use paths when available. These bicyclists may deviate from a more direct route in favor of a preferred facility type. This group includes all kinds of bicyclists such as commuters, recreationalists, racers and utilitarian bicyclists.

Interested but Concerned – This user type comprises the bulk of the cycling population and represents bicyclists who typically only ride a bicycle on low traffic streets or shared-use paths under favorable weather conditions. These bicyclists perceive significant barriers to their increased use of cycling, specifically traffic and other safety issues. These people may become "Enthused & Confident" with encouragement, education and experience.

No Way, No How — Persons in this category are not bicyclists, and perceive severe safety issues with riding in traffic. Some people in this group may eventually become more regular cyclists with time and education. A significant portion of these people will not ride a bicycle under any circumstances.

Typical Distribution of Bicyclist Types



Bicycle Facilities

Facility Selection

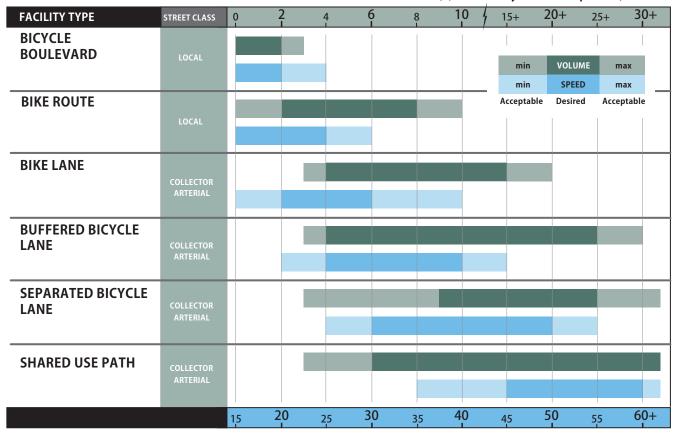
Selecting the best bikeway facility type for a given roadway can be challenging, due to the range of factors that influence bicycle users' comfort and safety. There is a significant impact on bicycling comfort when the speed differential between bicyclists and motor vehicle traffic is high and motor vehicle traffic volumes are high.

Facility Selection Table

As a starting point to identify a preferred facility, the chart below can be used to determine the recommended type of bikeway to be provided in particular roadway speed and volume situations. To use this chart, identify the appropriate daily traffic volume and travel speed on or the existing or proposed roadway, and locate the facility types indicated by those key variables.

Other factors beyond speed and volume which affect facility selection include traffic mix of automobiles and heavy vehicles, the presence of on-street parking, intersection density, surrounding land use, and roadway sight distance. These factors are not included in the facility selection chart below, but should always be considered in the facility selection and design process.

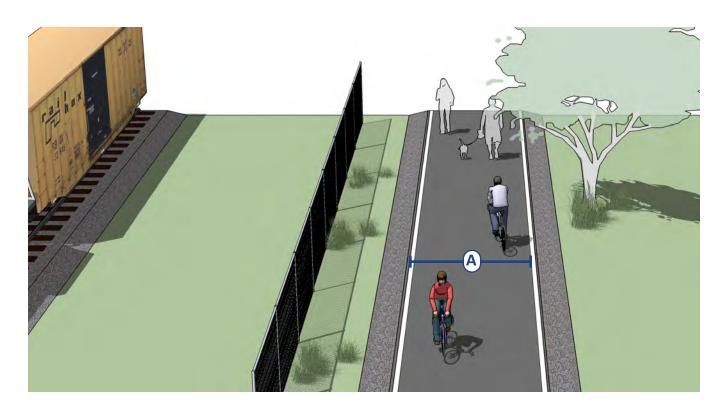
AVERAGE ANNUAL DAILY TRAFFIC (1,000 veh/day or 100 veh/peak hr)



POSTED TRAVEL SPEED (mph)

Shared Use Path (Class I)

Shared use paths (Class I) are off-street facilities that can provide a desirable transportation and recreation connection for users of all skill levels who prefer separation from traffic. They often provide low-stress connections to local and regional attractions that may be difficult, or not be possible on the street network.



Typical Use

- In abandoned rail corridors (commonly referred to as Rails-to-Trails or Rail-Trails.
- In active rail corridors, trails can be built adjacent to active railroads (referred to as Rails-with-Trails.
- In utility corridors, such as powerline and sewer corridors.
- In waterway corridors, such as along canals, drainage ditches, rivers, and creeks.
- Along or in parks.
- Along roadways, typically high-speed corridors such as expressways.

Design Features

- A 8 feet is the absolute minimum width (with 2 foot shoulders) allowed for a two-way bicycle path and is only recommended for constrained situations (Caltrans Design Manual).
- 10 feet is recommended in most situations and will be adequate for moderate to heavy use.
- 12 feet is recommended for heavy use situations with high concentrations of multiple users. A separate track (5 foot minimum) can be provided for pedestrian use.



Prince Memorial Greenway connects users to downtown Santa Rosa, CA. Source: Peter Stetson.

Lateral Clearance

- A 2 foot or greater shoulder on both sides of the path should be provided. An additional foot of lateral clearance (total of 3 feet) is required by the MUTCD for the installation of signage or other furnishings.
- If bollards are used at intersections and access points, they should be colored brightly and/or supplemented with reflective materials to be visible at night.

Overhead Clearance

• Clearance to overhead obstructions should be an 8 foot minimum, with 10 feet recommended.

Striping

- When striping is required, use a 4 inch dashed yellow centerline stripe with 4 inch solid white edge lines.
- Solid centerlines can be provided on tight or blind corners, and on the approaches to roadway crossings.

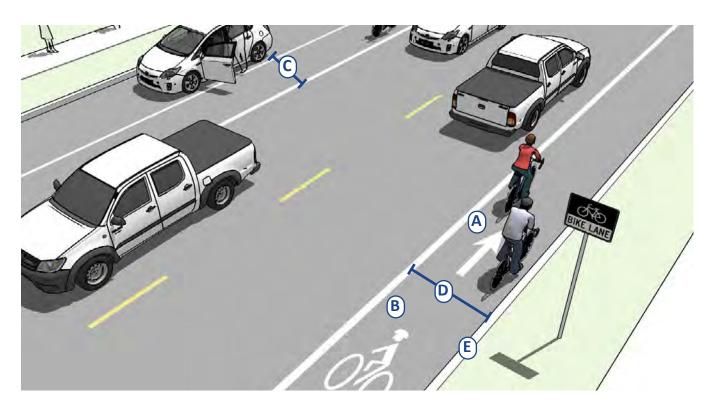
Materials and Maintenance

Shared use paths must be regularly maintained so that they are free of potholes, cracks, root lift, and debris. Signage and lighting should also be regularly maintained to ensure shared use path users feel comfortable, especially where visibility is limited.

Adjacent landscaping should be regularly pruned, to allow adequate sightlines, daylight, and pedestrian-scale lighting, and so as not to obstruct the path of travel of trail users.

On-Street Bicycle Lanes (Class II)

On-street bike lanes (Class II) designate an exclusive space for bicyclists through the use of pavement markings and signs. The bike lane is located directly adjacent to motor vehicle travel lanes and is used in the same direction as motor vehicle traffic. Bike lanes are typically on the right side of the street, between the adjacent travel lane and curb, road edge or parking lane.



Typical Application

- Bike lanes may be used on any street with adequate space, but are most effective on streets with moderate traffic volumes greater than or equal to 6,000 ADT (with a greater than 3,000 ADT min.).
- Bike lanes are most appropriate on streets with low to moderate speeds of 25 mph.
- Appropriate for skilled adult riders on most streets.
- May be appropriate for children when configured as 6+ feet wide lanes on lower-speed, lower-volume streets with one lane in each direction.

Design Features

- Mark inside line with 6" stripe. Mark 4" parking lane line or "Ts".
- B Include a bicycle lane marking at the beginning of blocks and at regular intervals along the route (MUTCD 9C.04).
- 6–7 feet width preferred adjacent to on-street parking (5 feet min.).
- 5–7 feet preferred adjacent to curb and gutter (4 feet min.) or 4 feet more than the gutter pan width.
- Where feasible, the City should use a 2-foot curb, reducing the width of curb that extends into the bikeway.

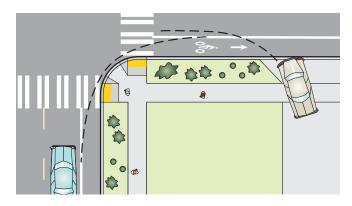
Further Considerations

- On high speed streets (greater than or equal to 40 mph) the minimum bike lane should be 6 feet.
- On streets where bicyclists passing each other is to be expected, where high volumes of bicyclists are present, or where added comfort is desired, consider providing extra wide bike lanes up to 7 feet wide, or configure as a buffered bicycle lane.
- It may be desirable to reduce the width of general purpose travel lanes in order to add or widen bicycle lanes.
- On multi-lane and/or high speed streets, the most appropriate bicycle facility to provide for user comfort may be buffered bicycle lanes or physically separated bicycle lanes.

Materials and Maintenance

- Manhole surfaces should be manufactured with a shallow surface texture in the form of a tight, nonlinear pattern
- If manholes or other utility access boxes are
 to be located in bike lanes within 50 feet of
 intersections or within 20 feet of driveways or
 other bicycle access points, special manufactured
 permanent nonstick surfaces will be required
 to ensure a controlled travel surface for cyclists
 breaking or turning.
- Manholes, drainage grates, or other obstacles should be set flush with the paved roadway.
 Roadway surface inconsistencies pose a threat to safe riding conditions for bicyclists. Construction of manholes, access panels or other drainage elements will be constructed with no variation in the surface. The maximum allowable tolerance in vertical roadway surface will be 1/4 of an inch.

Place Bike Lane Symbols to Reduce Wear



Bike lane word, symbol, and/or arrow markings (MUTCD Figure 9C-3) shall be placed outside of the motor vehicle tread path in order to minimize wear from the motor vehicle path (NACTO 2012).

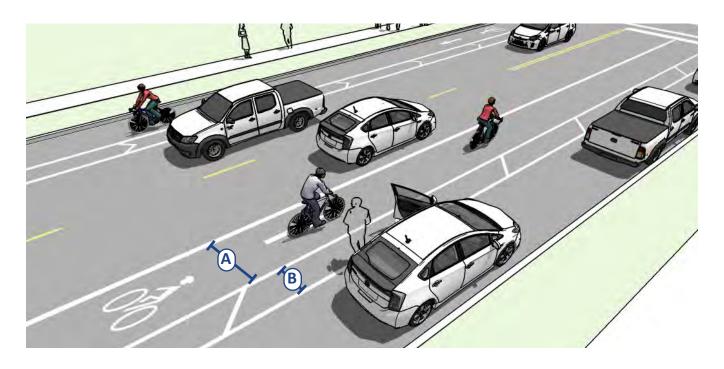
Bicycle Lane



Bicycle lanes provide an exclusive space, but may be subject to unwanted encroachment by motor vehicles.

Buffered Bicycle Lanes (Class IIB)

Buffered bike lanes (Class II) are conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.



Typical Application

- Anywhere a conventional bike lane is being considered.
- On streets with high speeds and high volumes or high truck volumes. A buffer provides additional comfort and space from motor vehicles, and/or parking.
- On streets with extra lanes or lane width.
- Appropriate for skilled adult riders on most streets.

Design Features

- A The minimum bicycle travel area (not including buffer) is 4 feet wide, 5–7 feet wide is preferred.
- B Buffers should be at least 2 feet wide. If buffer area is 4 feet or wider, white chevron or diagonal markings should be used (CA MUTCD 9C-104).
- For clarity at driveways or minor street crossings, consider a dotted line.
- There is no standard for whether the buffer is configured on the parking side, the travel side, or a combination of both.

Further Considerations

- Color may be used within the lane to discourage motorists from entering the buffered lane.
- A study of buffered bicycle lanes found that, in order to make the facilities successful, there needs to also be driver education, improved signage and proper pavement markings.
- On multi-lane streets with high vehicles speeds, the most appropriate bicycle facility to provide for user comfort may be physically separated bike lanes.
- NCHRP Report #766 recommends, when space in limited, installing a buffer space between the parking lane and bicycle lane where on-street parking is permitted rather than between the bicycle lane and vehicle travel lane.

Buffered Bicycle Lanes



The use of pavement markings delineates space for cyclists to ride in a comfortable facility.



The use of pavement markings delineates space for cyclists to ride in a comfortable facility.

Bicycle Boulevards (Class III)

Bicycle boulevards (Class III) are low-volume, low-speed streets modified to enhance bicyclist comfort by using treatments such as signage, pavement markings, traffic calming and/or traffic reduction, and intersection modifications. These treatments allow through movements of bicyclists while discouraging similar through-trips by non-local motorized traffic.



Typical Application

- Parallel with and in close proximity to major thoroughfares (1/4 mile or less).
- Follow a desire line for bicycle travel that is ideally long and relatively continuous (2-5 miles).
- Avoid alignments with excessive zigzag or circuitous routing. The bikeway should have less than 10 percent out of direction travel compared to shortest path of primary corridor.
- Streets with travel speeds at 25 mph or less and with traffic volumes of fewer than 3,000 vehicles per day. Per California SB 1216, sharrows are prohibited on roadways with posted speed limits greater than 30 mph.

Design Features

- A Signs and pavement markings, such as shared roadway markings, are the minimum treatments necessary to designate a street as a bicycle boulevard.
- B Implement volume control treatments, such as speed bumps, based on the context of the bicycle boulevard, using engineering judgment. Target motor vehicle volumes range from 1,000 to 3,000 vehicles per day.
- C Intersection crossings should be designed to enhance safety and minimize delay for bicyclists and pedestrians.

Further Considerations

- Bicycle boulevards are typically located on streets without existing signalized accommodation at crossings of collector and arterial roadways. Without treatments for bicyclists and pedestrians, these intersections can become major barriers along the bicycle boulevard and compromise safety.
- Traffic calming can lower speeds along bicycle boulevards and even deter motorists from driving on a street. Anticipate and monitor vehicle volumes on adjacent streets to determine whether traffic calming results in inappropriate volumes. Traffic calming can be implemented on a trial basis.

Bicycle Boulevards



Bicycle boulevards are established on streets that improve connectivity to key destinations and provide a direct, low-stress route for bicyclists, with low motorized traffic volumes and speeds, designated and designed to give bicycle travel priority over other modes.

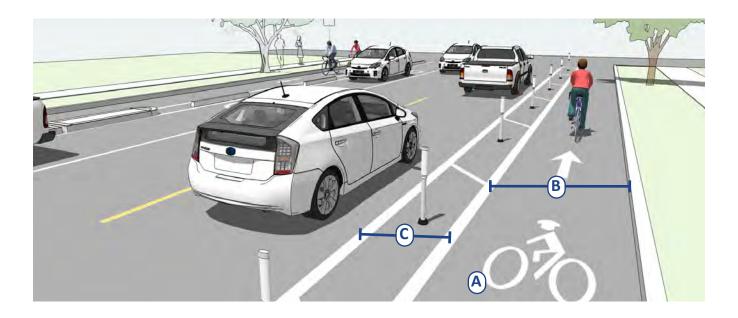
Traffic Calming



Neighborhood bikeways may require additional traffic calming measures to discourage through trips by motor vehicles.

One-Way Separated Bikeways (Class IV)

When retrofitting separated bike lanes onto existing streets, a one-way street-level design may be most appropriate. This design provides protection through physical barriers and can include flexible delineators, curbs, on-street parking, medians, planters, post, or other barriers. A street level separated bike lane shares the same elevation as adjacent travel lanes.



Typical Application

- Street retrofit projects with limited funds for relating curbs and drainage.
- Streets with high motor vehicle volumes and/or speeds and high bicycle volumes.
- Streets for which conflicts at intersections can be effectively mitigated using parking lane setbacks, bicycle markings through the intersection, and other signalized intersection treatments.
- Appropriate for most riders on most street, and more comfortable for people of all ages and abilities.

Design Features

- A Pavement markings, symbols and/or arrow markings must be placed at the beginning of the separated bike lane and at intervals along the facility (CA MUTCD 9C.04).
- **B** 5–9 foot width preferred to allow passing (4 foot minimum).
- 3 foot minimum buffer width adjacent to parking. 18 inch minimum adjacent to travel lanes. Channelizing devices should be placed in the buffer area (NACTO, 2012).
- If buffer area is 4 feet or wider, white chevron or diagonal markings should be used.



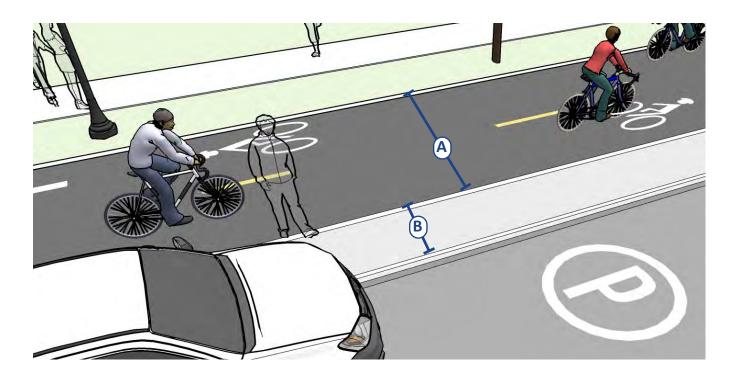
Street Level Separated Bicycle Lanes can be separated from the street with parking, planters, bollards, or other design elements.

Further Considerations

- Separated bike lane buffers and barriers are covered in the CA MUTCD as preferential lane markings (section 3D.01) and channelizing devices (section 3H.01). Curbs may be used as a channeling device, see the section on islands (section 3I.01).
- A retrofit separated bike lane has a relatively low implementation cost compared to road reconstruction by making use of existing pavement and drainage and by using parking lane as a barrier.
- Gutters, drainage outlets and utility covers should be designed and configured as not to impact bicycle travel.
- Special consideration should be given at transit stops to manage bicycle and pedestrian interactions.

Two-Way Separated Bikeways (Class IV)

Two-Way Separated Bikeways are bicycle facilities that allow bicycle movement in both directions on one side of the road. Two-way separated bikeways share some of the same design characteristics as one-way separated bikeways, but often require additional considerations at driveway and side-street crossings, and intersections with other bikeways.



Typical Application

- Works best on the left side of one-way streets.
- Streets with high motor vehicle volumes and/or speeds
- Streets with high bicycle volumes.
- Streets with a high incidence of wrong-way bicycle riding.
- Streets with few conflicts such as driveways or crossstreets on one side of the street.
- Streets that connect to shared use paths.
- Appropriate for most riders on most street, and more comfortable for people of all ages and abilities.

Design Features

- 12 foot operating width preferred (10 ft minimum) width for two-way facility.
- In constrained locations an 8 foot minimum operating width may be considered (HDM 1003.1(1)).
- B Adjacent to on-street parking a 3 foot minimum width channelized buffer or island shall be provided to accommodate opening doors (NACTO, 2012) (CA MUTCD 3H.01, 3I.01).
 - A separation narrower than 5 feet may be permitted if a physical barrier is present (AASHTO, 2013).
 - Additional signalization and signs may be necessary to manage conflicts.

Two-Way Separated Bikeway



A two-way facility can accommodate cyclists in two directions of travel.

Further Considerations

- On-street bikeway buffers and barriers are covered in the CA MUTCD as preferential lane markings (section 3D.01) and channelizing devices, including flexible delineators (section 3H.01). Curbs may be used as a channeling device, see the section on islands (section 3I.01).
- A two-way separated bikeway on one way street should be located on the left side.
- A two-way separated bikeway may be configured at street level or as a raised separated bikeway with vertical separation from the adjacent travel lane.
- Two-way separated bikeways should ideally be placed along streets with long blocks and few driveways or mid-block access points for motor vehicles.
- See Caltrans Design Information Bulletin No. 89 for more details.

Materials and Maintenance

- Bikeway striping and markings will require higher maintenance where vehicles frequently traverse over them at intersections, driveways, parking lanes, and along curved or constrained segments of roadway.
 Green conflict striping (if used) will also generally require higher maintenance due to vehicle wear.
- Bikeways should be maintained so that there are no pot holes, cracks, uneven surfaces or debris.
- Access points along the facility should be provided for street sweeper vehicles to enter/exit the separated bikeway.

Short-Term Bike Parking

Bicyclists expect a safe, convenient place to secure their bicycle when they reach their destination. This may be short-term parking of two hours or less, or long-term parking for employees, students, residents, and commuters. Dedicated bicycle parking should be strategically placed and easily accessible.

Information on short- and long-term bike parking has been informed by the Association of Pedestrian and Bicycle Professionals (APBP) Bicycle Parking Guide, which is updated frequently and is available online at www.apbp.org.



Typical Application

- Bicycle parking facilities shall be located in highly visible well-lighted areas. In order to maximize security, whenever possible short-term bicycle parking facilities shall be located in areas highly visible from the street and from the interior of the building they serve (i.e. placed adjacent to windows).
- Bike racks provide short-term bicycle parking and is meant to accommodate visitors, customers, and others expected to depart within two hours. It should be an approved standard rack, appropriate location and placement, and weather protection.
- On-street bike corrals (also known as on-street bicycle parking) consist of bicycle racks grouped together in a common area within the street traditionally used for automobile parking. Bicycle corrals are reserved exclusively for bicycle parking and provide a relatively inexpensive solution to providing high-volume bicycle parking. Bicycle corrals can be implemented by converting one or two on-street motor vehicle parking spaces into on-street bicycle parking. Each motor vehicle parking space can be replaced with approximately 6-10 bicycle parking spaces.

Design Features

- All bicycle facilities shall provide a minimum 4 foot aisle to allow for unobstructed access to the designated bicycle parking area.
- Bicycle parking facilities within auto parking facilities shall be protected from damage by cars by a physical barrier such as curbs, wheel stops, poles, bollards, or other similar features capable of preventing automobiles from entering the designated bicycle parking area.
- Bicycle parking facilities should be securely anchored so they cannot be easily removed and shall be of sufficient strength and design to resist vandalism and theft.

Bike Racks



2 foot minimum from the curb face to avoid 'dooring.'



4 feet between racks to provide maneuvering room.

- Locate close to destinations; 50 foot maximum distance from main building entrance.
- Minimum clear distance of 6 feet should be provided between the bicycle rack and the property line.
- Two points of contact to improve security.

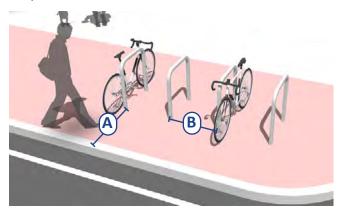
Bike Corrals



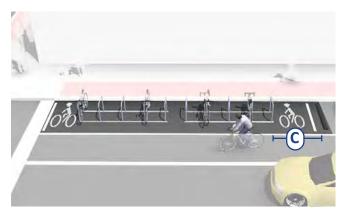
Bicyclists should have an entrance width from the roadway of 5-6 feet for on-street corrals.

- Can be used with parallel or angled parking.
- Parking stalls adjacent to curb extensions are good candidates for on-street bicycle corrals since the concrete extension serves as delimitation on one side.
- Off-street bike corrals are appropriate where there is a wide sidewalk furnishing zone (7 feet or greater), or as part of a curb extension.

Perpendicular Bike Racks



Bike Corral



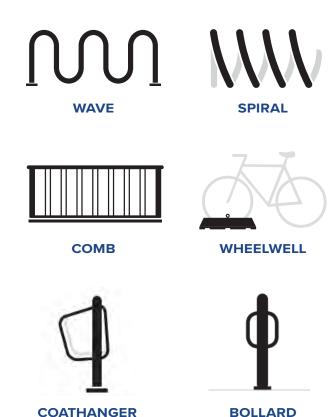
Types of Bike Racks to Use

These racks provide two points of contact with the bicycle, accommodate varying styles of bike, allow for the frame of a bicycle and at least one wheel to be secured by most U-locks, and are intuitive to use.

Types of Bike Racks to Avoid

These racks do not provide support at two places on the bike, can damage the wheel, do not provide an opportunity for the user to lock the frame of their bicycle easily, and are not intuitive to use. Because of performance concerns, the APBP Essentials of Bike Parking Report recommends selecting other racks instead of these.

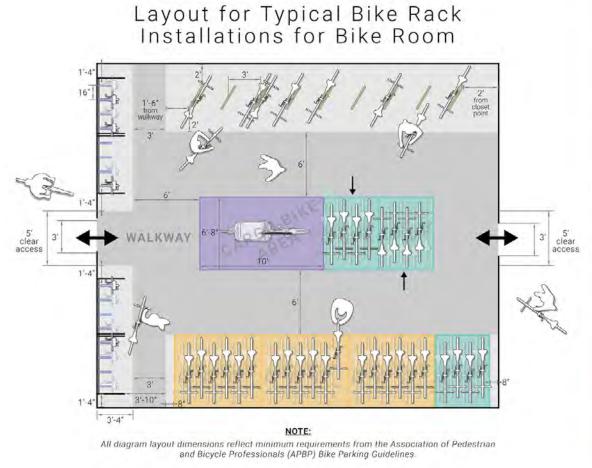




Graphics courtesy of Association of Pedestrian and Bicycle Professionals Essentials of Bike Parking report (2015).

Long-Term Bike Parking

Users of long-term parking generally place high value on enhanced security and weather protection. Long-term parking is designed to meet the needs of employees, residents, public transit users, and others with similar needs. It is often located at transit hubs to enable first and last mile trips.





Typical Application

- At transit stops, bike lockers or a sheltered secure enclosure may be appropriate long term solutions.
- On public or private property where secure, long-term bike parking is desired.
- Near routine destinations, such as workplaces, universities, hospitals, etc.

Design Features

Bike Lockers

- Minimum dimensions: width (opening) 2.5 feet; height 4 feet; depth 6 feet.
- 4 foot side clearance and 6 foot end clearance. 7 foot minimum distance between facing lockers.

Secure Parking Area

- Closed-circuit television monitoring or on-site staff with secure access for users.
- Double high racks & cargo bike spaces.
- Bike repair station with bench and bike tube and maintenance item vending machine.
- Bike lock "hitching post" allows people to leave bike locks.

Further Considerations

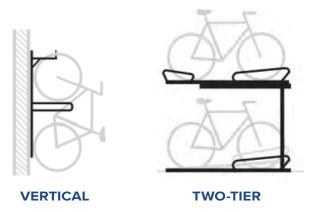
- As the APBP Bike Parking Guide notes, increasing density of bike racks in a long-term facility without careful attention to user needs can exclude users with less-common types of bicycles which may be essential due to age, ability, or bicycle type.
- To accommodate trailers and long bikes, a portion of the racks should be on the ground and should have an additional 36" of in-line clearance.

High Density Bike Racks

Racks may be used that increase bike parking density, like the ones below. While these types of racks provide more spaces, racks that require lifting should not be used exclusively. People with heavier bikes (i.e. cargo bikes) or people with disabilities or people who are simply small in stature may be unable to lift their bikes easily.



STAGGERED WHEELWELL-SECURE



Bike Parking Rooms

Long term bike parking may be available in dedicated rooms in residential and commercial buildings. Bicycle parking can be accommodated in 15 square feet per space or less.



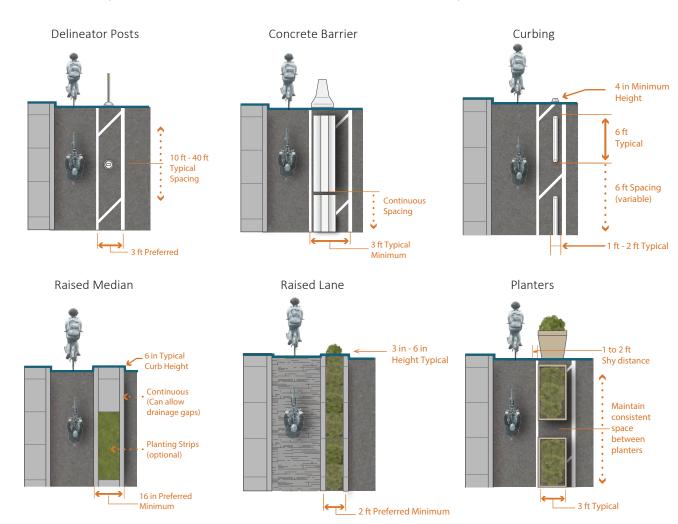
Bike lockers



Secured parking areas

Bikeway Barriers - Separation Methods

Separated bikeways may use a variety of vertical elements to physically separate the bikeway from adjacent travel lanes and provide physical protection. Barriers may be robust constructed elements such as curbs, or may be more interim in nature, such as flexible delineator posts.



Typical Application

Appropriate barriers for retrofit projects:

- Parked Cars
- Flexible delineators
- Bollards
- Planters
- Parking stops

Appropriate barriers for reconstruction projects:

- Curb separation
- Medians
- Landscaped Medians
- Raised separated bike lane with vertical or mountable curb
- Pedestrian Safety Islands

Bikeway Separation Methods





Raised separated bikeways are bicycle facilities that are vertically separated from motor vehicle traffic.

Design Features

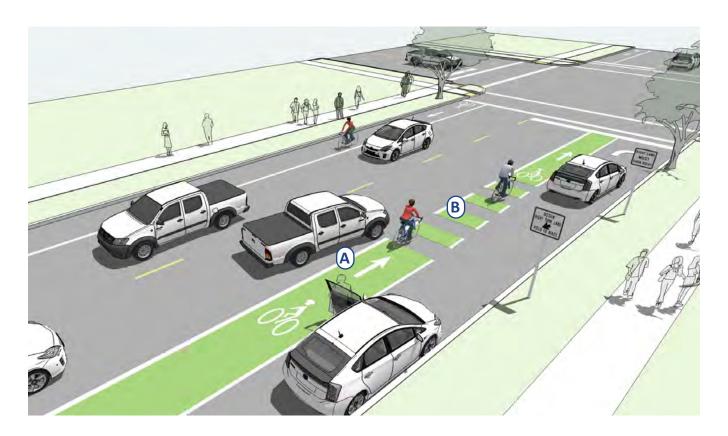
- Maximize effective operating space by placing curbs or delineator posts as far from the through bikeway space as practicable.
- Allow for adequate shy distance of 1 to 2 feet from vertical elements to maximize useful space.
- When next to parking allow for 3 feet of space in the buffer space to allow for opening doors and passenger unloading.
- The presences of landscaping in medians, planters and safety islands increases comfort for users and enhances the streetscape environment.

Further Considerations

- Separated bikeway buffers and barriers are covered in the MUTCD as preferential lane markings (section 3D.01) and channelizing devices (section 3H.01). Curbs may be used as a channeling device, see the section on islands (section 3I.01).
- With new roadway construction a raised separated bikeway can be less expensive to construct than a wide or buffered bicycle lane because of shallower trenching and sub base requirements.
- Parking should be prohibited within 30 feet of the intersection to improve visibility.

Colored Pavement

Colored pavement increases the visibility of bicycle facilities and reinforces the priority of bicycles in high traffic areas Paint can also be used to highlight conflict zones at driveways, intersections, and transit stops.



Typical Application

- Within a weaving or conflict area to identify the potential for bicyclist and motorist interactions and assert bicyclist priority.
- Across intersections, driveways and Stop or Yieldcontrolled cross-streets.
- At bike boxes and two-stage turn boxes.

- A Typical white bike lane striping (solid or dotted 6" stripe) is used to outline the green colored pavement.
- B In weaving or turning conflict areas, preferred striping is dashed, to match the bicycle lane line extensions.
- The colored surface should be skid resistant and retroreflective (MUTCD 9C.02.02).
- In exclusive use areas, such as bike boxes, color application should be solid green.

Colored Pavement





Green colored conflict striping indicates the path of travel of people on bicycles, and alerts people intending to turn across the bike lane to yield when bicyclists are present.

Further Considerations

- Green colored pavement shall be used in compliance with the CA MUTCD and FHWA Interim Approval (FHWA IA-14.10).¹³
- While other colors have been used (red, blue, yellow), green is the recommended color in the US.
- The application of green colored pavement within bicycle lanes is an emerging practice. The guidance recommended here is based on best practices in cities around the county.

Materials and Maintenance

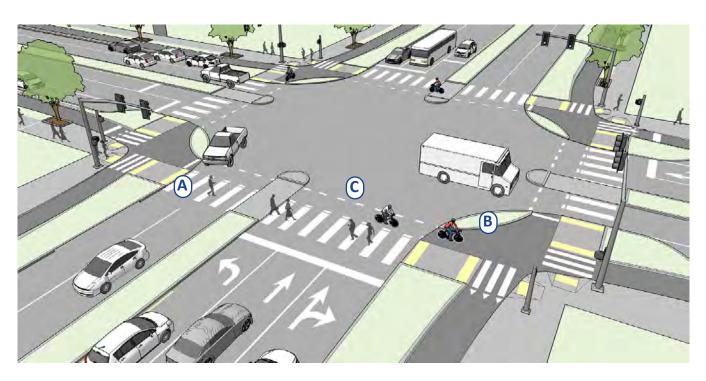
As intended, paint or thermoplastic are placed in locations that are trafficked by vehicles, and are subject to high vehicle wear. Colored pavement treatments will experience higher rates of wear at locations with higher turning vehicles, buses, and heavy trucks. At these locations, green coloring will require more frequent replacement over time.

The life of the green coloring will depend on vehicle volumes and turning movements, but thermoplastic is generally a more durable material than paint.

¹³ FHWA. Interim Approval for Optional Use of Green Colored Pavement for Bike Lanes (IA-14). 2011.

Protected Intersection

A protected intersection, or "Bend Out", uses a collection of intersection design elements to maximize user comfort within the intersection and promote a high rate of motorists yielding to people bicycling. The design maintains a physical separation within the intersection to define the turning paths of motor vehicles, slow vehicle turning speed, and offer a comfortable place for people bicycling to wait at a red signal.



Typical Use

- Streets with separated bikeways protected by wide buffer or on-street parking.
- Where two separated bieways intersect and twostage left-turn movements can be provided for bicycle riders.
- Helps reduce conflicts between right-turning motorists and bicycle riders by reducing turning speeds and providing a forward stop bar for bicycles.
- Where it is desirable to create a curb extension at intersections to reduce pedestrian crossing distance.

- A Setback bicycle crossing of 19.5 feet allows for one passenger car to queue while yielding. Smaller setback distance is possible in slow-speed, space constrained conditions.
- (B) Corner island with a 15-20 foot corner radius slows motor vehicle speeds. Larger radius designs may be possible when paired with a deeper setback or a protected signal phase, or small mountable aprons. Two-stage turning boxes are provided for queuing bicyclists adjacent to corner islands.
- C Use intersection crossing markings.



Protected intersections feature a corner safety island and intersection crossing markings.



- Pedestrian crosswalks may need to be further set back from intersections in order to make room for two-stage turning queue boxes.
- Wayfinding and directional signage should be provided to help bicycle riders navigate through the intersection.
- Colored pavement may be used within the corner refuge area to clarify use by people bicycling and discourage use by people walking or driving.
- Intersection approaches with high volumes of right turning vehicles should provide a dedicated right turn only lane paired with a protected signal phase.
 Protected signal phasing may allow different design dimensions than are described here.



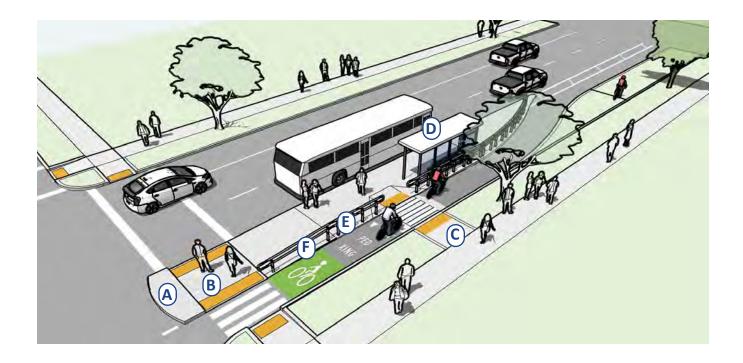
Protected intersections incorporate queuing areas for two-stage left turns.

Materials and Maintenance

- Green conflict striping (if used) will also generally require higher maintenance due to vehicle wear.
- Bikeways should be maintained so that there are no pot holes, cracks, uneven surfaces or debris.
- Bikeways protected by concrete islands or other permanent physical separation, can be swept by street sweeper vehicles with narrow widths.

Separated Bike Lanes at Floating Transit Islands

Separated bikeways at floating transit/bus islands reduce conflicts between transit vehicles and bicyclists at transit stops. This application eliminates bikes and buses "leapfrogging" near stops by providing each street users with their own space.



Typical Application

- Routes where bike lanes or separated bikeways and transit operations overlap.
- Provides an in-lane stop for buses, reducing delay at stops.
- Median refuge also provides a shorter crossing for pedestrians at intersection

- A Pedestrian median refuge islands shorten the crossing distance at intersections.
- B Raised islands in crossings shall be cut through level with the street or have curb ramps at both sides. (DIB 82-06, ADA Standards 406.7)

- Pedestrian ramp into crosswalks should be ADA compliant with detectable warning surfaces. (DIB 82-06, Section 4.3.3.)
- Direct pedestrians to crossing locations to minimize conflicts between modes. High volume stops should have room for appropriately sized shelters and transit amenities.
- Pavement markings and signage should clarify expectations among users. The bikeway could also ramp up to sidewalk level at this crossing to reduce bicycle speeds and enhance ADA access to the stop.
- Pavement markings on the bikeway should define the bicycle path of travel to minimize intrusion by pedestrians, except at designated crossings. (NACTO, 2013)

Separated Bike Lanes at Floating Transit Islands



A transit side boarding island clarifies user spaces and minimizes conflict between bicyclists. pedestrians, transit passengers, buses, and vehicles.

Further Considerations

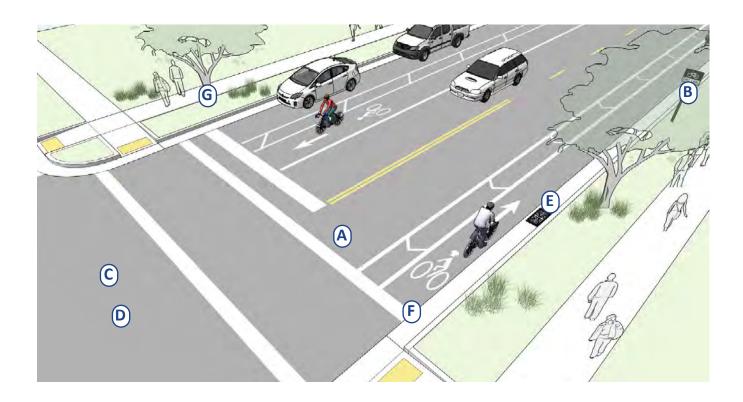
- Transit island should be wide enough to accommodate mobility devices. An 8'x5' accessible clear space is required at the front door per ADA requirements.
- Transit platforms should feature pedestrian scale lighting.
- Side boarding island will require detectable warning surfaces along full length of platform if greater than 6" high.

Materials and Maintenance

Similar to median refuge islands, side boarding islands may require frequent maintenance of road debris. If at street grade, the bikeway can be swept by street sweeper vehicles with narrow widths.

Bikeway Maintenance

Regular bicycle facility maintenance includes sweeping, maintaining a smooth roadway, ensuring that the gutter-to-pavement transition remains relatively flush, and installing bicycle-friendly drainage grates. Pavement overlays are a good opportunity to improve bicycle facilities. The following recommendations provide a menu of options to consider to enhance a maintenance regimen.



MAINTENANCE

A Sweeping

- Establish a seasonal sweeping schedule that prioritizes roadways with major bicycle routes.
- Sweep walkways and bikeways whenever there is an accumulation of debris on the facility.
- In curbed sections, sweepers should pick up debris; on open shoulders, debris can be swept onto gravel shoulders.

B Signage

- Check regulatory and wayfinding signage along bikeways for signs of vandalism, graffiti, or normal wear.
- Replace signage along the bikeway network as-needed.
- Perform a regularly-scheduled check on the status of signage with follow-up as necessary.
- Create a Maintenance Management Plan.

(C) Roadway Surface

- Maintain a smooth pothole-free surface.
- Ensure that on new roadway construction, the finished surface on bikeways does not vary more than ¼ inch.
- Maintain pavement so ridge buildup does not occur at the gutter-to-pavement transition or adjacent to railway crossings.
- Inspect the pavement 2 to 4 months after trenching construction activities are completed to ensure that excessive settlement has not occurred.

Pavement Overlays

- Extend the overlay over the entire roadway surface to avoid leaving an abrupt edge.
- If the shoulder or bike lane pavement is of good quality, it may be appropriate to end the overlay at the shoulder or bike lane stripe provided no abrupt ridge remains.
- Ensure that inlet grates, manhole and valve covers are within ¼ inch of the finished pavement surface and are made or treated with slip resistant materials.

E Drainage Grates

- Require all new drainage grates be bicyclefriendly, including grates that have horizontal slats on them so that bicycle tires and assistive devices do not fall through the vertical slats.
- Create a program to inventory all existing drainage grates, and replace hazardous grates as necessary – temporary modifications such as installing rebar horizontally across the grate should not be an acceptable alternative to replacement.

F Gutter to Pavement Transition

- Ensure that gutter-to-pavement transitions have no more than a ¼ inch vertical transition.
- Examine pavement transitions during every roadway project for new construction, maintenance activities, and construction project activities that occur in streets.

Maintenance Activity	Frequency
Inspections	Seasonal – at beginning and end of Summer
Pavement sweeping/blowing	As needed, with higher frequency in the early Spring and Fall
Pavement sealing	5 - 15 years
Pothole repair	1 week – 1 month after report
Culvert and drainage grate inspection	Before Winter and after major storms
Pavement markings replacement	As needed
Signage replacement	As needed
Shoulder plant trimming (weeds, trees, brambles)	Twice a year; middle of growing season and early Fall
Tree and shrub plantings, trimming	1 – 3 years
Major damage response (washouts, fallen trees, flooding)	As soon as possible

G Landscaping

- Ensure that shoulder plants do not hang into or impede passage along bikeways
- After major damage incidents, remove fallen trees or other debris from bikeways as quickly as possible
- Maintenance Management Plan
- Provide fire and police departments with map of system, along with access points to gates/bollards
- Enforce speed limits and other rules of the road
- Enforce all trespassing laws for people attempting to enter adjacent private properties

Pedestrian Facilities

Pedestrian Crossing Location & Facility Selection

Crossing Treatment Selection

The specific type of treatment at a crossing may range from a simple marked crosswalk to full traffic signals or grade separated crossings. Crosswalk lines should not typically be used by themselves, and appropriate selection of crossing enhancements should be evaluated in an engineering study. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.

Midblock Crossings

Midblock crossings are an important street design element for pedestrians. They can provide a legal crossing at locations where pedestrians want to travel, and can be safer than crossings at intersections because traffic is only moving in two directions. Locations where midblock crossings should be considered include:

- Long blocks (longer than 600 feet) with destinations on both sides of the street.
- Locations with heavy pedestrian traffic, such as schools, shopping centers.
- At midblock transit stops, where transit riders must cross the street on one leg of their journey.

PEDESTRIAN CROSSING CONTEXTUAL GUIDANCE At unsignalized locations		Local Streets 15-25 mph		Collector Streets 25-30 mph		Arterial Streets 30-45 mph								
	LITY TYPE	2 lane	3 lane		2 lane wit median refuge	h 3 lane	2 lane	2 lane with median refuge	n 3 lane	4 lane	4 lane with median refuge	n 5 lane	6 lane	6 lane with median refuge
1	Crosswalk Only (high visibility)	✓	✓	EJ	EJ	Х	EJ	EJ	Х	Х	Х	Х	Х	Х
2	Crosswalk with warning signage and yield lines	EJ	✓	✓	✓	✓	EJ	EJ	EJ	Х	Х	Х	Х	Х
3	Active Warning Beacon (RRFB)	Х	EJ	✓	✓	✓	✓	✓	✓	Х	✓	Х	Х	Х
4	Hybrid Beacon	Х	Х	EJ	EJ	EJ	EJ	✓	✓	✓	✓	√	✓	~
5	Full Traffic Signal	х	Х	EJ	EJ	EJ	EJ	EJ	EJ	✓	✓	✓	✓	~
6	Grade separation	х	Х	EJ	EJ	EJ	Х	EJ	EJ	EJ	EJ	EJ	✓	~









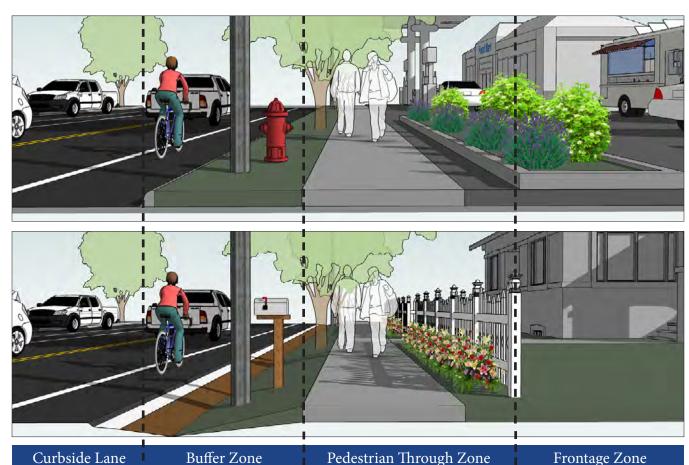






Sidewalk Zones & Widths

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel separated from vehicle traffic. Providing adequate and accessible facilities can lead to increased numbers of people walking, improved accessibility, and the creation of social space.



Curbside Lane

The buffer zone, also The curbside lane called the furnishing or can act as a flexible landscaping zone, buffers space to further pedestrians from the buffer the sidewalk adjacent roadway, and from moving is also the area where traffic., and may be used for a bike lane. elements such as street Curb extensions and trees, signal poles, signs, and other street furniture bike corrals may are properly located. occupy this space where appropriate.

In the edge zone there should be a 6 inch wide curb.

Pedestrian Through Zone

The through zone is the area intended for pedestrian travel. This zone should be entirely free of permanent and temporary objects. Wide through zones are needed in downtown areas or where pedestrian flows are high.

Frontage Zone

The frontage zone allows pedestrians a comfortable "shy" distance from the building fronts. It provides opportunities for window shopping, to place signs, planters, or chairs.

Place Type	Parking Lane or Enhancement Zone	Buffer Zone	Pedestrian Through Zone	Frontage Zone
Urban Area - City Center	Varies	4 -8 ft	6 - 12 ft	2 - 4 ft
Urban Area - Urban Community	Varies	4 - 8 ft	6 - 12 ft	2 - 4 ft
Suburban Area	Varies	2 - 7 ft	5 - 8 ft	0 - 5 ft
Rural Main Street	Varies	2 - 7 ft	5 - 8 ft	2 - 5 ft

(DIB 94)

Typical Application

- Wider sidewalks should be installed near schools, at transit stops, in downtown areas, or anywhere high concentrations of pedestrians exist.
- At transit stops, an 8 ft by 5 ft clear space is required for accessible passenger boarding/alighting at the front door location per ADA requirements.
- Sidewalks should be continuous on both sides of urban commercial streets, and should be required in areas of moderate residential density.
- When retrofitting gaps in the sidewalk network, locations near transit stops, schools, parks, public buildings, and other areas with high concentrations of pedestrians should be the highest priority.

Materials and Maintenance

Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb or gutter and sometimes a landscaped boulevard. Less expensive walkways constructed of asphalt, crushed stone, or other stabilized surfaces may be appropriate. Ensure accessibility and properly maintain all surfaces regularly. Surfaces must be firm, stable, and slip resistant. Colored, patterned, or stamped concrete can add distinctive visual appeal.

Design Features

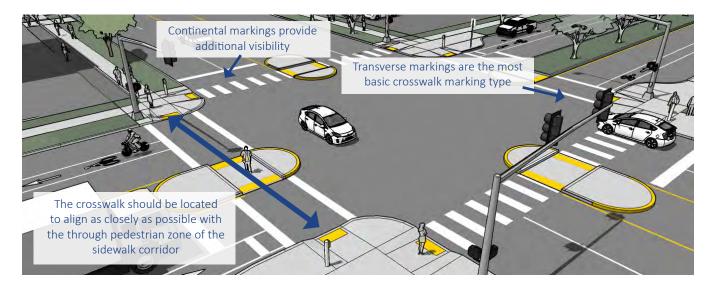
- Sidewalks must be a minimum of 5 feet wide. (City of Carson Public Works Standards)
- Provide 6" minimum between the rear portion of the sidewalk zone and the property line, leaving a landscaping strip between the back of the curn and the sidewalk.
- Refer to the City of Carson's four types of Sidewalk Designations when designing sidewalks and the best use case for each type, below.

City of Carson Sidewalk Designations	Use Case
Case I: Sidewalk with Parkway	Low and Medium Density Residential Areas
Case 2: Full Width Sidewalk with Tree Wells	High Density Residential and Commercial Areas
Case 3: Full Width Sidewalk	Industrial Areas
Case 4: Meandering Sidewalk	Special Development Areas

(City of Carson Public Works Standards)

High Visibility Crosswalks

A high visibility crosswalk signals to motorists that they must stop for pedestrians and encourages pedestrians to cross at designated locations. Installing crosswalks alone will not necessarily make crossings safer; especially on multi-lane roadways. At mid-block locations, crosswalks must be marked to establish a legal crossing.



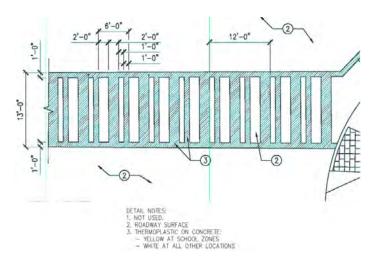
Typical Application

- The County is currently installing high-visibility crosswalks with new/retrofit construction projects.
- High-visibility crosswalks are marked with thick bars, drawing additional attention and awareness to the crossing.

At signalized intersections, all crosswalks should be marked. At unsignalized intersections, crosswalks may be marked under the following conditions:

- At a complex intersection, to orient pedestrians in finding their way across.
- At an offset intersection, to show pedestrians the shortest route across traffic with the least exposure to vehicular traffic and traffic conflicts.
- At an intersection with visibility constraints, to position pedestrians where they can best be seen by oncoming traffic.
- At an intersection within a school zone on a walking route. In school zones, these crossings are yellow instead of the standard white color.

- Because the effectiveness of marked crossings depends entirely on their visibility, maintaining marked crossings should be a high priority.
- Thermoplastic markings offer increased durability than conventional paint.
- The City of Carson uses piano style crosswalks, featured in the photo below.





Example of a marked piano style crosswalk on Carson Street and Main Street.

Further Considerations

Pedestrians are sensitive to out-of-direction travel, and reasonable accommodations should be made to make crossings both convenient at locations with adequate visibility.

Continental crosswalk markings should be used at crossings with high pedestrian use or where vulnerable pedestrians are expected, including: school crossings, across arterial streets for pedestrian-only signals, at mid-block crosswalks, and at intersections where there is expected high pedestrian use and the crossing is not controlled by signals or stop signs. High-visibility crosswalks are not appropriate for all locations. Other crosswalk marking patterns are provided for in the CA MUTCD.

Some cities prohibit omitting or removing a marked crosswalk at intersections in order to require a three-stage pedestrian crossing. Intersections with three-stage crossings lead to arduous and increased crossing distances, pedestrian frustration, encourages jaywalking, and exhibits modal bias favoring motor vehicle level-of-service over other modes. There are circumstances when only three crosswalks are utilized and typically occur at or near interchanges and freeway ramps.

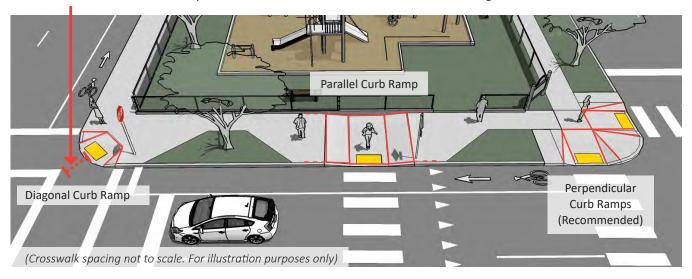
Materials and Maintenance

Because the effectiveness of marked crossings depends entirely on their visibility, maintaining marked crossings should be a high priority. Thermoplastic markings offer increased durability than conventional paint.

Curb Ramps

Curb ramps are the design elements that allow all users to make the transition from the street to the sidewalk, and are required by the ADA. A sidewalk without a curb ramp can be useless to someone in a wheelchair, forcing them back to a driveway and out into the street for access. There are a number of factors to be considered in the design and placement of curb ramps.

Diagonal ramps shall include a clear space of at least 48" within the crosswalk for user maneuverability Curb ramps shall be located so that they do not project into vehicular traffic lanes, parking spaces, or parking access aisles. Three configurations are illustrated below.



Typical Application

- Curb ramps must be installed at all intersections and midblock locations where pedestrian crossings exist, as mandated by federal legislation (1973 Rehabilitation Act and ADA 1990). All newly constructed and altered roadway projects must include curb ramps. In addition, existing facilities must be upgraded to current standards when appropriate.
- The edge of an ADA compliant curb ramp shall be marked with a tactile warning device (also known as truncated domes) to alert people with visual impairments to changes in the pedestrian environment. Contrast between the raised tactile device and the surrounding infrastructure is important so that the change is readily evident to partially sighted pedestrians. These devices are most effective when adjacent to smooth pavement so the difference is easily detected.

- The level landing at the top of a ramp shall be at least 4 feet long and at least the same width as the ramp itself. The slope of the ramp shall be compliant to current standards.
- If the ramp runs directly into a crosswalk, the landing at the bottom will be in the roadway.
- If the top landing is within the sidewalk or corner area where someone in a wheelchair may have to change direction, the landing must be a minimum of 4'-0" long (in the direction of the ramp run) and at least as wide as the ramp, although a width of 5'-0" is preferred.



Not recommended: diagonal curb ramp configuration. Source: Google Streetview



Recommended: Bulb-Out with bidirectional curb ramps for crossing in both directions. Source: Google Streetview

Further Considerations

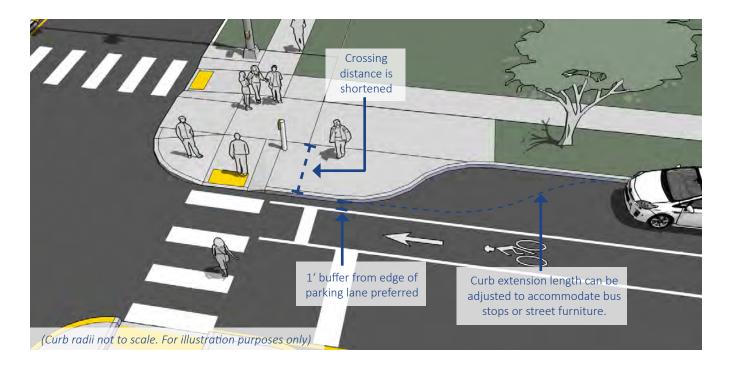
- Where feasible, separate directional curb ramps for each crosswalk at an intersection should be provided rather than having a single ramp at a corner for both crosswalks. Although diagonal curb ramps might save money, they orient pedestrians directly into the traffic zone, which can be challenging for wheelchair users and pedestrians with visual impairment. Diagonal curb ramp configurations are not recommended.
- Curb return radii need to be considered when designing directional ramps. While curb ramps are needed for use on all types of streets, the highest priority locations are in downtown areas and on streets near transit stops, schools, parks, medical facilities, shopping areas.

Materials and Maintenance

It is critical that the interface between a curb ramp and the street be maintained adequately. Asphalt street sections can develop potholes at the foot of the ramp, which can catch the front wheels of a wheelchair.

Curb Extensions

Curb extensions minimize pedestrian exposure during crossing by shortening crossing distance and giving pedestrians a better chance to see and be seen before committing to crossing. They are appropriate for any crosswalk where it is desirable to shorten the crossing distance and there is a parking lane adjacent to the curb.



Typical Application

- At signalized intersections with marked crosswalks should be marked.
- At unsignalized intersections with marked crosswalks.
- At an intersection with visibility constraints, to position pedestrians where they can best be seen by oncoming traffic.
- At an intersection within a school zone on a walking route.

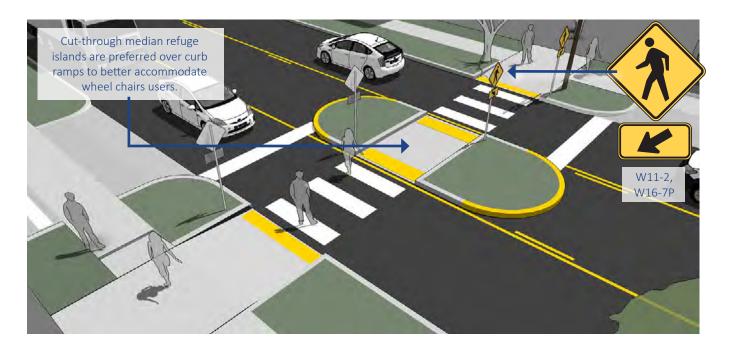
Materials and Maintenance

Planted curb extensions may be designed as a bioswale, a vegetated system for stormwater management. To maintain proper stormwater drainage, curb extensions can be constructed as refuge islands offset by a drainage channel or feature a covered trench drain.

- In most cases, the curb extensions should be designed to transition between the extended curb and the running curb in the shortest practicable distance.
- For purposes of efficient street sweeping, the minimum radius for the reverse curves of the transition is 10 feet and the two radii should be balanced to be nearly equal.
- Curb extensions should terminate one foot short of the parking lane to maximize bicyclist safety.
- Planted curb extensions may be designed as a bioswale, a vegetated system for stormwater management.
- Turning performance of larger vehicles including buses may be impacted by curb extensions

Pedestrian Refuge Island

Pedestrian refuge islands are located at the mid-point of a marked crossing and help improve pedestrian safety by allowing pedestrians to cross one direction of traffic at a time. Refuge islands minimize pedestrian exposure by shortening crossing distance and increasing the number of available gaps for crossing.



Typical Application

- Can be applied on any roadway with a left turn center lane or median that is at least 6 feet wide.
- Appropriate at signalized or unsignalized crosswalks.
- On multi-lane roadways, consider configuration with active warning beacons for improved yielding compliance.

Materials and Maintenance

Refuge islands may require frequent maintenance of road debris. Trees and plantings in a landscaped median must be maintained so as not to impair visibility, and should be no higher than 1 foot 6 inches.

- The refuge island must be accessible, preferably with an at-grade passage through the island rather than ramps and landings.
- The island should be at least 6 feet wide to be a legal refuge and be wider to accommodate cargo bikes or bikes with child trailers.
- The island should be at least 20 feet long.
- On streets with speeds higher than 25 mph there should also be double centerline marking, reflectors, and "KEEP RIGHT" signage (CA MUTCD R4-7a).
- If a refuge island is landscaped, the landscaping should not compromise the visibility of pedestrians crossing in the crosswalk. Shrubs and ground plantings should be no higher than 1 and a half feet.

Raised Crosswalk

A raised crosswalk or intersection can eliminate grade changes from the pedestrian path and give pedestrians greater prominence as they cross the street. Raised crosswalks also functions as speed tables, and encourage motorists to slow down. As such, they should be used only in cases where a special emphasis on pedestrians is desired.

Raised crosswalks are typically implemented on low-speed streets, Bike Boulevards and other areas of very high pedestrian activity. They are often paired with other treatments such as curb extensions for greater traffic calming effect.



Typical Use

- Like a speed hump/table, raised crosswalks have a traffic slowing effect which may be unsuitable on high-speed streets, roadways with sharp curves, designated transit or freight routes, and in locations that would reduce access for emergency responders. Use detectable warnings at the curb edges to alert vision-impaired pedestrians that they are entering the roadway.
- Approaches to the raised crosswalk may be designed to be similar to speed humps/tables.
- Can be used in partnership with Class IIIB neighborhood greenway bicycle routes.

- Use detectable warnings at the curb edges to alert vision-impaired pedestrians that they are entering the roadway.
- Approaches to the raised crosswalk may be designed to be similar to speed humps.
- Drainage improvements may be required depending on the grade of the roadway.
- Special paving materials can be used to increase conspicuity of the crossing, and alert drivers to the presence of pedestrians.



Example of a raised pedestrian crossing.

Further Considerations

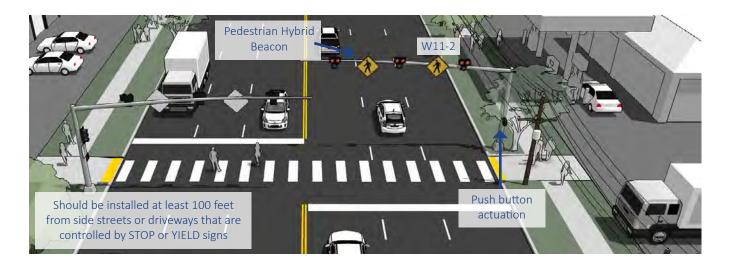
- The noise of vehicles traveling over raised crosswalks may be of concern to nearby residents and businesses.
- Refer to Americans with Disabilities Act (ADA) and California Building Code (CBC) for additional requirements.

Materials and Maintenance

Because the effectiveness of marked crossings depends entirely on their visibility, maintaining marked crossings should be a high priority. Ensure drainage pipes used to channel stormwater past the raised intersection are kept free of debris, to prevent stormwater from backing up and pooling.

Hybrid Beacons or High-intensity Activated Crosswalk (HAWK)

Hybrid beacons are used to improve non-motorized crossings of major streets. A hybrid beacon consists of a signal-head with two red lenses over a single yellow lens on the major street, and a pedestrian signal head for the crosswalk.



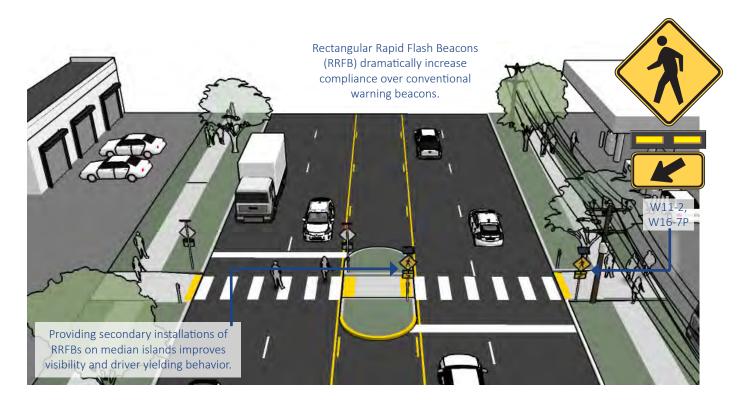
Typical Application

- At unsignalized intersections with high volumes of pedestrians.
- At an intersection within a school zone on a walking route.
- Each crossing, regardless of traffic speed or volume, requires additional review by a registered engineer to identify sight lines, potential impacts on traffic progression, timing with adjacent signals, capacity, and safety.

- Hybrid beacons have less stringent warrants than full signals.
- If installed within a signal system, signal engineers should evaluate the need for the hybrid signal to be coordinated with other signals.
- Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk to provide adequate sight distance.
- Hybrid beacon signals are normally activated by push buttons, but may also be triggered by infrared, microwave or video detectors. The maximum delay for activation of the signal should be two minutes, with minimum crossing times determined by the width of the street
- HAWK beacons should be installed at least 100 feet from side streets or driveways that are controlled by STOP or YIELD signs. Parking and other sight obstructions should be prohibited for at least 100 feet in advance of and at least 20 feet beyond the marked crosswalk to provide adequate sight distance. (CA MUTCD 4F)

Active Warning Beacons (RRFBs)

Active warning beacons are user actuated illuminated devices designed to increase motor vehicle yielding compliance at crossings of multi lane or high volume roadways. Types of active warning beacons include conventional circular yellow flashing beacons, in-roadway warning lights, or Rectangular Rapid Flash Beacons (RRFB).



Typical Application

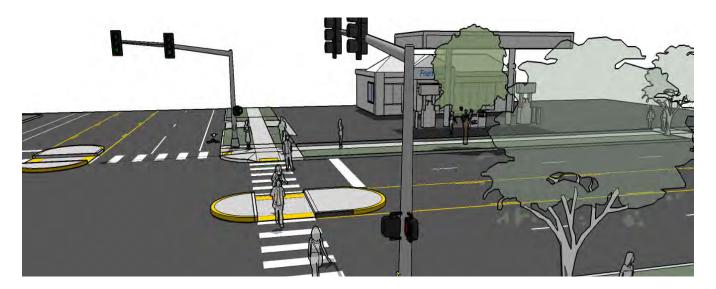
- At unsignalized, marked crosswalks where increased pedestrian visibility is needed.
- Designed to increase driver yielding compliance on multi-lane or high-volume roadways. RRFBs have the most increased compliance of all the warning beacon enhancement options. A study of the effectiveness of going from a no-beacon arrangement to a two-beacon RRFB installation increased yielding from 18 percent to 81 percent.
- RRFBs are recommended as the preferred beacon treatment.

- Warning beacons shall not be used at crosswalks controlled by YIELD signs, STOP signs, or traffic signals.
- Warning beacons shall initiate operation based on pedestrian or bicyclist actuation and shall cease operation at a predetermined time after actuation or, with passive detection, after the pedestrian or bicyclist clears the crosswalk.

Pedestrian Signalization Improvements: Leading Pedestrian Interval (LPI)

Pedestrian signal heads indicate to pedestrians when to cross at a signalized crosswalk. All traffic signals should be equipped with pedestrian signal indications except where pedestrian crossing is prohibited by signage. Pedestrian signals should be used at traffic signals wherever warranted, according to the CA MUTCD.

Leading Pedtrian Interval (LPI) is type of signal timing strategy that gives pedestrians a head start into the crosswalk and is designed to increase driver yielding compliance when turning by increasing pedestrian visibility.



Typical Application

- Countdown pedestrian signals are particularly valuable for pedestrians, as they indicate whether a pedestrian has time to cross the street before the signal phase ends. Countdown signals should be used at all new and rehabilitated signalized intersections.
- Adequate pedestrian crossing time is a critical element of the walking environment at signalized intersections.
 The length of a signal phase with parallel pedestrian movements should provide sufficient time for a pedestrian to safely cross the adjacent street.
- There are several types of signal timing for pedestrian signals, including concurrent, exclusive, "Leading pedestrian interval" (LPI), and all-red interval. In general, shorter cycle lengths and extended walk intervals provide better service to pedestrians and

- encourage better signal compliance. For optimal pedestrian service, fixed-time signal operation usually works best.
- Leading Pedestrian Intervals (LPI) are used to reduce right turn and permissive left turn vehicle and pedestrian conflicts. The through pedestrian interval is initiated first, in advance of the concurrent through/right/permissive left turn interval. The LPI minimizes vehicle-pedestrian conflicts because it gives pedestrians a 3-10 second headstart into the intersection, thereby making them more visible, and reducing crossing exposure time. Accessible Pedestrian Signals (APS) are recommended with an LPI.



A Pedestrian Island with pedestrian actuation buttons in Downtown Culver City. Source: Google StreetView

Design Features

- The CA MUTCD recommends that traffic signal timing assumes a pedestrian walking speed of 3.5 ft per second.
- At crossings where older pedestrians or pedestrians with disabilities are expected, crossing speeds as low as 3 ft per second should be assumed. Special pedestrian phases can be used to provide greater visibility or more crossing time for pedestrians at certain intersections.
- Pedestrian pushbuttons may be installed at locations where pedestrians are expected intermittently. When used, pushbuttons should be well signed and within reach and operable from a flat surface for pedestrians in wheelchairs and with visual disabilities. They should be conveniently placed in the area where pedestrians wait to cross. Section 4E.09 within the CA MUTCD provides detailed guidance for the placement of push buttons to ensure accessibility.

Future Considerations

- When push buttons are used, they should be located so that someone in a wheelchair can reach the button from a level area of the sidewalk without deviating significantly from the natural line of travel into the crosswalk. Push button should be marked (for example, with arrows) so that it is clear which signal is affected.
- In areas with very heavy pedestrian traffic, consider an all-pedestrian signal phase to give pedestrians free passage in the intersection when all motor vehicle traffic movements are stopped.
- At locations with very high pedestrian volumes, such as downtown, an exclusive pedestrian signal phase called a "Pedestrian Scramble" can be provided to reduce vehicle turning conflicts.

Maintenance and Materials

It is important to perform ongoing maintenance of traffic control equipment. Consider semi-annual inspections of controller and signal equipment, intersection hardware, and detectors.

Turn Restrictions: No Right on Red

This type of turn restrictions prevents vehicles taking right turns on red and creates a safer crossing environment for pedestrians and cyclists. This type of restriction is required with the implementation of all-way pedestrian crossing phasing (scramble crosswalks, see image below).



Image source: Los Angeles Magazine, L.A.'s New Diagonal Crosswalks Are Literally Saving Lives, 2016.

Typical Application

- Turn restrictions may be applied on streets with or without dedicated transit lanes.
- Right-turn prohibitions are especially useful for intersections in downtown areas with high walking and bicycling levels, or for streets with right-side bike facilities, where permitting turns would result in long delays for transit vehicles running in the right lane.
- Bicycle turns have minimal impact on transit and pedestrian traffic, and can be permitted even where other turns are prohibited.
- Right-turn restrictions for curbside and offset transit lanes prevent transit delays from turning vehicles and may reduce the frequency of pedestrian injuries.
- Bicycle turns have minimal impact on transit and pedestrian traffic, and can be permitted even where other turns are prohibited.

- A NO RIGHT TURN sign should be installed adjacent to a signal face viewed by drivers in the right lane. Install NO RIGHT TURNS (MUTCD R3-1).
- For bus lanes with turn restrictions, a solid lane line should be marked at the approach to the intersection along the bus lane.
- If dedicated bicycle infrastructure is present on a street, bikes should be excepted from the turn restriction and provided with a short approach lane or other facility. Install NO TURNS EXCEPT BICYCLES.

Pedestrian-Scale Lighting

Pedestrian-scale lighting improves safety by illuminating dark areas and acting as an alert to drivers that they are in a pedestrian-oriented zone. Lighting can also highlight the identity of an area through unique architectural details.

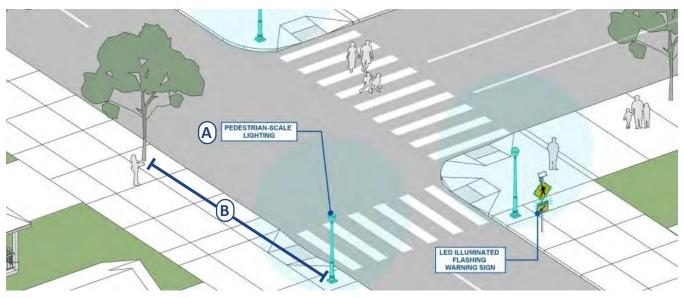


Image source: Valley Transportation Authority, Intersections, 2024.

Typical Application

- Lighting should be used to increase visibility, security, safety, and awareness by illuminating sidewalks, crosswalks, curbs, and signs, as well as barriers and potential hazards.
- Frequent lampposts of lower height and illumination are preferred over few lampposts that are very tall and bright.
- Pedestrian-scale lighting should be implemented in areas of high pedestrian activity and where implementation is practical.
- Lighting aids in geographic orientation, as people can sue well-lit focal points as landmarks to help them find their way, in additional to well-lit directional and informational signage.
- Well-lit historic details draw attention to the uniqueness of an area.
- A pedestrian-lit street signals to drivers that they have entered a new zone and encourages them to slow speeds.

- Pedestrian and bicycle facilities should be well lit, including crosswalks, bus stops, and corners.
- Commercial districts and wide streets should have lighting on both sides of the street. These can be arranged differently to achieve different effects (staggered vs opposite arrangements).
- Pedestrian-scale lighting should complement motor vehicle-scale lighting to ensure both sidewalks and travel lanes are effectively illuminated.
- B Locate lighting at least 10 feet away from the full growth canopy of adjacent trees.
- Hoods, cut-off, and shielded light fixtures are more cost-effective options as they use less energy by directing the light down towards the ground. They also reduce light pollution and minimize glare.
- A consistent approach to color temperature should be applied throughout the lighting plan. 3000 Kelvin (K) is often used for pedestrian paths.

Overcrossings and Undercrossings for Pedestrians and Bicyclists

Overpasses or underpasses for pedestrians and bicyclists allow for safe crossings of roads with high speeds and volumes that are highly complex or not suitable for controlled crossings. These can be built over highways and major arterials to improve bicycle and pedestrian connectivity.





Two examples of pedestrian/bicycle crossings: The Pleasant Hill Iron Horse overcrossing (top) and the Santa Clara Station Pedestrian Undercrossing (bottom).

Typical Application

- Pedestrian overcrossings (POC) or undercrossings (PUC) connect pedestrians walkways.
- Bicycle overcrossings (BOC) or undercrossings (BUC) connect bikeways or bike routes and can be built to Class I or Class IV standards.
- Helical (curved) ramps are sometimes used at pedestrian overcrossings locations. However, because of their complexity, curved ramps should not be constructed if a straight ramp can accomplish the same accessibility. (DIB 82-06)

- The overpass or underpass must meet ADA standards.
- The minimum width of walkway for pedestrian overcrossing should be 8 feet. The minimum vertical clearance of a pedestrian undercrossing should be 10 feet. Skewed crossings should be avoided. (Caltrans HDM. 208.6)
- Vertical clearance must be 80 inches high minimum. (DIB 82-06)

Bus Bulb / Bus Islands

Bus bulbs and bus islands are dedicated waiting areas for transit passengers that enables in-lane stops and streamlines bus services by reducing transit vehicle dwell times. They create level boarding areas away from main walkway zone and may be separated from the curb as a floating transit/bus island.

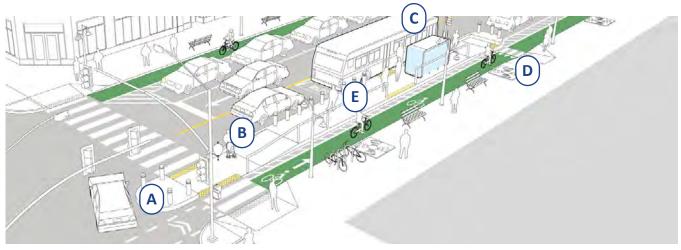


Image source: NACTO

Typical Application

- Bus bulbs and side boarding bus islands may be combined with other amenities, including wayfinding maps, plantings, and trees to enhance the overall transit user experience.
- Use cut-throughs for curbside bike lanes and cycle tracks at intersections and midblock bus bulbs.
- Streets with moderate to high transit frequency, or pedestrian/bicycling volume can utilize boarding islands to maintain in-lane stops and provide separation to more users.



- A bus bulb should be roughly equal to the width of the parking lane (at least 6 feet, but ideally 8-10 feet) with a return angle of 45 degrees.
- Bus bulb length should be the equivalent of two buses for a frequent service route (e.g., 140 feet), while routes with less frequent service may have a length equivalent of one bus (e.g., 30 feet)
- Use reflective signage or other visible raised elements on the leading corner of the island.
- Detectable warning strips must be placed on both sides of every crossing over the bike lane.
- B An accessible ramp should be placed at the intersection end of the island entering the crosswalk.
- Boarding island stops should include shelters, seating, wayfinding, and passenger information when feasible.
- Shelters should be located at least 10 feet from crosswalks over the bike lane. Leaning rails may be located along this gap.
- E Install leaning rails along the edge of the island along the bike channel on portions of the island without a shelter or accessible boarding area.

Transit Shelter

This amenity should be prioritized with the goal of increasing comfort for bus passengers while they wait. Transit shelters provide numerous benefits, including shade, cooling, seating, bike parking, and transit information.

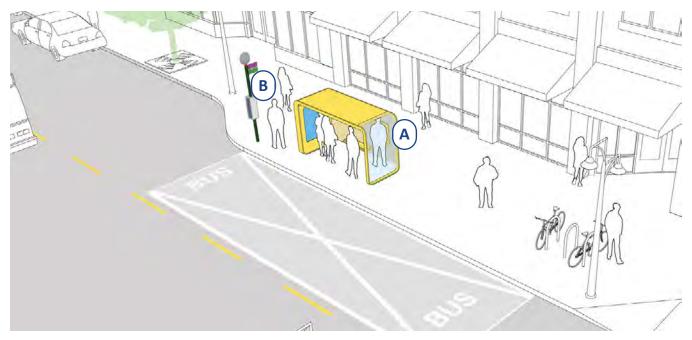


Image source: NACTO

Typical Application

- Shelters should be provided at transfer points, at stops in weather-exposed locations or without nearby potential sheltering locations, and at stops with a relatively high use by senior and child passengers.
- Provision of comfortable shelter and seating can significantly improve perception of wait time and rider satisfaction.

- A Ensure the waiting passengers can be seen from outside by using glass or open design for the back wall. Include lighting in the shelter, or locate shelters in a well-lit area.
- B Pole and bus stop signs must indicate critical information including the stop name, route number, stop number, direction or destination, and system logo.
- Shelter should include stop name and further system information.

Transit Stop Amenities

Transit stop improvements can greatly improve the user experience. Improvements can include benches, shelters, route information, ticket stands, trashcans and other amenities.

SEATING & PLACES TO REST



Image source: Bloomberg, 2017

- Include space to rest, either a bench or leaning rail, and space for a wheelchair user next to the bench.
- Seats should be designed or selected on the basis of comfort relative to expected wait time and boarding demand at a stop.

TRASHCANS



- Include trash bins, especially at high-volume stops. Ensure maintenance plan is in place.
- Trash cans should be within easy reach of the bus stop waiting area but must not block accessible paths, landing pads, bus door opening zones, shelters, or posted information.

ROUTE INFORMATION



Image source: NACTO

- Each stop shall include a stop name or identifier (destination/cross street, or numbered/lettered identifier); route identification; network and route map; schedule and route information; and clear indication of stop location and position.
- Bus stop signs must adhere to ADA sign and display design requirements, including visual contrast, glare, appropriate character size and spacing, and iconography.

TICKET STANDS



Image source: NACTO

- Use on high-frequency or high-volume corridors where reduced dwell time is a priority.
- Install an adequate number of machines to handle the expected number of passengers purchasing tickets during peak hours.
- Operable parts (including buttons or touch screens) must be placed at a height between 34 and 48 inches to accommodate users in wheelchairs. (NACTO, 2016)

Partial / Full Street Closure

Partial or full street closures are volume management tools to restrict through traffic on select streets. They may be implemented using diverters or other tools to redirect vehicle traffic but permit pedestrian and bicyclist movements, as well as allow for emergency vehicle access. Partial / full street closures limit traffic to local and resident streets and discourage cut through traffic.



Image source: pedbikesafe.org

Typical Application

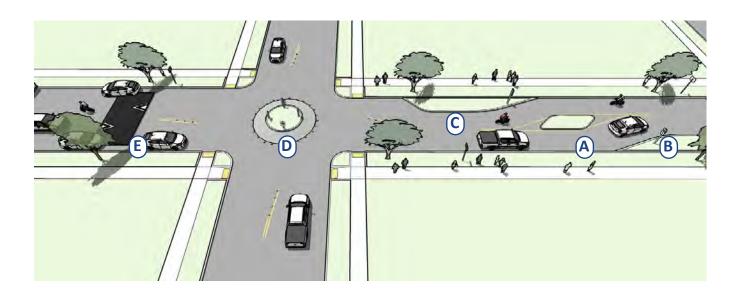
- These applications be used to improve safety along Class IIIB bicycle routes.
- Partial street closures are good for locations with extreme traffic volumes and where nonrestrictive measures have been unsuccessful, or in neighborhoods with high non-local traffic volumes.
- Full street closures should only be used in rare circumstances and only on local streets (not appropriate for collector streets).
- While partial / full street closures can reduce traffic volume, they do not solve speeding issues.
- Do not use these measures on a emergency or school bus route.

- Planters, bollards, medians or other type of barriers can be used to create a partial or full street closure.
- Provide a turn-around area for motor vehicles including service vehicles. If a partial closure only eliminates an entrance to a street, a turnaround is not needed.
- Emergency vehicle access can be achieved with a barrier or gate that permits large vehicles to traverse it but not automobiles, mountable curbs, or by providing an access way with raised center elements.
- Parking restrictions may be required.

Traffic Calming

Traffic Calming for Bike Boulevards

Traffic calming may include elements intended to reduce the speeds of motor vehicle traffic to be closer to bicyclist travel speeds, or may include design elements that restrict certain movements for motorized travel to discourage the use of bicycle boulevard corridors for through travel by automobiles. Traffic calming treatments can cause drivers to slow down by constricting the roadway space or by requiring careful maneuvering. Such measures may reduce the design speed of a street, and can be used in conjunction with reduced speed limits to reinforce the expectation of lowered speeds. They can also lower vehicle volumes by physically or operationally reconfiguring corridors and intersections along the route.



Typical Application

- Bicycle boulevards should have a maximum posted speed of 25 mph. Use traffic calming to maintain an 85th percentile speed below 20 mph (25 mph maximum). Bikeways with average speeds above this limit should be considered for traffic calming measures.
- Maintain a minimum clear width of 14 feet with a constricted length of at least 20 feet in the direction of travel.
- Bring traffic volumes down to 1,500 cars per day (4,000 cars per day maximum). Bikeways with daily volumes above this limit should be considered for traffic calming measures.
- Traffic calming is subject to drainage analysis and fire department approval.
- Center Median

Design Features: Speed Reduction

- A Median islands create pinchpoint for traffic in the center of the roadway and offers shorter crossing distances for pedestrians when used in tandem with a marked crossing.
- B Chicanes slow drivers by requiring vehicles to shift laterally through narrowed lanes and which avoids uninterrupted sightlines.
- Pinchpoints, chokers, or curb extensions restrict motorists from operating at high speeds on local streets by visually narrowing the roadway.
- Neighborhood traffic circles reduce speed of traffic at intersections by requiring motorists to move cautiously through conflict points.
- Street trees narrow a driver's visual field, subconsciously queuing drivers to slow down.
- E Speed humps slow drivers through vertical deflection. To minimize impacts to bicycles, use a sinusoidal profile and leave a gap along curb so that bicyclists may bypass the hump when appropriate. Speed cushions operate in a similar fashion to speed humps, but allow for unimpeded travel by emergency vehicles.

Design Features: Volume Reduction

- Partial closure diverters allows bicyclists to proceed straight across the intersection but forces motorists to turn left or right. All turns from the major street onto the bikeway are prohibited. Can incorporate curb extensions with stormwater management features and/ora mountable island.
- Right-in/right-out diverters force motorists to turn right while bicyclists can continue straight through the intersection. The island can provide a through bike lane or bicycle access to reduce conflicts with-rightturning vehicles. Left turns from the major street onto the bikeway are prohibited, while right turns are still allowed.
- Median refuge island diverters restrict through and left-turn vehicle movements along the bikeway while providing refuge for bicyclists to cross one direction of traffic at a time. This treatment prohibits left turns from the major street onto the bikeway, while right turns are still allowed.
- Full diverters block all motor vehicles from continuing on a neighborhood bikeway, while bicyclists can continue unrestricted. Full closures can be constructed to be permeable to emergency vehicles.

Raised Median Islands / Center Medians

Center medians can help reduce lane width and slow driving speeds by providing visual friction. They can also help with pedestrian crossings.



Image source: Caltrans Traffic Calming Guide, Google Earth

Raised median island on State Route 131 in Tiburon, CA.

Typical Application

- Traffic Islands are typically used for channelization but could also be used for traffic calming, since it introduces a curb adjacent to vehicles and has the effect of slowing vehicles.
- Use along roadways under 35 MPH posted speed limits.
- Pedestrian refuge islands and raised median islands are commonly used together.

- Raised islands in crossings shall be cut through level with the street or have curb ramps at both sides (DIB 82).
- Since the cut for the path through the raised median or island is adjacent to traffic and with a "barrier", it must have a detectable warning surface.
- Landscaping the raised median island contributes to community livability and environmental sustainability. The proposed landscaping should not impair sight distances.

Chicanes

Chicanes are a series of narrowing or curb extensions that alternate from one side of the street to the other, forming an S-shaped, curvilinear roadway alignment. When utilized on residential and low volume streets, they slow traffic speeds by providing horizontal deflection and breaking up the "runway effect" of wide and straight streets.



Image source: NACTO

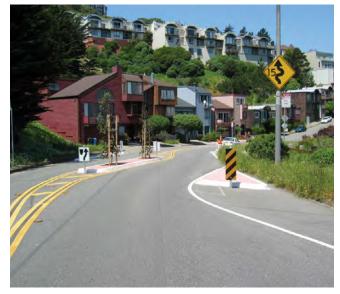


Image source: NACTO

Typical Application

- Best suited to mid-block locations along local road where there are balanced traffic volumes in both directions to discourage drivers from crossing the center line.
- Adequate distance is needed between driveways and intersections.
- Chicanes may be utilized at the approaches of the roundabout to reduce speeds prior to entering the roundabout.
- Use along roadways at 35 MPH posted speed limits or lower.

- Chicanes can provide additional space for landscaping, benches, bicycle parking, and other amenities.
- Use reflective pavement markers (optional).
- Place signage on bulbout.
- Use an object marker for 2-way traffic.
- Maintain driveway access.
- Where application of a curb extension adversely impacts drainage, curb extensions may be designed as edge islands with a 1–2-foot gap from the curb. (NACTO)

Speed Humps and Speed Cushions

These vertical traffic calming devices are used to slow traffic

SPEED HUMP

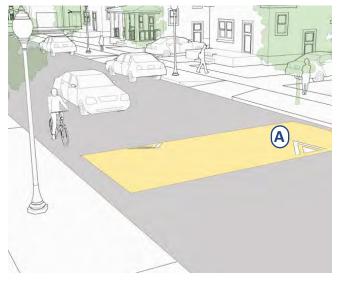


Image source: NACTO

Typical Application

- Speed humps should be located on low volume, low speed roads
- Speed humps be used in partnership with Class IIIB neighborhood greenway bicycle routes.
- Speed cushions can also be used in place of speed humps. Speed cushions typically have a wheel cutout in the center which makes them easily traversable for bicyclists and large emergency vehicles.
- A speed cushion is often the preferred alternative to a speed hump on a primary emergency response route, a transit route with frequent service, or when higher truck volumes are anticipated.
- Use along roadways up to 30 MPH maximum.

SPEED CUSHION

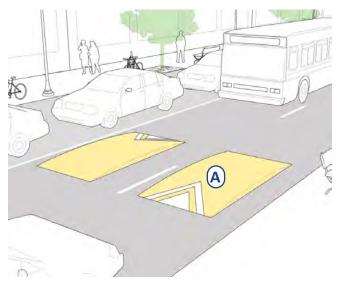


Image source: NACTO

Design Features

- The SPEED HUMP (W17-1) sign should be used to give warning of a vertical deflection in the roadway. The SPEED HUMP sign should be supplemented by an Advisory Speed plaque.
- A If speed hump markings are used, they shall be a series of white markings placed on a speed hump to identify its location.
- A speed hump is typically 12 feet in length (in the direction of travel) and 3 to 4 inches in height.
- A speed cushion width should be wide enough to slow personal passenger vehicles and yet narrow enough to permit fire trucks and transit vehicles to pass easily without overloading the rear axles of those heavier vehicles.
- Place speed humps and speed cushions mid-block. Do not place speed humps near an intersection, in front of driveways, or on a sharp curve.
- Consider street lighting near speed humps or speed cushions.

Traffic Circle / Roundabouts

A roundabout is a form of circular intersection in which traffic travels counterclockwise around a central island and entering traffic must yield to the circulating traffic. They feature, among other things, a central island, a circulatory roadway, and splitter islands on each approach. Mini roundabouts and neighborhood traffic circles lower speeds at minor intersection crossings.



Roundabout on State Route 29 in Napa, California.

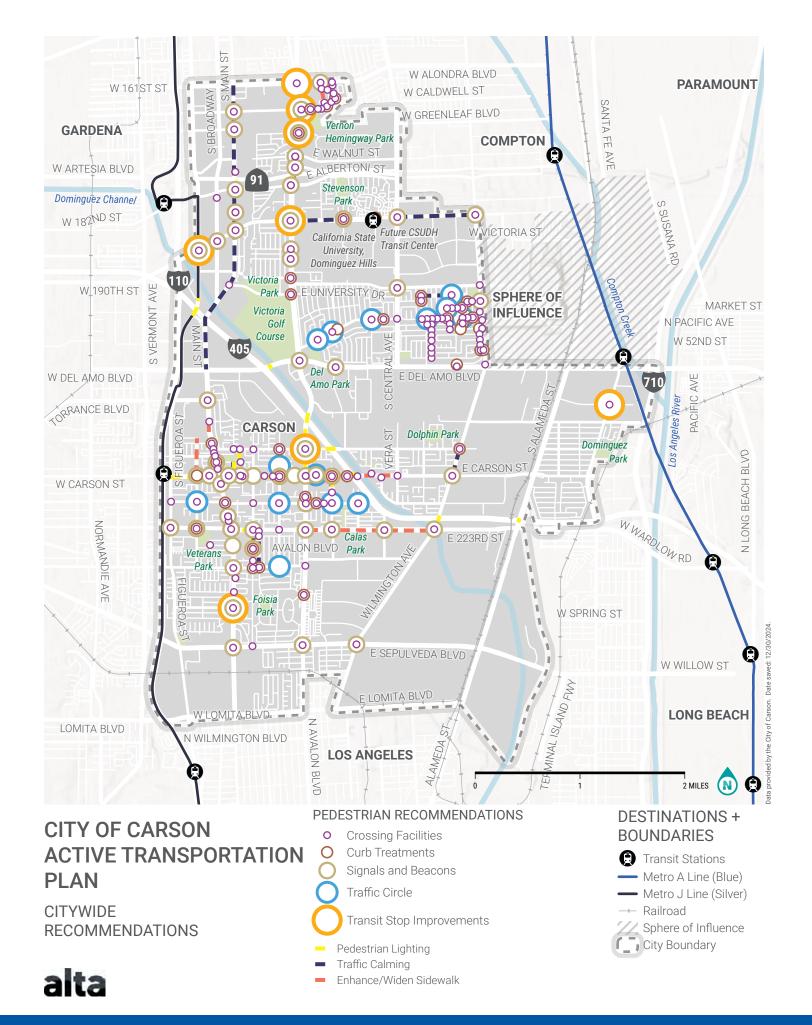
Typical Application

- Can be used as part of a Class IIIB neighborhood greenway and bicycle route.
- Roundabouts can accommodate existing site constraints, such as intersections with skewed angles or other nontypical configurations.
- They are inherently flexible, which can lead to successful installations within or near main streets, schools, and railroads, among others.
- These are best installed with landscaping and raised curbs to beautify the street.

Design Features

- The sidewalk at a roundabout should be designed as a shared use path, since the path will serve both pedestrians and bicyclists, who are not comfortable taking the lane to proceed through the roundabout
- A landscape buffer/strip, detectable by cane and underfoot, between the sidewalk and the back of curb for the circular roadway of the roundabout should be a minimum of 2 feet wide.
- Pedestrian activated push buttons should be considered for crossing more than one lane.
- Chicanes may be utilized at the approaches of the roundabout to reduce speeds prior to entering the roundabout.







SOUTH CARSON RECOMMENDATIONS

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PEDESTRIAN RECOMMENDATIONS

- Crossing Facilities
- **Curb Treatments**
 - Signals and Beacons
- Traffic Circle
- Transit Stop Improvements
- Pedestrian Lighting
- Traffic Calming
- Enhance/Widen Sidewalk

DESTINATIONS + BOUNDARIES

Transit Stations

Metro J Line (Silver)

Railroad

Sphere of Influence





NORTH CARSON RECOMMENDATIONS



PEDESTRIAN RECOMMENDATIONS

- Crossing Facilities
- Curb Treatments
- Signals and Beacons
- Traffic Circle
- Transit Stop Improvements
- Pedestrian Lighting
- Traffic Calming
- Enhance/Widen Sidewalk

DESTINATIONS + BOUNDARIES

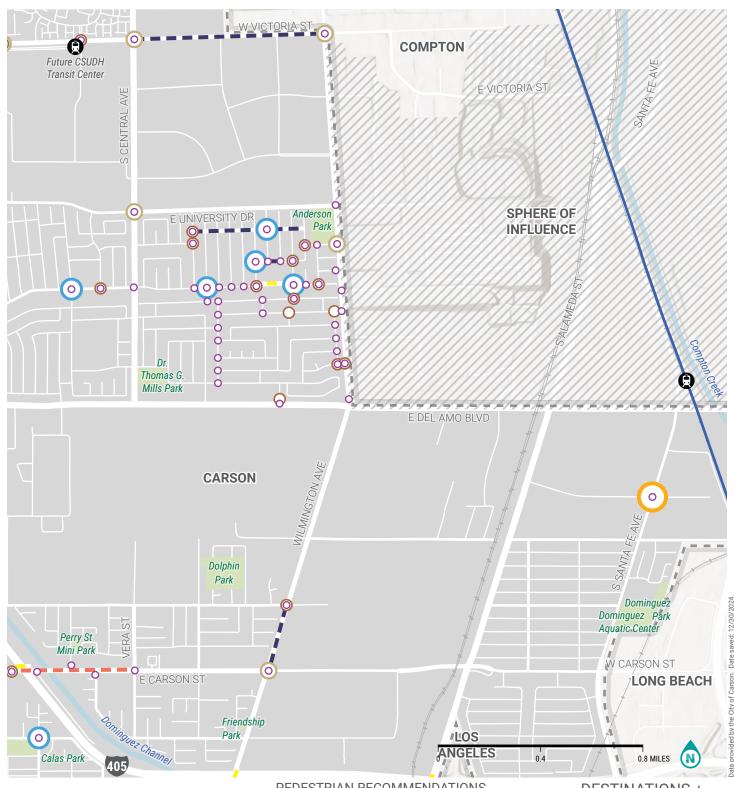
Transit Stations

Metro J Line (Silver)

— Railroad

Sphere of Influence

City Boundary



EAST CARSON RECOMMENDATIONS



PEDESTRIAN RECOMMENDATIONS

- Crossing Facilities
- **Curb Treatments**
 - Signals and Beacons
- Traffic Circle
- Transit Stop Improvements
- Pedestrian Lighting
- Traffic Calming
- Enhance/Widen Sidewalk

DESTINATIONS + BOUNDARIES

Transit Stations

Metro A Line (Blue)

← Railroad

Sphere of Influence

City Boundary

ALL PEDESTRIAN RECOMMENDATIONS

STREET	STARTSTREET	ENDSTREET	RECOMMENDATION
163rd St	McKinley Ave		High Visibility Crosswalk
168th St	Main St		High Visibility Crosswalk
168th St	Main St		HAWK
169th St	Avalon Blvd		High Visibility Crosswalk
169th St	Avalon Blvd		Leading Pedestrian Interval (LPI)
169th St	Avalon Blvd		Curb Extensions
169th St	Avalon Blvd		Transit Stop Improvements
184th St	Avalon Blvd		High Visibility Crosswalk
184th St	Avalon Blvd		Leading Pedestrian Interval (LPI)
186th St	Avalon Blvd		High Visibility Crosswalk
186th St	Avalon Blvd		Traffic Signal Improvement
189th St	Avalon Blvd		High Visibility Crosswalk
189th St	Avalon Blvd		Curb Extensions
213th St	Selwyn Ave	Dominguez Channel	Pedestrian Lighting
213th St	Main St	_	High Visibility Crosswalk
213th St	Bolsa Ave		High Visibility Crosswalk
213th St	Orrick Ave		High Visibility Crosswalk
213th St	Dolores St		High Visibility Crosswalk
213th St	Grace Ave		High Visibility Crosswalk
213th St	Avalon Blvd		High Visibility Crosswalk
213th St	Avalon Blvd		Leading Pedestrian Interval (LPI)
213th St	Avalon Blvd		Transit Stop Improvements
213th St	Wilmington Ave		High Visibility Crosswalk
213th St	Wilmington Ave		Curb Extensions
214th St	Main St		High Visibility Crosswalk
215th St	Main St		High Visibility Crosswalk
215th St	Main St		Curb Extensions
215th St	Main St		Leading Pedestrian Interval (LPI)
216th St	Main St	Bolsa St	Pedestrian Lighting
216th St	Main St		High Visibility Crosswalk
218th St	Main St		HAWK
218th St	Main St		High Visibility Crosswalk
219th St	Avalon Blvd		High Visibility Crosswalk
219th St	Avalon Blvd		Daylight Intersection
220th St	Avalon Blvd	Bonita St	Enhance/Widen Sidewalk
220th St	Bonita St	Avalon Blvd	Pedestrian Lighting
220th St	Main St		High Visibility Crosswalk
220th St	Main St		Curb Extensions
220th St	Bonita St		High Visibility Crosswalk
220th St	Bonita St		Traffic Circle
220th St	Between Newkirk Ave and Bonita St		Raised Crosswalk
220th St	Newkirk Ave		High Visibility Crosswalk

STREET	STARTSTREET	ENDSTREET	RECOMMENDATION
220th St	Newkirk Ave		Curb Extensions
220th St	Avalon Blvd		High Visibility Crosswalk
220th St	Avalon Blvd		Leading Pedestrian Interval (LPI)
220th St	Edgar St		High Visibility Crosswalk
220th St	Edgar St		Traffic Circle
220th St	Dolores St		High Visibility Crosswalk
220th St	Grace Ave		High Visibility Crosswalk
220th St	Moneta Ave		Traffic Circle
220th St	Moneta Ave		High Visibility Crosswalk
220th St	Grace Ave		Traffic Circle
220th St	Figueroa St		High Visibility Crosswalk
222nd St	Main St		High Visibility Crosswalk
223rd St	Dolores St	Main St	Pedestrian Lighting
223rd St	Avalon Blvd	Wilmington Ave	New Sidewalk
223rd St	Main St		High Visibility Crosswalk
223rd St	Main St		Leading Pedestrian Interval (LPI)
223rd St	Main St		No Right on Red
223rd St	Bonita St		High Visibility Crosswalk
223rd St	Bonita St		Leading Pedestrian Interval (LPI)
223rd St	Avalon Blvd		High Visibility Crosswalk
223rd St	Grace Ave		High Visibility Crosswalk
223rd St	Dolores St		High Visibility Crosswalk
223rd St	Dolores St		Leading Pedestrian Interval (LPI)
223rd St	Catskill Ave		High Visibility Crosswalk
223rd St	Moneta Ave		High Visibility Crosswalk
223rd St	Moneta Ave		Leading Pedestrian Interval (LPI)
223rd St	Moneta Ave		Curb Extensions
223rd St	Figueroa St		High Visibility Crosswalk
223rd St	Figueroa St		Leading Pedestrian Interval (LPI)
223rd St	Lucerne St		Leading Pedestrian Interval (LPI)
223rd St	Wilmington Ave		High Visibility Crosswalk
223rd St	Avalon Blvd		Leading Pedestrian Interval (LPI)
223rd St	Wilmington Ave		Leading Pedestrian Interval (LPI)
224th Pl	224th Pl	226th Pl	Traffic Calming
225th St	Main St		No Right on Red
225th St	Kinard Ave		High Visibility Crosswalk
228th St	Main St		High Visibility Crosswalk
228th St	Main St		Leading Pedestrian Interval (LPI)
228th St	Catskill Ave		High Visibility Crosswalk
228th St	Catskill Ave		Curb Extensions
228th St	Dolores St		High Visibility Crosswalk
228th St	Dolores St		Curb Extensions
228th St	Grace Ave		Traffic Circle

STREET	STARTSTREET	ENDSTREET	RECOMMENDATION
228th St	Avalon Blvd		High Visibility Crosswalk
229th St	229th Pl		High Visibility Crosswalk
231st St	Main St		High Visibility Crosswalk
234th St	Main St		High Visibility Crosswalk
234th St	Main St		Leading Pedestrian Interval (LPI)
234th St	Main St		Transit Stop Improvements
91 Off-ramp	Main St		High Visibility Crosswalk
91 Off-ramp	Main St		Pedestrian Refuge Island
Abbottson St	Dalfsen Ave		High Visibility Crosswalk
Abbottson St	Harlan Ave		High Visibility Crosswalk
Acoma Dr	Haskins Ln		High Visibility Crosswalk
Alameda St	Overpass		Pedestrian Lighting
Albertoni St	Main St		High Visibility Crosswalk
Albertoni St	Main St		Leading Pedestrian Interval (LPI)
Albertoni St	Avalon Blvd		High Visibility Crosswalk
Albertoni St	Avalon Blvd		Leading Pedestrian Interval (LPI)
Albertoni St	Avalon Blvd		Pedestrian Refuge Island
Alondra Blvd	Haskins Ln		Leading Pedestrian Interval (LPI)
Alondra Blvd	Haskins Ln		High Visibility Crosswalk
Alondra Blvd	McKinley Ave		High Visibility Crosswalk
Alondra Blvd	Avalon Blvd		Transit Stop Improvements
Alondra Blvd	Avalon Blvd		High Visibility Crosswalk
Artesia Blvd	Avalon Blvd		High Visibility Crosswalk
Artesia Blvd	Avalon Blvd		Leading Pedestrian Interval (LPI)
Avalon Blvd	405 On-ramp	Carson St	Pedestrian Lighting
Avalon Blvd	Alondra Blvd	Albertoni St	Enhance/Widen Sidewalk
Avalon Blvd	91 Overpass		Pedestrian Lighting
Bolsa St	216th St	215th St	Traffic Calming
Bolsa St	216th St	215th St	Pedestrian Lighting
Bonita St	Carson St	220th St	Enhance/Widen Sidewalk
Bonita St	Carson St	220th St	Pedestrian Lighting
Calbas St	Bonita St		High Visibility Crosswalk
Calstock St	Dalfsen Ave		High Visibility Crosswalk
Carson St	Avalon Blvd	Bonita St	Traffic Calming
Carson St	Civic Plaza Dr	Vera St	Enhance/Widen Sidewalk
Carson St	405 Underpass		Pedestrian Lighting
Carson St	Figueroa St	Avalon Blvd	Pedestrian Lighting
Carson St	In front of Carson Library		Enhance/Widen Sidewalk
Carson St	Moneta Ave		Leading Pedestrian Interval (LPI)
Carson St	Moneta Ave		Curb Extensions
Carson St	Main St		Leading Pedestrian Interval (LPI)
Carson St	Orrick Ave		High Visibility Crosswalk

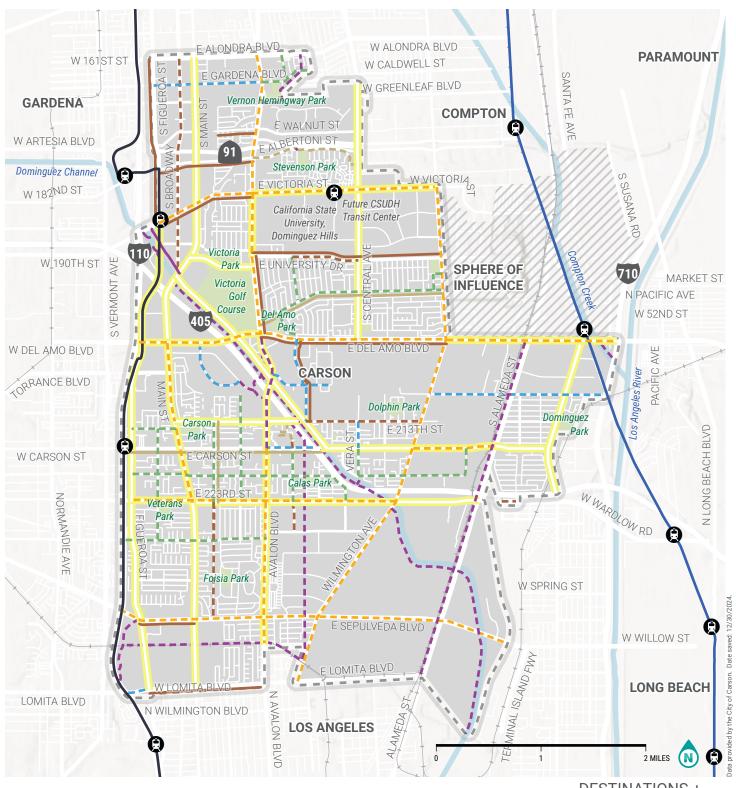
STREET	STARTSTREET	ENDSTREET	RECOMMENDATION
Carson St	Orrick Ave		Curb Extensions
Carson St	Dolores St		Leading Pedestrian Interval (LPI)
Carson St	Dolores St		Traffic Signal Improvement
Carson St	Ravenna Ave		High Visibility Crosswalk
Carson St	Grace Ave		Curb Extensions
Carson St	Grace Ave		Leading Pedestrian Interval (LPI)
Carson St	Grace Ave		High Visibility Crosswalk
Carson St	Via Verde		Leading Pedestrian Interval (LPI)
Carson St	Avalon Blvd		Pedestrian Refuge Island
Carson St	Avalon Blvd		Leading Pedestrian Interval (LPI)
Carson St	Civic Center Dr		High Visibility Crosswalk
Carson St	Civic Center Dr		Signage
Carson St	Civic Center Dr		Signal Warrant
Carson St	Civic Plaza Dr		Curb Extensions
Carson St	Civic Plaza Dr		Leading Pedestrian Interval (LPI)
Carson St	Civic Plaza Dr		High Visibility Crosswalk
Carson St	SB On-ramp		High Visibility Crosswalk
Carson St	SB On-ramp		Curb Extensions
Carson St	Recreation Rd		High Visibility Crosswalk
Carson St	Perry St		High Visibility Crosswalk
Carson St	Acarus Ave		High Visibility Crosswalk
Carson St	Vera St		High Visibility Crosswalk
Carson St	Between Moneta Ave		HAWK
Carson St	Between Moneta Ave and Main St		High Visibility Colorful Crosswalk
Carson St	Orrick Ave		Leading Pedestrian Interval (LPI)
Carson St	Wilmington Ave		High Visibility Crosswalk
Carson St	Wilmington Ave		Leading Pedestrian Interval (LPI)
Carson St	Orrick Ave		High Visibility Crosswalk
Carson St	Main St		Gateway
Carson St	Avalon Blvd		High Visibility Crosswalk
Carson St	Between Dolores St and Ravenna Ave		Raised Colorful Crosswalk
Carson St	In front of Carson Library		Colorful Crosswalk
Carson St	In front of Carson Library		HAWK
Cashdan St	Kemp Ave		Curb Extensions
Cashdan St	Kemp Ave		High Visibility Crosswalk
Cashdan St	Wilmington Ave		High Visibility Crosswalk
Cashdan St	Wilmington Ave		HAWK
Cashdan St	Craigjon Ave		High Visibility Crosswalk
Catskill Ave	228th St	223rd St	Pedestrian Lighting

STREET	STARTSTREET	ENDSTREET	RECOMMENDATION
Clarion Dr	Main St		High Visibility Crosswalk
Clarion Dr	Main St		Curb Extensions
Claude St	Haskins Ln		High Visibility Crosswalk
Claude St	Haskins Ln		Curb Extensions
Claude St	S Tarrant Ave		High Visibility Crosswalk
Claude St	Visalia Ave		High Visibility Crosswalk
Claude St	McKinley Ave		High Visibility Crosswalk
Claude St	McKinley Ave		Curb Extensions
Cyrene Dr	Harlan Ave		High Visibility Crosswalk
Del Amo Blvd	Alvo Ave		High Visibility Crosswalk
Del Amo Blvd	Alvo Ave	Curb Extensions	
Del Amo Blvd	Avalon Blvd		High Visibility Crosswalk
Del Amo Blvd	Avalon Blvd		Leading Pedestrian Interval (LPI)
Del Amo Blvd	Leapwood Ave		Leading Pedestrian Interval (LPI)
Del Amo Blvd	Leapwood Ave		High Visibility Crosswalk
Dimondale Dr	Dalfsen Ave		High Visibility Crosswalk
Dimondale Dr	Dalfsen Ave		Curb Extensions
Dimondale Dr	Wilmington Ave		High Visibility Crosswalk
Dimondale Dr	Wilmington Ave		Curb Extensions
Dimondale Dr	Harlan Ave		High Visibility Crosswalk
Dolores St	223rd St	227th St	Pedestrian Lighting
Dolores St	In front of Dolores School		High Visibility Crosswalk
Dolores St	In front of Dolores School		Pedestrian Refuge Island
Dolores St	In front of Dolores School		RRFB
Dolores St	In front of Dolores School		Curb Extensions
Dominguez Channel	Underpass		Pedestrian Lighting
Dominguez St	Main St		High Visibility Crosswalk
Double St	Grace Ave		Traffic Circle
Edom St	Harlan Ave		High Visibility Crosswalk
Elsmere Dr	Nestor Ave		High Visibility Crosswalk
Elsmere Dr	Nestor Ave		Curb Extensions
Existing midblock S of Albertoni St	Broadway		Remove Crosswalk
Fernrock St	Harlan Ave		High Visibility Crosswalk
Fernrock St	Dalfsen Ave		High Visibility Crosswalk
Figueroa St	Moneta Ave	North of 405 underpass	Pedestrian Lighting
Gardena Blvd	Avalon Blvd		High Visibility Crosswalk
Gardena Blvd	Avalon Blvd		Leading Pedestrian Interval (LPI)
Gardena Blvd	Avalon Blvd		Transit Stop Improvements

STREET	STARTSTREET	ENDSTREET	RECOMMENDATION
Gardena Blvd	Main St		High Visibility Crosswalk
Gardena Blvd	Main St		Leading Pedestrian Interval (LPI)
Gardena Blvd	Ishida Ave		High Visibility Crosswalk
Gardena Blvd	Ishida Ave		Curb Extensions
Gladwick St	Wilmington Ave		High Visibility Crosswalk
Gladwick St	Gunlock Ave		High Visibility Crosswalk
Gladwick St	Gunlock Ave		Curb Extensions
Gladwick St	Gunlock Ave		Raised Crosswalk
Gladwick St	Earlie Ave		High Visibility Crosswalk
Gladwick St	Harlan Ave		High Visibility Crosswalk
Gladwick St	Tajauta Ave		High Visibility Crosswalk
Grace Ave	213th St		Curb Extensions
Haskins Ln	Acoma Dr	Tarrant Ave	Enhance/Widen Sidewalk
Helmick St	Wilmington Ave		High Visibility Crosswalk
Helmick St	Wilmington Ave		Curb Extensions
Helmick St	Camba Ave		Curb Extensions
Helmick St	Earlie Ave		High Visibility Crosswalk
Helmick St	Harlan Ave		High Visibility Crosswalk
Jay St	Main St		High Visibility Crosswalk
Jay St	Main St		Pedestrian Refuge Island
Jay St	Main St		HAWK
Kamm St	Wilmington Ave		Gate
Kramer Dr	Broadacres Ave	Gunlock Ave	Traffic Calming
Kramer Dr	Gunlock Ave		High Visibility Crosswalk
Kramer Dr	Gunlock Ave		Curb Extensions
Kramer Dr	Andmark Ave		High Visibility Crosswalk
Kramer Dr	Grandee Ave		High Visibility Crosswalk
Kramer Dr	Broadacres Ave		High Visibility Crosswalk
Kramer Dr	Broadacres Ave		Signage
Lucerne St	223rd St		High Visibility Crosswalk
Main St	Dominguez St	Clarion Dr	Enhance/Widen Sidewalk
Main St	405 On-ramp	405 Off-ramp	Pedestrian Lighting
Main St	91 Overpass	·	Pedestrian Lighting
Main St	Alondra Blvd	Del Amo Blvd	Traffic Calming
Main St	Between Albertoni St and Victoria St		High Visibility Crosswalk
Main St	Between Albertoni St and Victoria St		Pedestrian Refuge Island
Main St	Between Albertoni St and Victoria St		HAWK
Millmont St	Nestor Ave	Kemp Ave	Traffic Calming
Millmont St	Grandee Ave		Traffic Circle
Millmont St	Nestor Ave		High Visibility Crosswalk

STREET	STARTSTREET	ENDSTREET	RECOMMENDATION
Millmont St	Nestor Ave		Curb Extensions
MLK Jr St	Main St		High Visibility Crosswalk
MLK Jr St	Avalon Blvd		High Visibility Crosswalk
MLK Jr St	Avalon Blvd		Pedestrian Refuge Island
MLK Jr St	Avalon Blvd		Curb Extensions
Moneta Ave	212th St	Carson St	Enhance/Widen Sidewalk
Nordby St	McKinley Ave		High Visibility Crosswalk
Orrick Ave	Carson St	213th St	Enhance/Widen Sidewalk
Orrick Ave	Carson St	213th St	Pedestrian Lighting
Orrick Ave	215th St		High Visibility Crosswalk
Presidio Dr	Santa Fe Ave		Transit Stop Improvements
Presidio St	Santa Fe Ave		High Visibility Crosswalk
Sepulveda Blvd	Main St		High Visibility Crosswalk
Sepulveda Blvd	Main St		Leading Pedestrian Interval (LPI)
Sepulveda Blvd	Avalon Blvd		High Visibility Crosswalk
Sepulveda Blvd	Avalon Blvd		Leading Pedestrian Interval (LPI)
Sepulveda Blvd	Wilmington Ave		High Visibility Crosswalk
Sepulveda Blvd	Wilmington Ave		Leading Pedestrian Interval (LPI)
Sepulveda Blvd	Dolores St		High Visibility Crosswalk
Tarrant Ave	Haskins Ln		High Visibility Crosswalk
Torrance Blvd	Main St		High Visibility Crosswalk
Torrance Blvd	Main St		Leading Pedestrian Interval (LPI)
Turmont St	Broadacres Ave	Gunlock Ave	Pedestrian Lighting
Turmont St	Craigjon Ave		High Visibility Crosswalk
Turmont St	Kemp Ave		High Visibility Crosswalk
Turmont St	Craigjon Ave		Curb Extensions
Turmont St	Gunlock Ave		High Visibility Crosswalk
Turmont St	Gunlock Ave		Traffic Circle
Turmont St	Broadacres Ave		High Visibility Crosswalk
Turmont St	Broadacres Ave		Curb Extensions
Turmont St	Cliveden Ave		High Visibility Crosswalk
Turmont St	Northwood Ave		High Visibility Crosswalk
Turmont St	Harlan Ave		High Visibility Crosswalk
Turmont St	Tajauta Ave		Traffic Circle
Turmont St	Tajauta Ave		High Visibility Crosswalk
Turmont St	Nestor Ave		High Visibility Crosswalk
Turmont St	Annalee Ave		Traffic Circle
Turmont St	Eddington Dr		Traffic Circle
Turmont St	Galway Ave		Traffic Circle
Turmont St	Coslin Ave		Curb Extensions
Turmont St	Coslin Ave		High Visibility Crosswalk
Turmont St	Annalee Ave		High Visibility Crosswalk
Turmont St	Campaign Dr		Curb Extensions

STREET	STARTSTREET	ENDSTREET	RECOMMENDATION
Turmont St	Galway Ave		High Visibility Crosswalk
Turmont St	Eddington Dr		High Visibility Crosswalk
Turmont St	Central Ave		High Visibility Crosswalk
University Dr	Wilmington Ave		High Visibility Crosswalk
University Dr	Central Ave		High Visibility Crosswalk
University Dr	Central Ave		Leading Pedestrian Interval (LPI)
Victoria St	Avalon Blvd	Tamcliff Ave	Traffic Calming
Victoria St	Central Ave	Wilmington Ave	Traffic Calming
Victoria St	Main St		High Visibility Crosswalk
Victoria St	Main St		Leading Pedestrian Interval (LPI)
Victoria St	Avalon Blvd		High Visibility Crosswalk
Victoria St	Avalon Blvd		Leading Pedestrian Interval (LPI)
Victoria St	Avalon Blvd		Transit Stop Improvements
Victoria St	Wilmington Ave		High Visibility Crosswalk
Victoria St	Wilmington Ave		Leading Pedestrian Interval (LPI)
Victoria St	Figueroa St		High Visibility Crosswalk
Victoria St	Figueroa St		Leading Pedestrian Interval (LPI)
Victoria St	Broadway		High Visibility Crosswalk
Victoria St	Broadway		Leading Pedestrian Interval (LPI)
Victoria St	Tamcliff Ave		High Visibility Crosswalk
Victoria St	Tamcliff Ave		Curb Extensions
Victoria St	Birch Knoll Dr		High Visibility Crosswalk
Victoria St	Birch Knoll Dr		Curb Extensions
Victoria St	Central Ave		High Visibility Crosswalk
Victoria St	Central Ave		Leading Pedestrian Interval (LPI)
Victoria St	Tamcliff Ave		Traffic Signal Improvement
Visalia Ave	End of Street		Gate
Walnut St	Avalon Blvd		High Visibility Crosswalk
Walnut St	Avalon Blvd		Leading Pedestrian Interval (LPI)
Walnut St	Avalon Blvd		Pedestrian Refuge Island
Wilmington Ave	On-ramp	Off-ramp	Pedestrian Lighting
Wilmington Ave	213th St	Carson St	Traffic Calming
Wilmington Ave	Railroad		Gate



CITYWIDE RECOMMENDATIONS



BICYCLE RECOMMENDATIONS

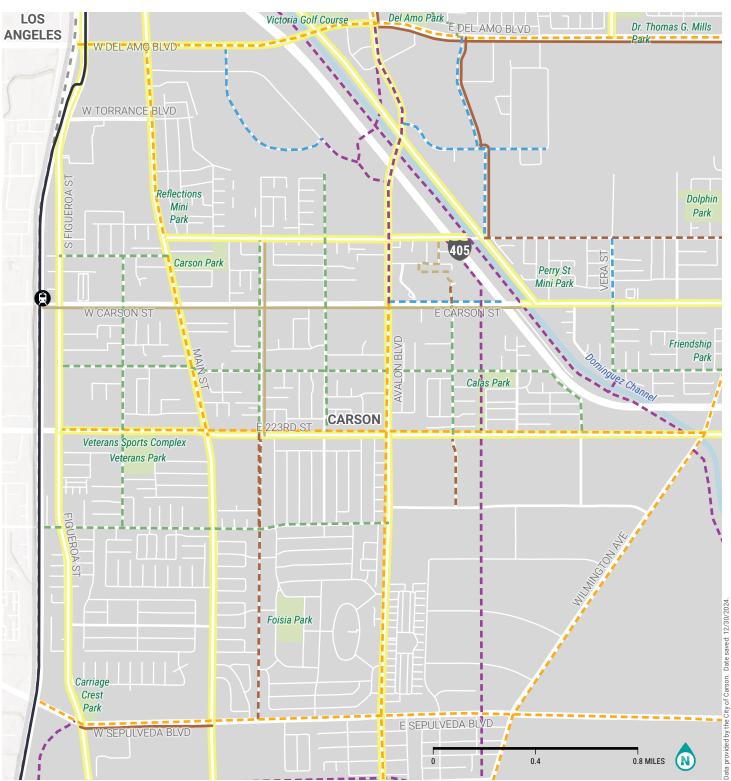
EXISTING/PROPOSED BIKEWAYS

Class I - Shared-Use Paths
Class II - Bike Lanes
Class IIB - Buffered Bike Lanes
Class III - Bike Routes
Class IIIB - Bicycle Boulevards

Class IIIB - Bicycle Boulevards Class IV - Protected Bike Lanes Bike Facility in Design

DESTINATIONS + BOUNDARIES

Transit Stations
Metro A Line (Blue)
Metro J Line (Silver)
Railroad
Sphere of Influence



SOUTH CARSON RECOMMENDATIONS



BICYCLE RECOMMENDATIONS

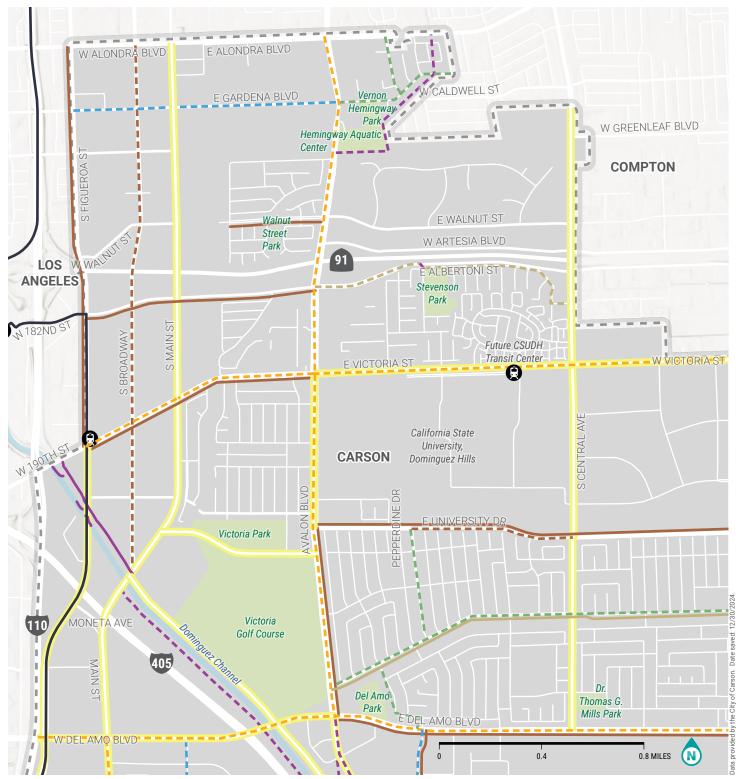
EXISTING/PROPOSED BIKEWAYS

Class I - Shared-Use Paths Class II - Bike Lanes Class IIB - Buffered Bike Lanes Class III - Bike Routes

Class IIIB - Bicycle Boulevards Class IV - Protected Bike Lanes Bike Facility in Design

DESTINATIONS + BOUNDARIES





NORTH CARSON RECOMMENDATIONS



BICYCLE RECOMMENDATIONS

EXISTING/PROPOSED BIKEWAYS

Class I - Shared-Use Paths
Class II - Bike Lanes
Class IIB - Buffered Bike Lanes
Class III - Bike Routes
Class IIIB - Bicycle Boulevards
Class IV - Protected Bike Lanes

Bike Facility in Design

DESTINATIONS + BOUNDARIES

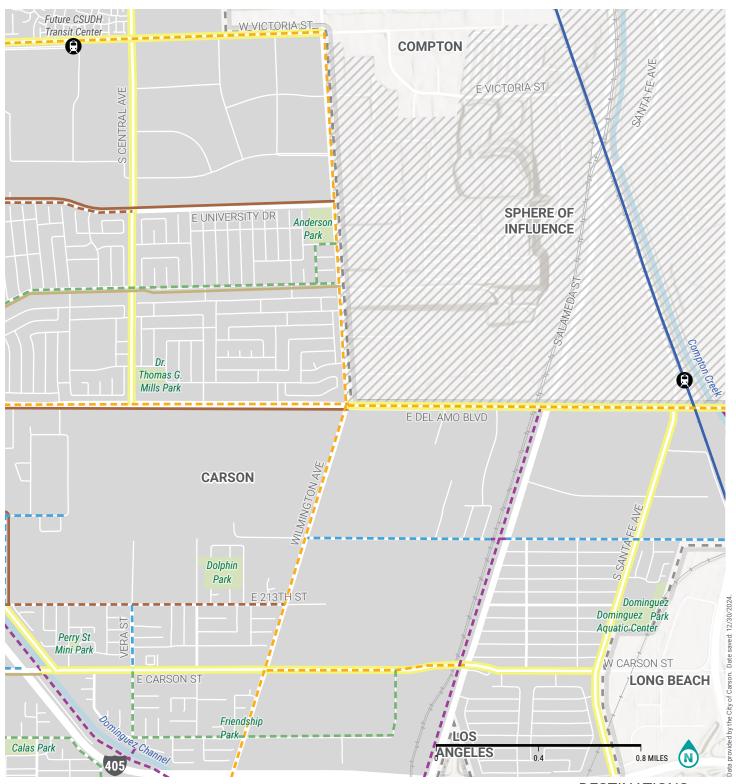
Transit Stations

Metro J Line (Silver)

Railroad

Sphere of Influence

City Boundary



EAST CARSON RECOMMENDATIONS



BICYCLE RECOMMENDATIONS

EXISTING/PROPOSED BIKEWAYS

Class II - Shared-Use Paths
Class II - Bike Lanes
Class IIB - Buffered Bike Lanes
Class III - Bike Routes
Class IIII - Bicycle Boulevards

Class IV - Protected Bike Lanes Bike Facility in Design

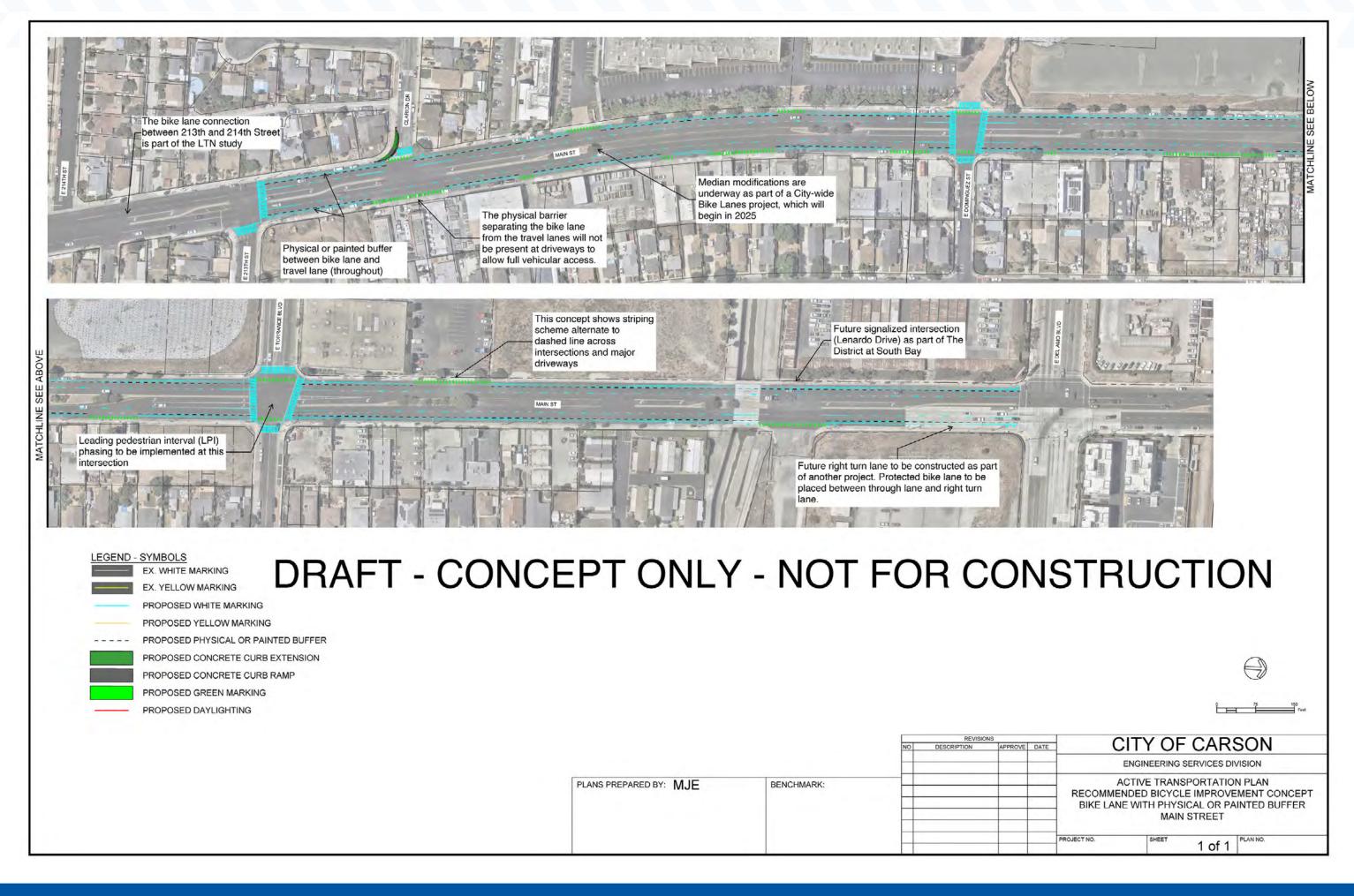
DESTINATIONS + BOUNDARIES

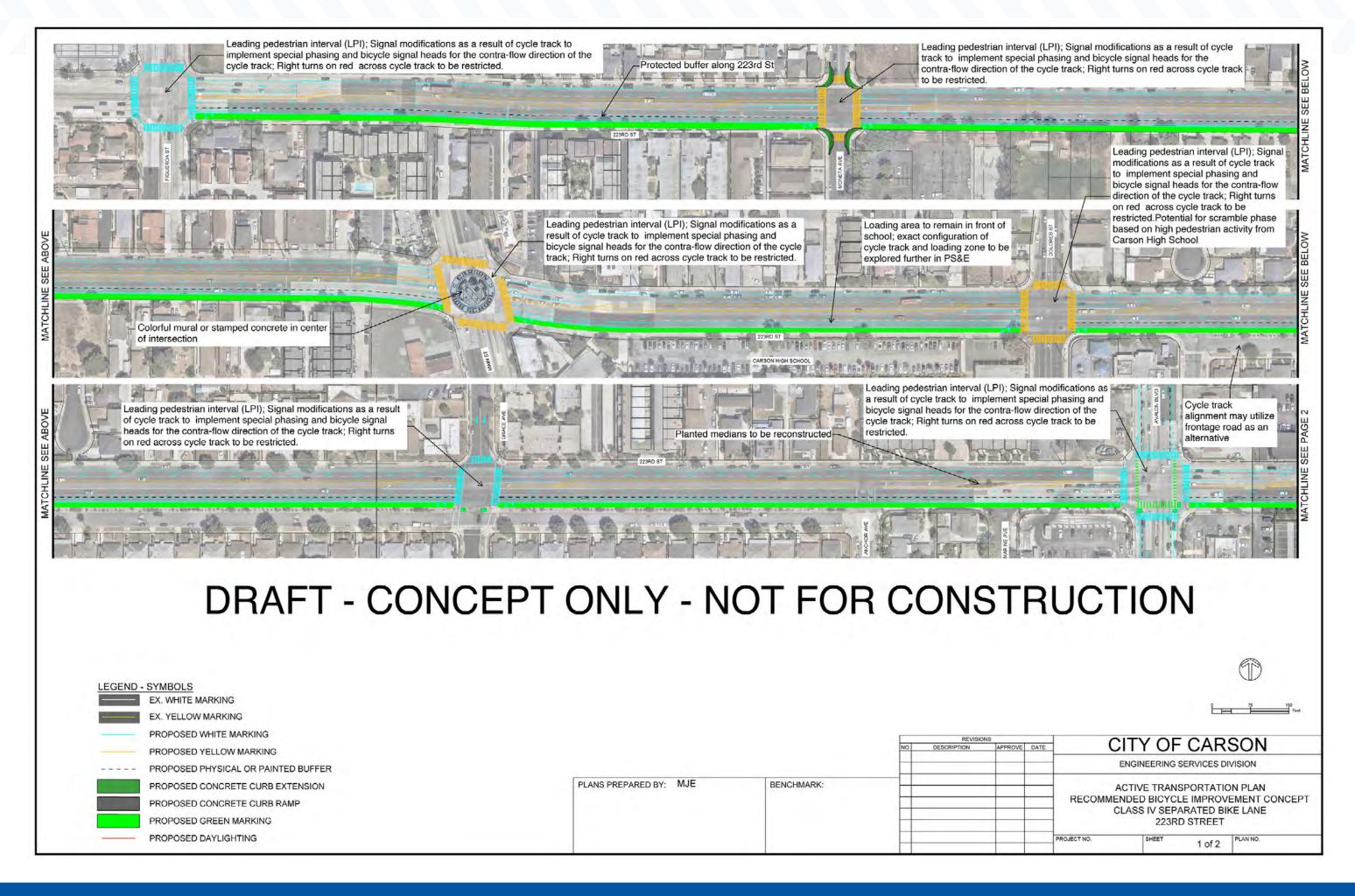


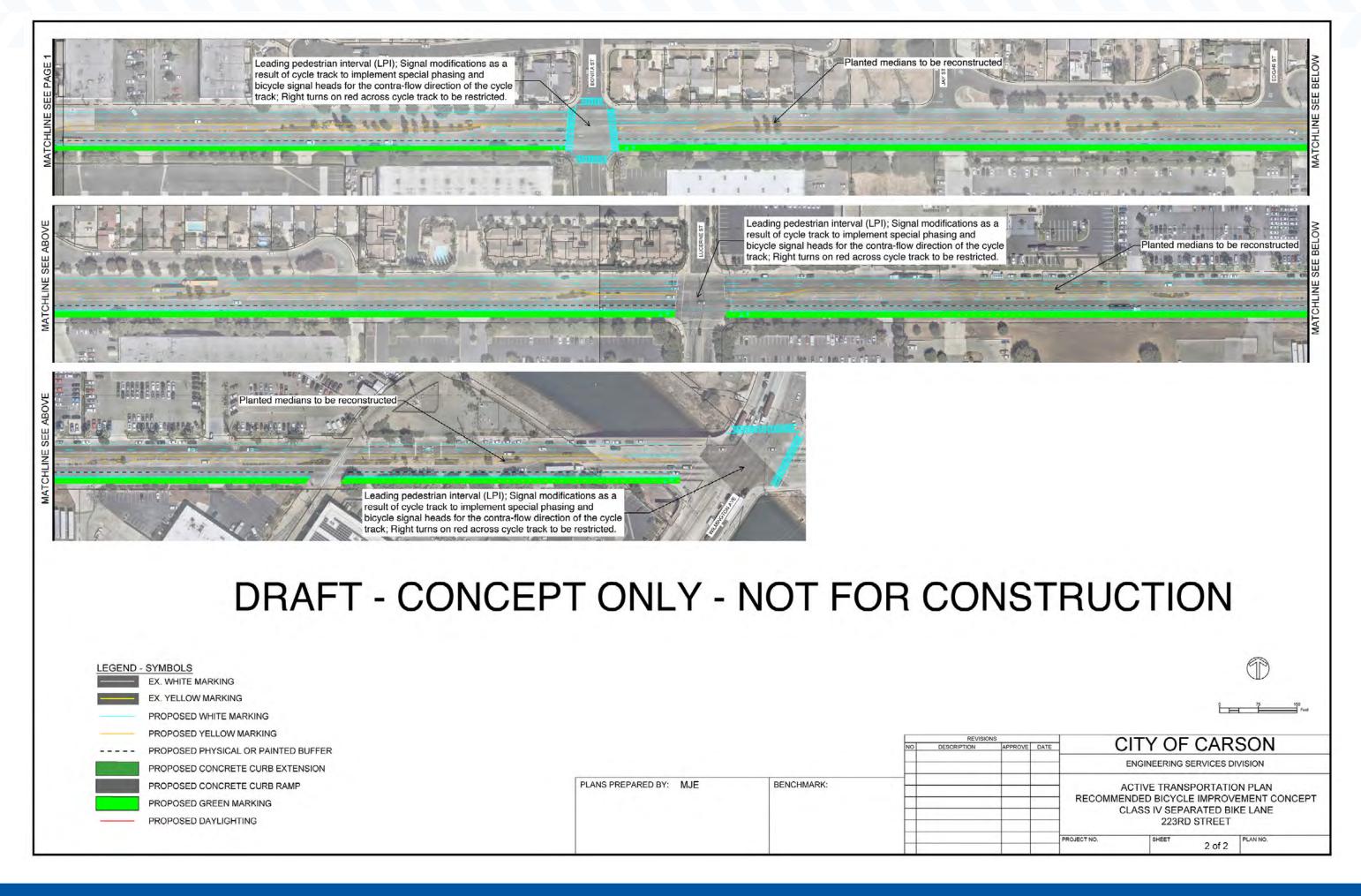
ALL BICYCLE RECOMMENDATIONS

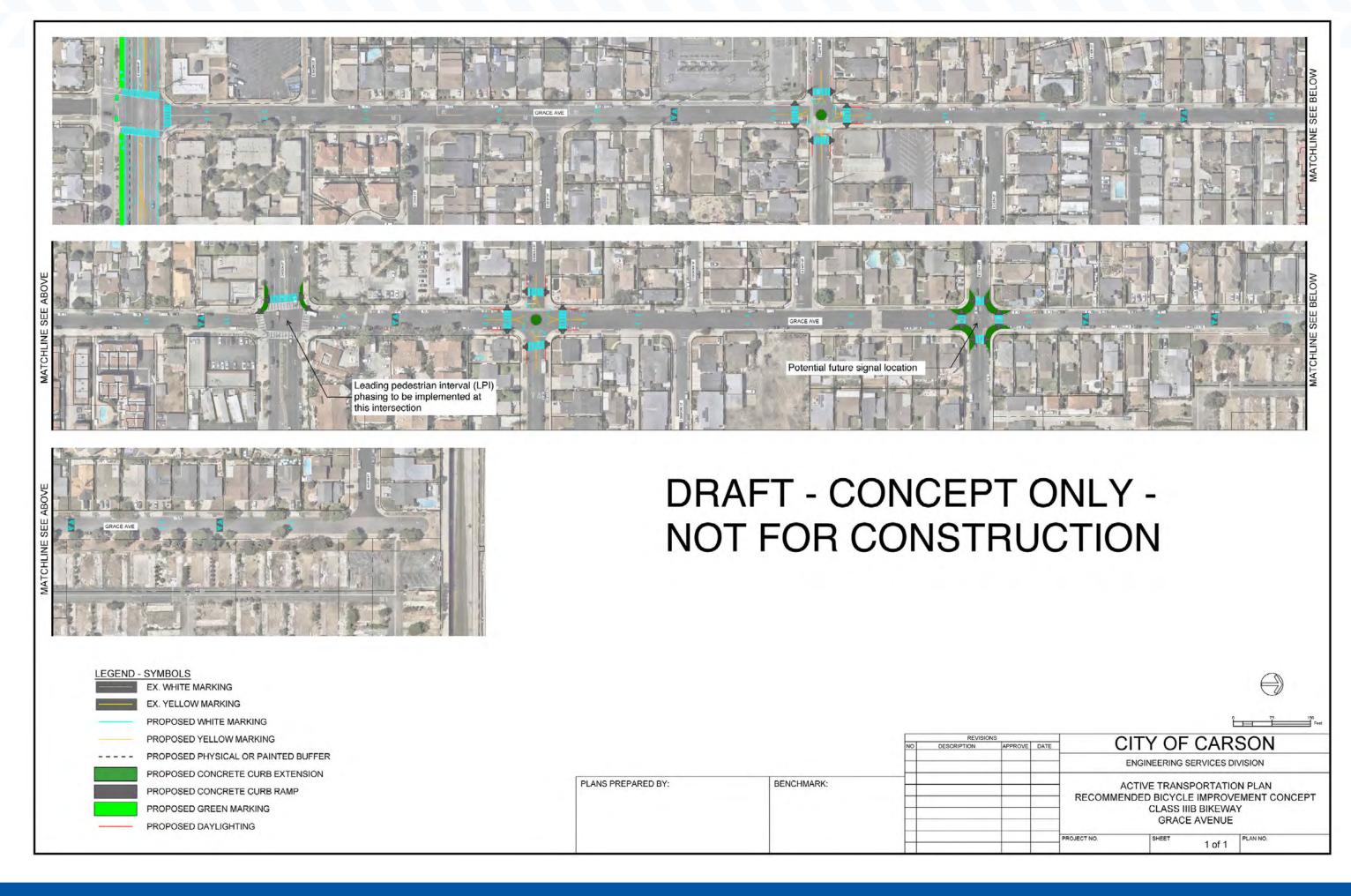
STREET	START STREET	END STREET	MILEAGE	RECOMMENDATION
Alameda Corridor	W Domingez St	E Domingez St	0.06	T
Alameda St	Del Amo Blvd	Lomita Blvd	3.33	1
Avalon Blvd	Carson St	Del Amo Blvd	1.12	I
Class I	Avalon Blvd	Alondra Blvd	0.75	1
Dominguez Channel	223rd St	City Limit	2.66	1
213th St	Vera St	Wilmington Ave	0.60	II
213th St	Chico St	Vera St	0.50	II
Dolores St	228th St	223rd St	0.37	II
University Dr	Campaign Dr	Central Ave	0.64	II
Carson St	Avalon Blvd	East of 405 On-ramp	0.44	IIB
Dominguez St	Alameda St	City Limit	0.86	IIB
Dominguez St	Wilmington Ave	East dead end	0.72	IIB
E Dominguez St	Avalon Blvd	Annalee Ave	0.60	IIB
Leapwood Ave	E Del Amo Blvd	E 213th St	0.83	IIB
Vera St	213th St	Carson St	0.25	IIB
214th St	Figueroa St	Main St	0.43	IIIB
220th St	Figueroa St	223rd St	2.21	IIIB
220th St	Vera St	Carson St	1.27	IIIB
228th St	City Boundary	Avalon Blvd	1.35	IIIB
Bonita St	Carson St	223rd St	0.51	IIIB
Campaign Dr	University Dr	Turmont St	0.41	IIIB
Cashdan St	Craigjon St	Wilmington Ave	0.08	IIIB
Craigjon Ave	Cashdan St	Turmont St	0.15	IIIB
Dolores St	223rd St	213th St	0.76	IIIB
Galway Ave	Turmont St	Del Amo Blvd	0.70	IIIB
Gardena Blvd / Claude St	Avalon Blvd	S McKinley Ave	0.48	IIIB
Grace Ave	Dead End	223rd St	1.01	IIIB
Haskins Ln	Alondra Blvd	Claude St	0.24	IIIB
Moneta Ave	214th St	228th St	1.06	IIIB
Turmont St	Avalon Blvd		1.78	IIIB
Vera St	Carson St	Wilmington Ave 220th St	0.26	IIIB
223rd St	Figueroa St	Wilmington Ave	2.51	IV
Avalon Blvd	Alondra Blvd	Del Amo Blvd	2.68	IV
Avalon Blvd	City boundary	Carson St	1.86	IV
Carson St			0.78	
Del Amo Blvd	Wilmington Ave West City Boundary	Alameda St		IV
	, ,	Wilmington Ave	2.96	IV
Del Amo Blvd	Wilmington Ave	City Limit	1.61	IV
Main St	214th St	223rd St	0.72 IV	
Main St	Del Amo Blvd	213th St	0.75	IV
Sepulveda Blvd	Figueroa St	,	City Limit 3.69 IV	
Victoria St	Main St	Avalon Blvd	0.55	IV
Victoria St	Figueroa St	Main St	0.40	IV
Victoria St	Avalon Blvd	Wilmington Ave	1.75	IV

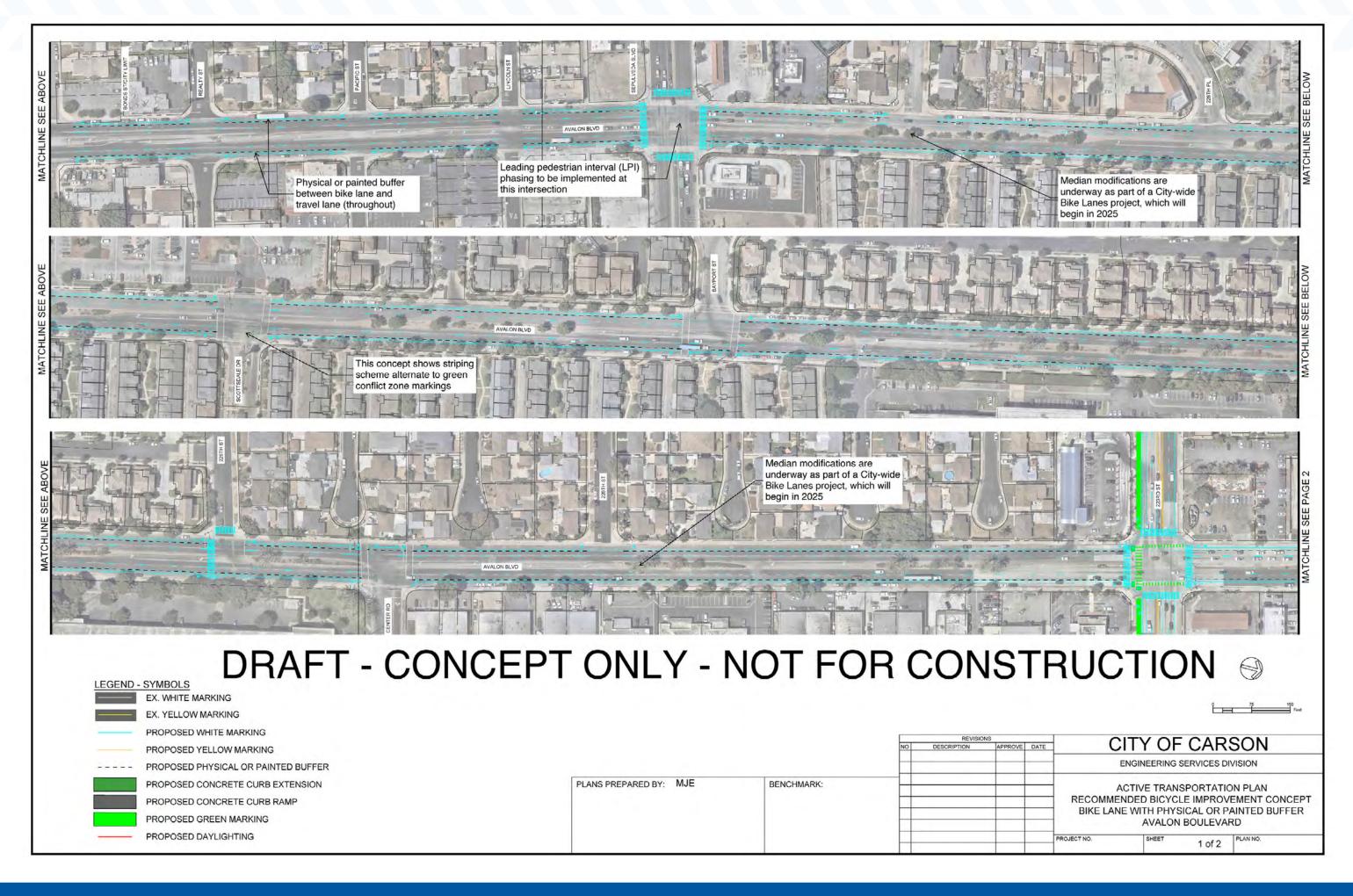


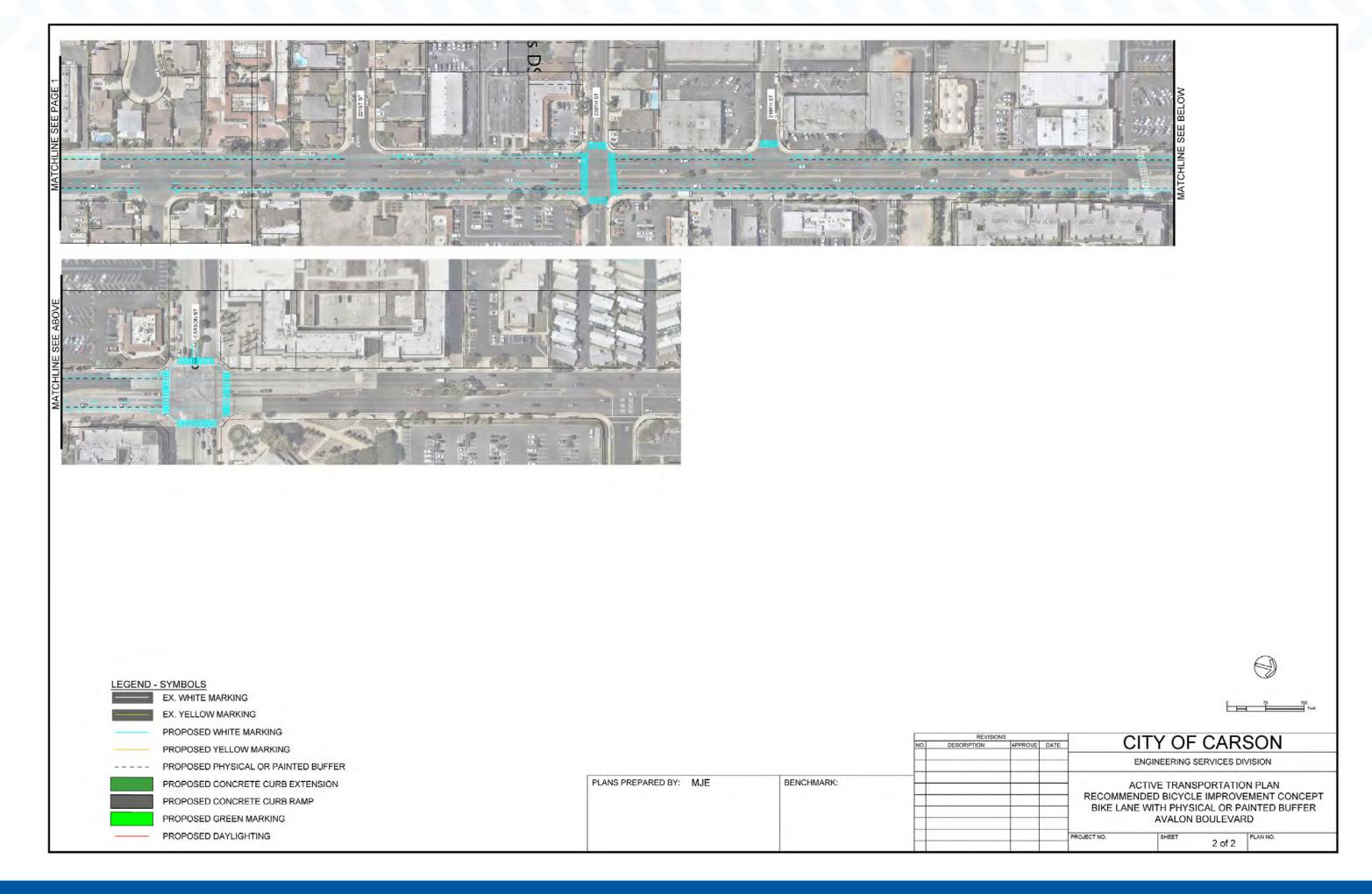


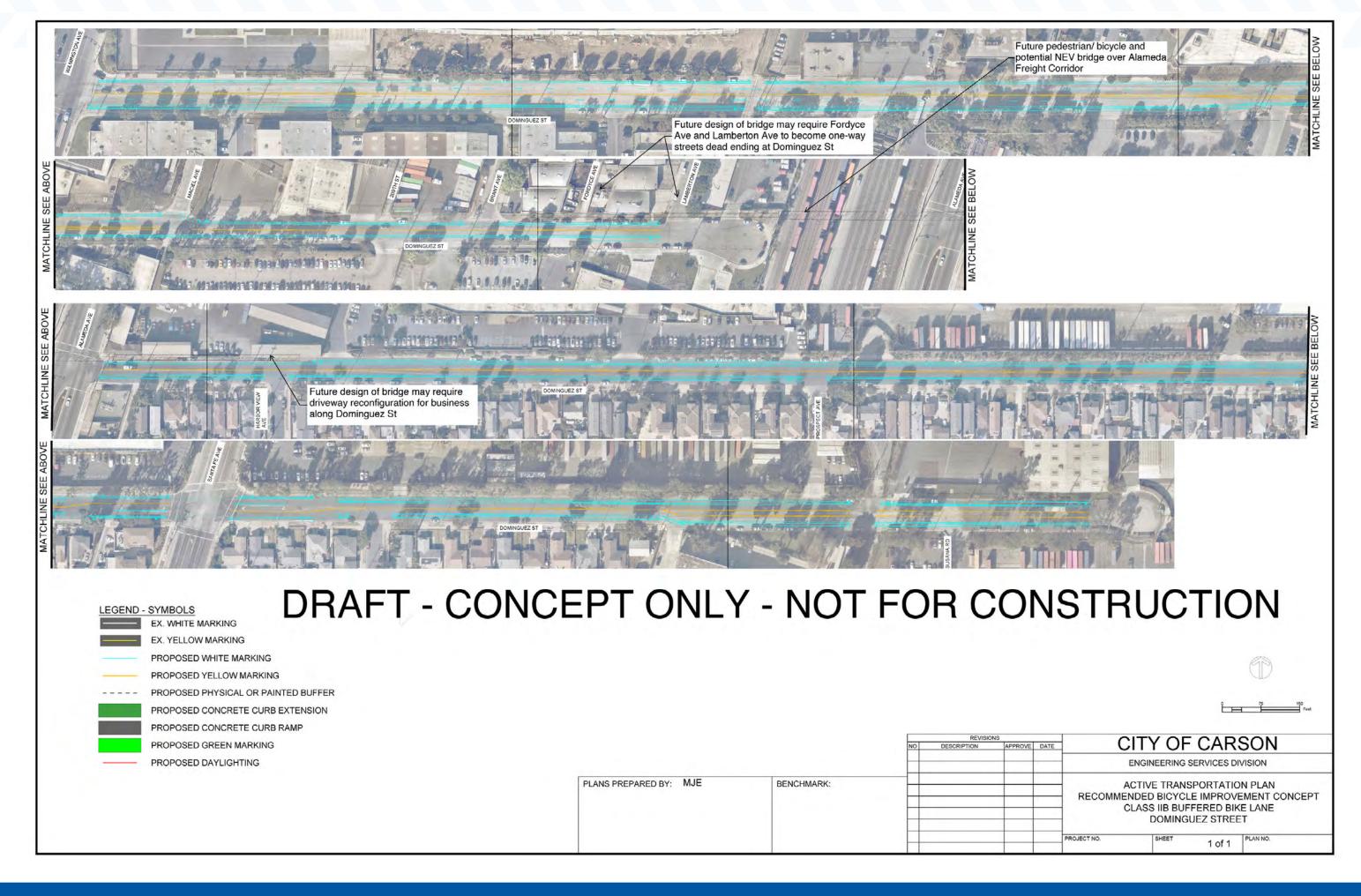




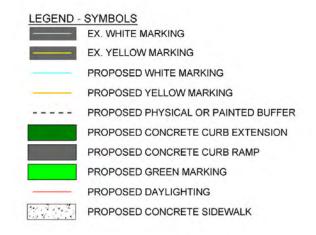








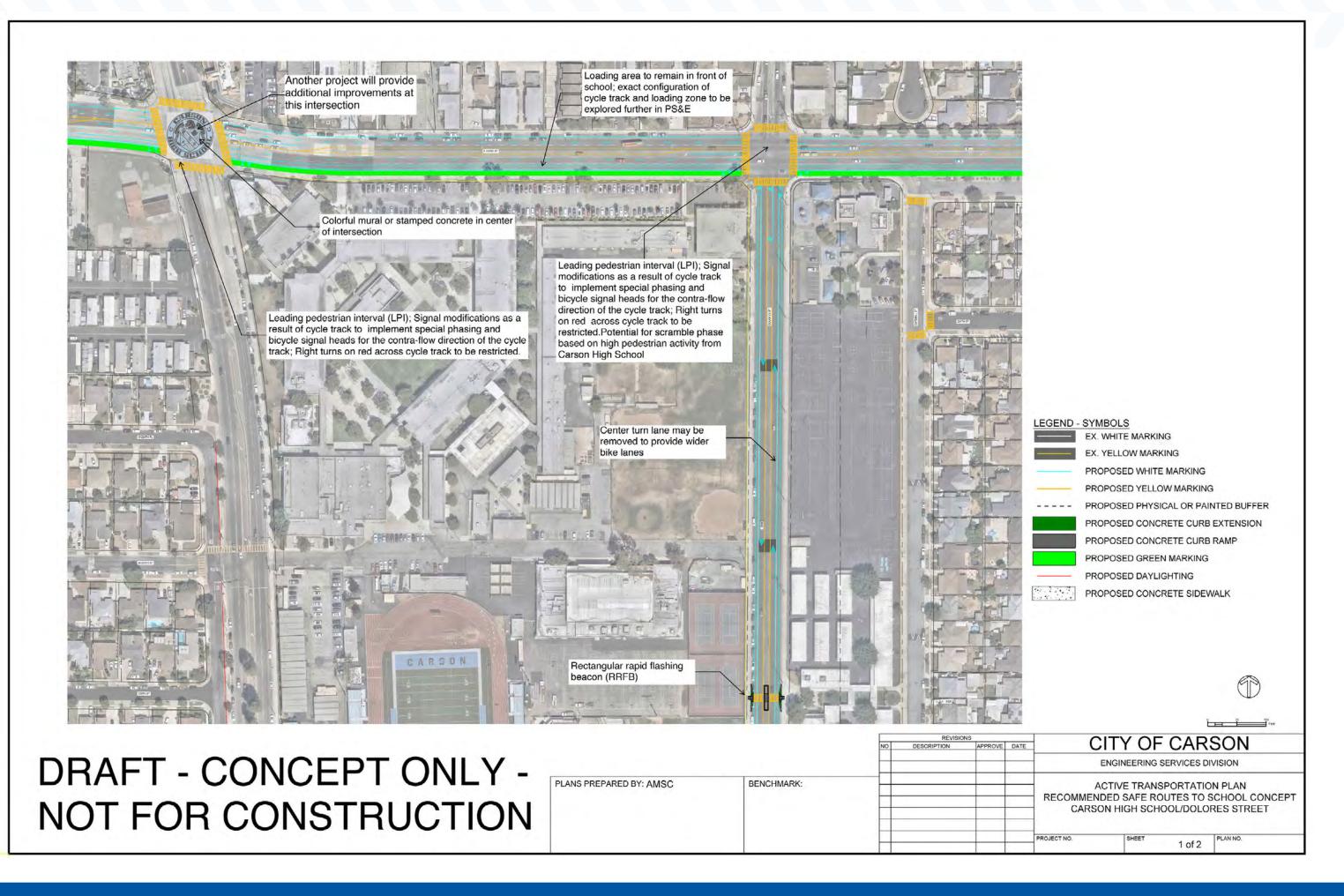


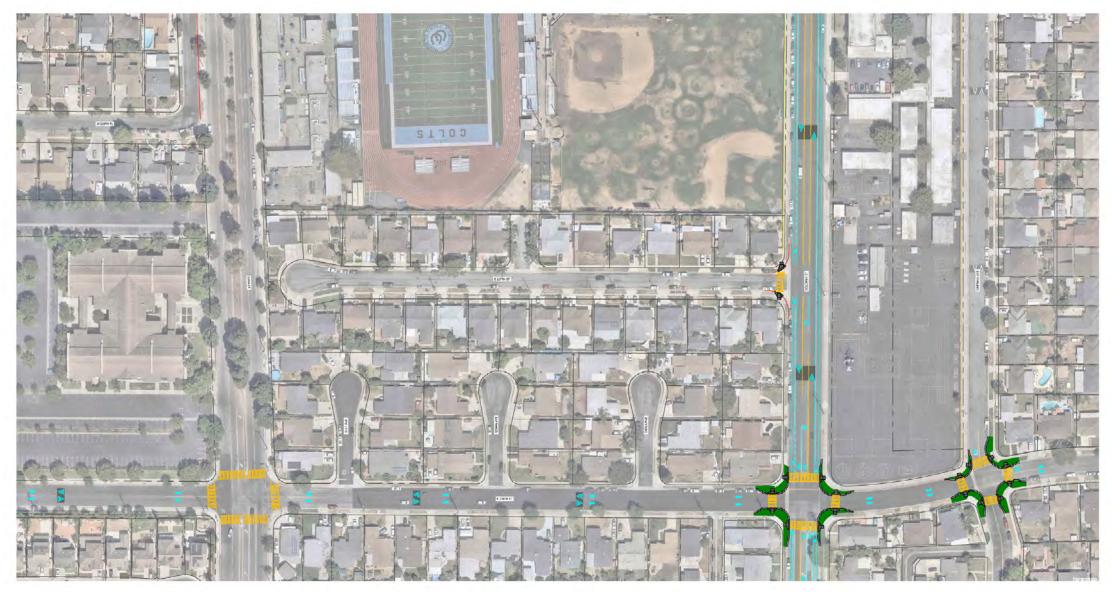


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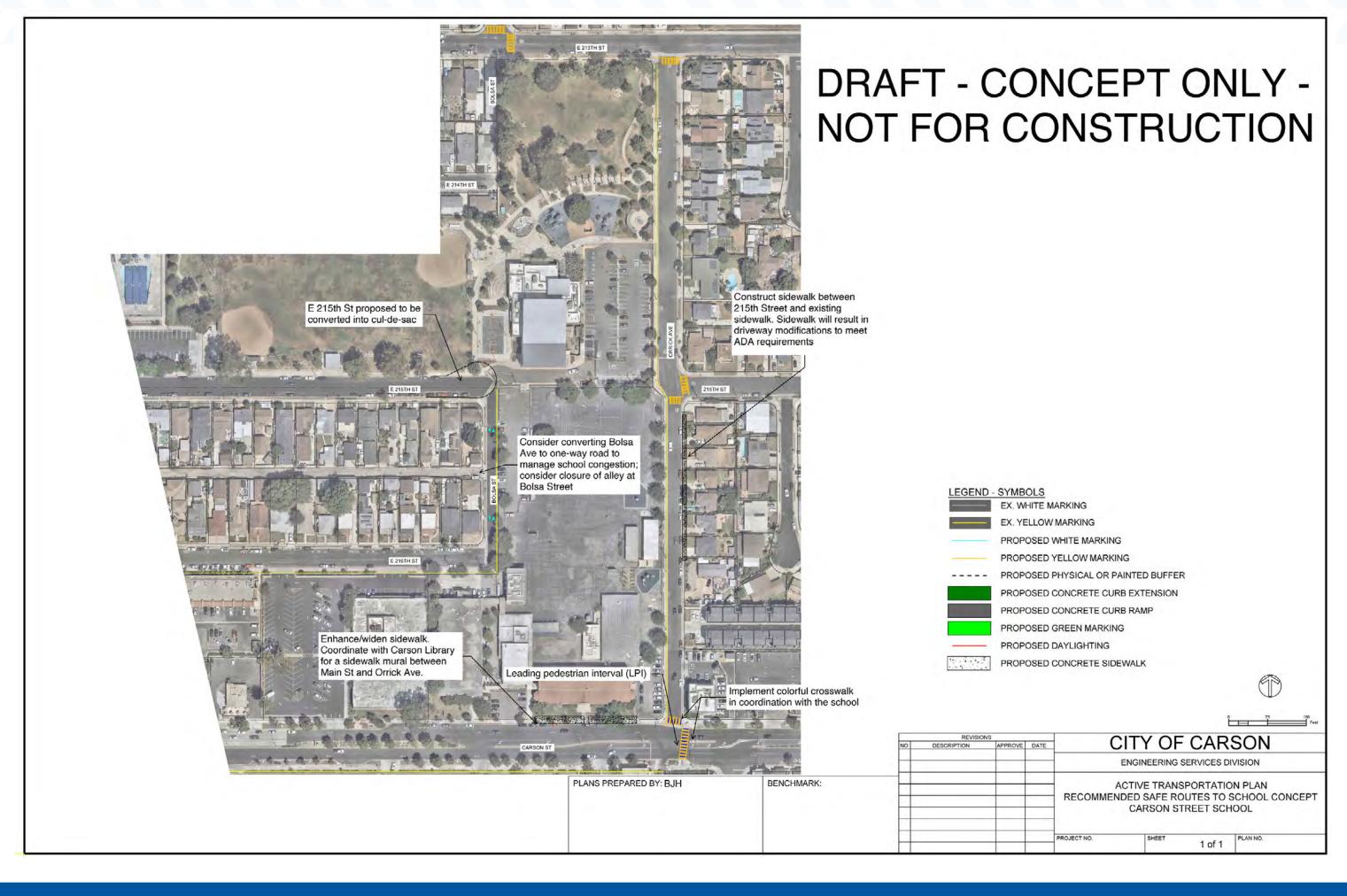


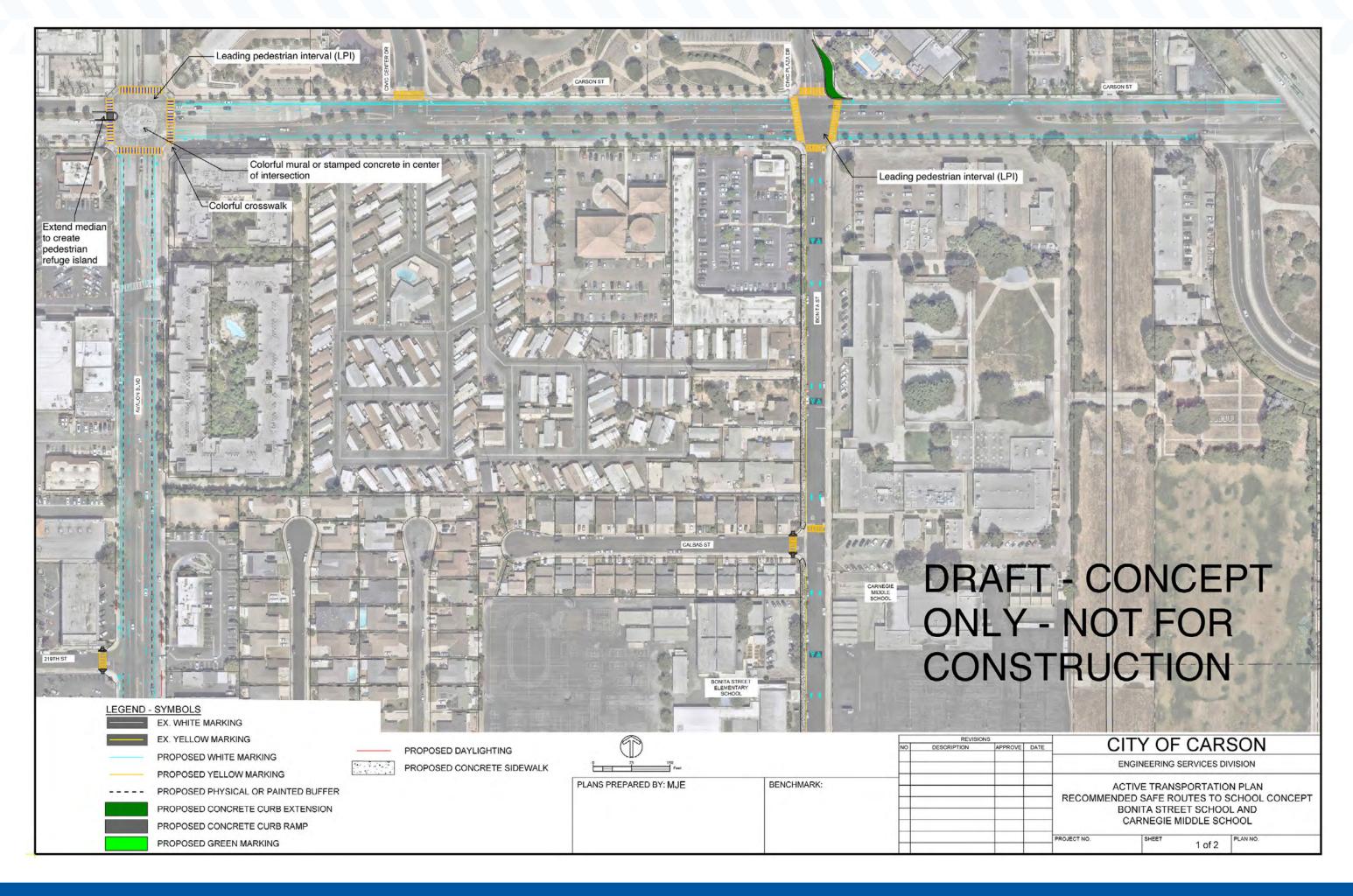


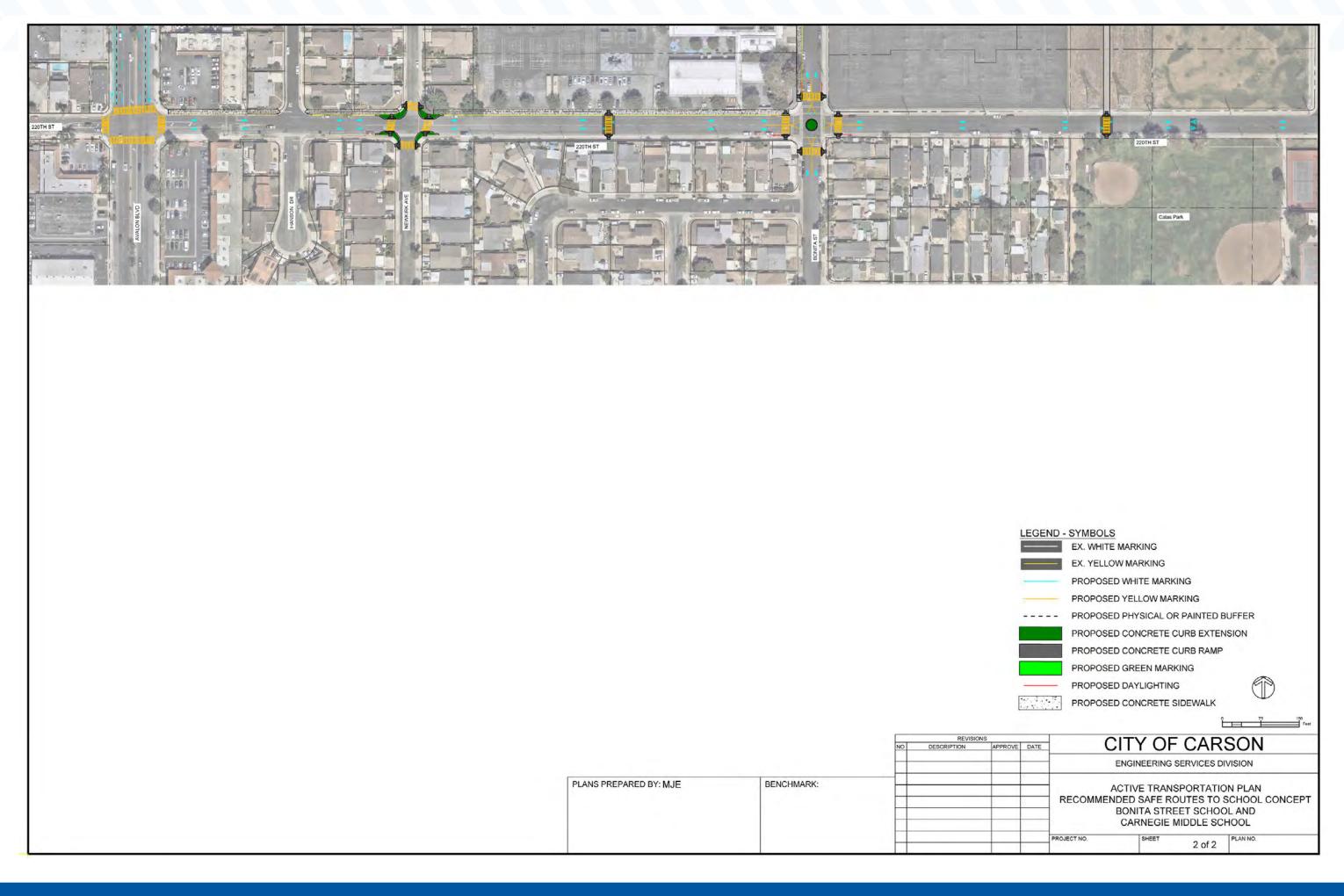
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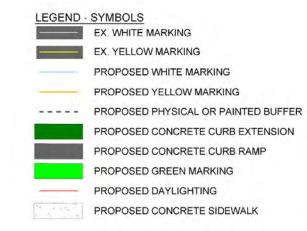


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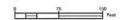








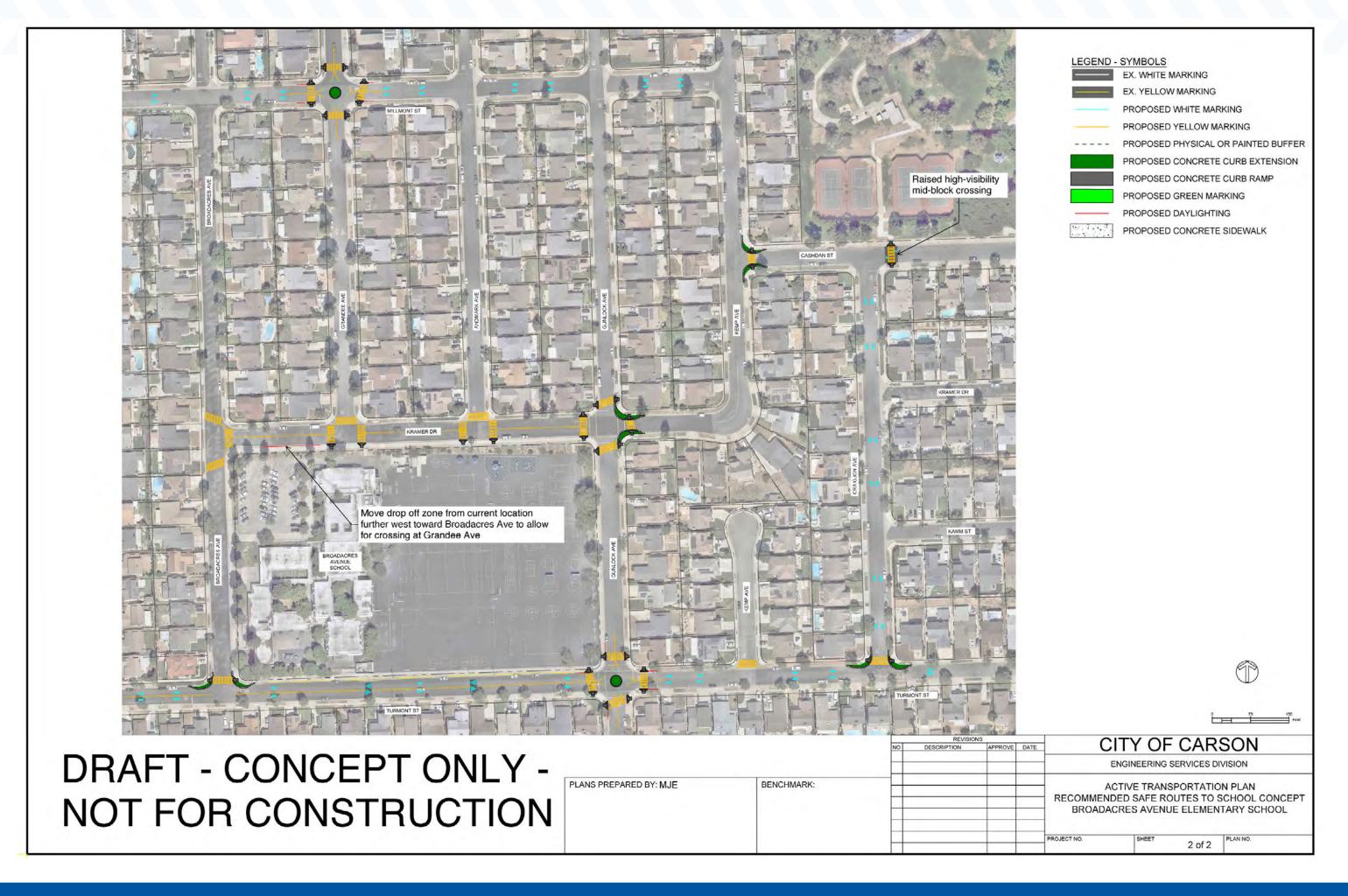


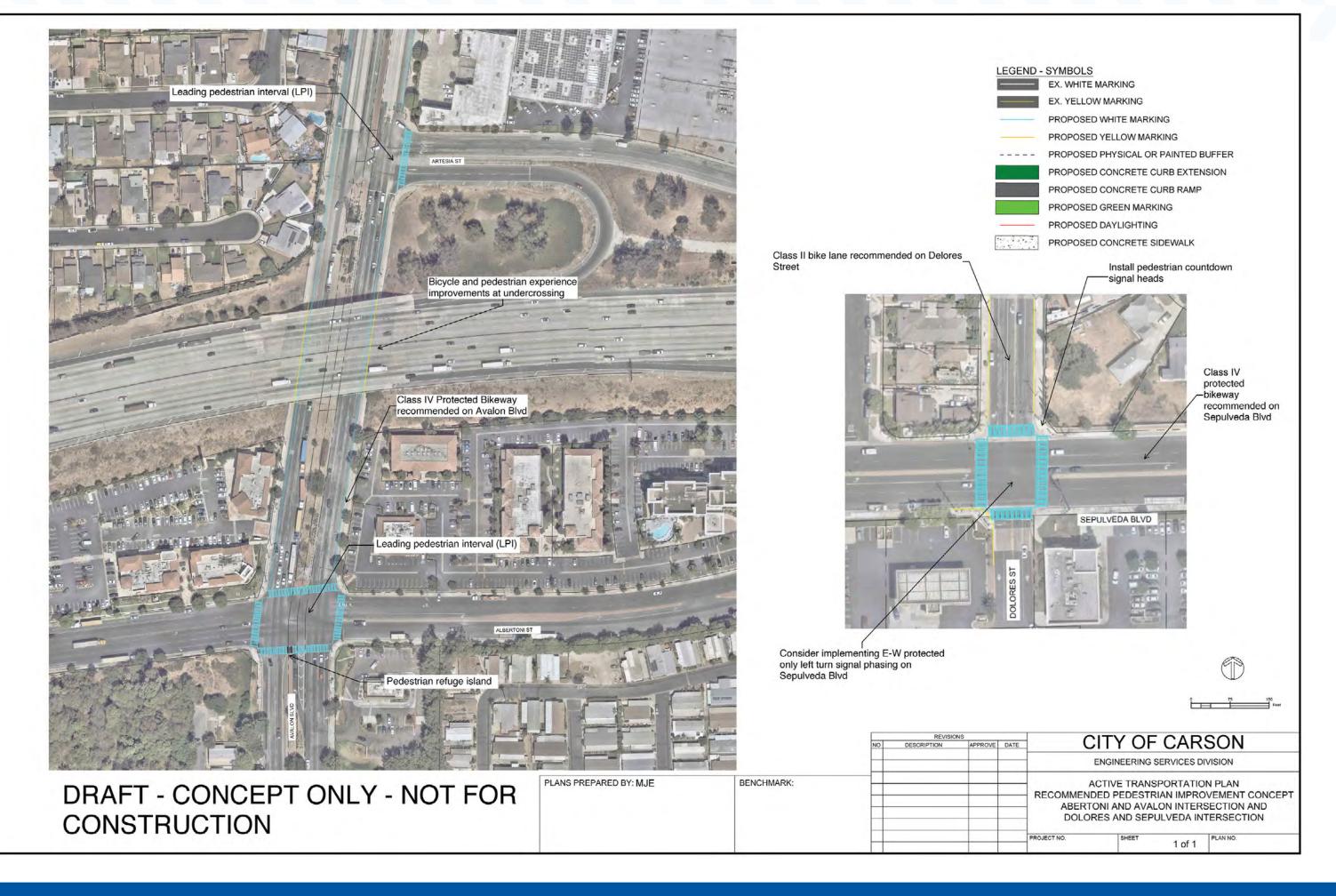


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PLANS PREPARED BY: MJE BENCHMARK:

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RESOLUTION NO. 25-019

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, APPROVING THE CITY OF CARSON ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN

WHEREAS, the California Department of Transportation (Caltrans) has established a program for cities to conduct transportation studies and planning. Under the scope of the Restricted Grant Agreement, the City of Carson (City) was required to develop the Carson Active Transportation and Community Connectivity Plan (CATCP) to enable a safer experience and connectivity to disadvantaged communities within the City_by addressing active transportation mobility gaps that negatively impact access to everyday destinations; and

WHEREAS, the City was awarded a grant fund from the State of California to develop the CATCP for \$358,000 in State funds; and

WHEREAS, the City adopted the Master Plan of Bikeways in August 2013 as a strategic vision for improved bicycle transportation in the City, guiding bike infrastructure, policy and programs; and

WHEREAS, the City drafted an Active Transportation Plan in 2015 that, although never formally adopted, sought to tie together the Master Plan of Bikeways and a Pedestrian Master Plan; and

WHEREAS, the City adopted the 2040 General Plan in April 2023 which included an interim update to the Master Plan of Bikeways; and

WHEREAS, the City intends to initiate updates to the Bicycle Master Plan as noted in the 5-Year CIP approved by City Council on June 18, 2024; and

WHEREAS, this CATCP was developed by Alta Planning + Design, Inc., working with City staff. The projects and programs identified in the CATCP will address mobility challenges in the City and provide a blueprint for improving active transportation citywide. The CATCP was created through a collaborative effort between the City and the community and builds upon previous planning efforts. The CATCP is designed to inform the update of the Bicycle Master Plan and associated policies; and

WHEREAS, Public Resources Code Section 21080.20 (as amended by SB 922) exempts active transportation plans from review under CEQA. The proposed plan qualifies for a Statutory Exemption under SB 922 as an active transportation plan because it is a plan developed by a local jurisdiction (City of Carson) that promotes and encourages residents to choose walking or bicycling through the creation of safe, comfortable, connected and accessible pedestrian and bicycling networks. Therefore, the project is exempt from CEQA requirements pursuant to Public Resources Code Section 21080.20; and

WHEREAS, pursuant to Section 21080.20 of Public Resources Code, the City Council has, following notice duly given, held a public hearing on March 4, 2025 regarding the approval of the CATCP and heard and considered public testimony thereon.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, DOES HEREBY FIND, DETERMINE AND RESOLVE AS FOLLOWS:

Section 1. The City Council hereby adopts and approves the City of Carson Active Transportation and Community Connectivity Plan, attached hereto as Exhibit "A" and made part of this Resolution.

Section 2. The City Council declares that, should any provision, section, paragraph, sentence or word of this Resolution be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words of this Resolution as hereby adopted shall remain in full force and effect.

Section 3. The City Clerk shall certify to the adoption of this resolution and enter it into the book of original Resolutions.

Section 4. This Resolution shall be effective immediately upon its adoption.

PASSED, APPROVED, AND ADOPTED this 4 th day of March, 2025.				
APPROVED AS TO FORM:		CITY OF CARSON:		
Sunny K. Soltani, City Attorney		Lula Davis-Holmes, Mayor		
		ATTEST:		
STATE OF CALIFORNIA	,	Dr. Khaleah K. Bradshaw, City Clerk		
COUNTY OF LOS ANGELES CITY OF CARSON)) ss.)			
	Resolutio	City of Carson, California, hereby attest to and certify on No. 25-019 adopted by the City of Carson City , by the following vote:		
AYES: COUNCIL MEMBERS: NOES: COUNCIL MEMBERS: ABSTAIN: COUNCIL MEMBERS: ABSENT: COUNCIL MEMBERS:	: None : None			
		 Dr. Khaleah K. Bradshaw, City Clerk		

EXHIBIT "A"

CITY OF CARSON ACTIVE TRANSPORTATION AND COMMUNITY CONNECTIVITY PLAN

SEE ATTACHED

NOTIC	CE OF EXEMPTION			
To:	County Clerk/ Registrar-Recorder FRO	M: Public Works/ Engineering		
	County of Los Angeles	City of Carson		
	Environmental Filings	701 E. Carson Street		
	12400 E. Imperial Highway	Carson, CA 90745		
	Norwalk, CA 90650			
Proje	ct Title:			
City o	f Carson Active Transportation and Community	Connectivity Plan		
Proje	ct Applicant:			
City o	f Carson, Public Works Division			
-	ct Location - Specific:			
Cityw	ide			
D.,	et la setione City O Country			
•	ct Location – City & County			
Carso	n, County of Los Angeles			
Descr	iption of Nature, Purpose and Beneficiaries of	Project:		
	•	onnectivity Plan (CATCP) is intended to bring safer		
and more connected streets to the city of Carson by eliminating active transportation mobility gaps that				
negatively impact access to neighborhood schools, parks, grocery stores, hospitals and health centers,				
_	mployment centers, as well as regional transit of			
Name	of Public Agency Approving Project:			
	f Carson			
,				
Name	of Person or Agency Carrying Out Project:			
City o	f Carson, Public Works Division			
	of Charles (all and analysis)			
Exem	pt Status: (check one):			
	Ministerial (Sec. 21080(b)(1); 15268);	24.33		
	Declared Emergency (Sec. 21080(b)(3); 15269			
	Emergency Project (Sec. 21080(b)(4); 15269(
	Categorical Exemption: Section:	Class:		
	Statutory Exemption: 21080.20 Section:	Class:		
Reaso	ons why project is exempt:			
		d by SB 922) exempts active transportation plans		
	•	s for a Statutory Exemption under SB 922 as an		
	transportation plan because it is a plan develo	·		
	otes and encourages residents to choose walkir			
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	pt from CEQA requirements pursuant to Public			
exem	pt from CLQA requirements pursuant to Public	NESOUICES COUE SECTION 21000.20		
Lead A	Agency Contact Person:			
	Merrill	(310)830-7600		
Signat	ture:	Date:		
-				

CITY OF CARSON



Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

SPECIAL ORDERS OF THE DAY 25.

To: Honorable Mayor and City Council

From: Saied Naaseh, Director of Community Development CD Administration

Subject: A PUBLIC HEARING TO CONSIDER ADOPTION OF RESOLUTION NO. 25-031 FOR APPROVAL OF GENERAL PLAN AMENDMENT NO. 2-24 AMENDING THE CORRIDOR MIXED USE (CMU) LAND USE DESIGNATION DESCRIPTION TO ALLOW FOR THE PERMITTED USES SET FORTH IN THE PERRY STREET SPECIFIC PLAN AND FOR APPROVAL OF SPECIFIC PLAN AMENDMENT NO. 2-24 AMENDING THE PERRY STREET SPECIFIC PLAN TO ALLOW FOR DEVELOPMENT OF A 62-UNIT RESIDENTIAL TOWNHOME DEVELOPMENT, AS AN ALTERNATIVE TO THE PREVIOUSLY-APPROVED SELF-STORAGE PROJECT, AND CONSIDER INTRODUCTION OF ORDINANCE NO. 25-2506 FOR APPROVAL OF DEVELOPMENT AGREEMENT NO. 2-24 (DA) AMENDING DEVELOPMENT AGREEMENT NO. 27-21 TO PROVIDE CERTAIN COMMUNITY BENEFITS TO THE CITY, AND CONSIDER APPROVING AN ADDENDUM TO THE CARSON 2040 GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT WITH RESPECT TO THE ABOVE APPLICATIONS FOR A 2.8 ACRE SITE LOCATED AT 21611 PERRY STREET, APN 7327-010-014 AND 015 (CITY COUNCIL).

I. SUMMARY

In October 2022, the City approved the development of a self-storage facility on the site consisting of approximately 121,775 square feet ("Self-Storage Project"). The Applicant now proposes to develop the site with 62 market rate townhomes ("Residential Project") but also wishes to maintain the option of developing the Self-Storage Project on the site.

On February 11, 2024, the Planning Commission considered the applicant's request for the Residential Project and unanimously adopted Resolution No. 25-2881, conditionally approving an Addendum to the Carson 2040 General Plan Update EIR, Site Plan and Design Review No. 20-24, and Vesting Tentative Tract Map No. 3-24, all contingent upon City Council approval of GPA No. 2-24, SPA No. 2-24, and DA No. 2-24. The Planning Commission further recommended the City Council to approve the associated General Plan Amendment (GPA No. 2-24), Specific Plan Amendment (SPA No. 2-24), and Development Agreement (DA No. 2-24) which are subject of this item.

The Planning Commission was informed that the applicant has secured initial approvals from the California Regional Water Quality Control Board ("Water Board") to amend the existing land use covenant for the property to allow residential uses on the site subject to approval and oversight by the California Department of Toxic Substances Control ("DTSC"). Staff has included conditions of approval requiring the applicant to obtain final clearances from the Water Board and DTSC prior to issuance of any permits and occupancy of the units. These clearances will ensure the homes are safe to be built and occupied.

II. RECOMMENDATION

TAKE the following actions:

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

- 2. **WAIVE FURTHER READING AND ADOPT** RESOLUTION NO. 25-031, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, APPROVING (1) AN ADDENDUM TO THE 2040 GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT WITH RESPECT TO GENERAL PLAN AMENDMENT NO. 2-24 AND SPECIFIC PLAN AMENDMENT NO. 2-24, (2) GENERAL PLAN AMENDMENT NO. 2-24 TO AMEND THE CORRIDOR MIXED USE GENERAL PLAN LAND USE DESIGNATION, AND (3) SPECIFIC PLAN AMENDMENT NO. 2-24 TO AMEND THE PERRY STREET SPECIFIC PLAN, RELATED TO THE DEVELOPMENT OF A 62-UNIT RESIDENTIAL TOWNHOME CONDOMINIUM PROJECT ON A 2.80-ACRE PROPERTY LOCATED AT 21611 STREET (APNS 7327-010-014 & 7327-010-015)"; **AND**
- 3. **INTRODUCE** for first reading, by title only and with full reading waived, ORDINANCE NO. 25-2506, "AN UNCODIFIED ORDINANCE OF THE CITY OF CARSON, CALIFORNIA, APPROVING (1) AN ADDENDUM TO THE 2040 GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT WITH RESPECT TO DEVELOPMENT AGREEMENT NO. 2-24, AND (2) DEVELOPMENT AGREEMENT NO. 2-24, AN AMENDMENT TO DEVELOPMENT AGREEMENT NO. 27-21 BETWEEN THE CITY OF CARSON AND 21611 PERRY STREET LLC, FOR A PROPOSED 62-UNIT RESIDENTIAL TOWNHOME CONDOMINIUM DEVELOPMENT AS AN ALTERNATIVE TO A SELF-STORAGE FACILITY AT 21611 PERRY STREET".

III. ALTERNATIVES

TAKE another action the City Council deems appropriate.

IV. BACKGROUND

Project Description

The Residential Project conditionally approved by the Planning Commission included Site Plan and Design Review No. 20-24, and Vesting Tentative Tract Map No. 3-24, which pave the way for development of a residential condominium townhome development consisting of 62 market-rate townhomes. The project will include eight (8) two-bedroom units, 27 three-bedroom units, and 27 four-bedroom units, ranging from 1,168 square feet to 1,783 square feet. All townhome structures are three stories, Exhibit No. 1.

The project would provide common amenities such as a barbecue area, pedestrian paseos and courtyard gardens. Each townhome unit will have an average of approximately 76 square feet of private open space in the form of a patio or a balcony. Each townhome will have an attached two-car garage totaling 124 residential parking spaces. In addition, the project includes 26 off-street guest spaces.

The approval of the Planning Commission, in addition to being subject to conditions of approval, was contingent on City Council approving (i) GPA No. 2-24, (ii) SPA No. 2-24, and (iii) DA No. 2-24 which are all subjects of this item and further described below, Exhibit No. 2.

General Plan Amendment

The site is located in the Corridor Mixed Use General Plan land use designation and the Residential Project is consistent with the requirements of this land use designation, provided the Applicant provides community benefits, which the Applicant has agreed to do in the proposed DA Amendment (discussed below). The Applicant also has an existing vested right to develop the Self-Storage Project on the site under Development Agreement No. 27-21, regardless of the current land use designation. However, for the sake of ensuring/clarifying that the Self-Storage Project is a permitted uses of the site that is consistent with the General Plan, and to ensure consistency of the Perry Street Specific Plan with the General Plan, the Applicant has proposed to amend the description of the Corridor Mixed Use land use designation in the General Plan to add the following language to the end of first paragraph of the Corridor Mixed Use (CMU) land use description:

"Notwithstanding any other provision governing the Corridor Mixed Use land use designation, properties located within the Corridor Mixed Use land use designation that are also within the Perry Street Specific Plan area shall be developed in accordance with the permitted land uses in the Perry Street Specific Plan, including any amendments thereto, as well as any other provisions of the Corridor Mixed Use land use designation."

This amendment would permit any use on the site that is permitted in the Perry Street Specific Plan, which effectively means that both the Self-Storage Project and the Residential Project uses would be permitted on the site. The self-storage project is consistent with the General Plan since measures have been included in the Specific Plan development standards as well as the design guidelines, design of the project, and conditions of approval of the self-storage facility that have made the self-storage facility compatible with the surrounding areas.

Specific Plan Amendment

The site is located in the Perry Street Specific Plan (PSSP), which serves as its zoning. The PSSP, in its current form, allows for development of the Self-Storage Project, but does not permit the development of the Residential Project. The proposed amendment to the PSSP would make the Residential Project a permitted use in the PSSP, giving the applicant the option to develop the Residential Project on the Property as an alternative to developing the Self-Storage Project, Exhibit No. 3.

Amended and Restated Development Agreement

The applicant originally entered into a development agreement with the City for the Self-Storage Project. The development agreement includes the obligations of both the applicant and the City and specifies standards and conditions that will govern the project for the term of the DA. The term of the development agreement is through 2037, Exhibit No. 4.

The site is currently subject to Development Agreement No. 27-21, which gives the Applicant a vested right to develop the Self-Storage Project on the site. The Applicant has requested amendments to the Development Agreement, which would give the Applicant certain vested rights to develop the Residential Project on the property as an alternative to developing the approved Self-Storage Project, in exchange for the provision of community benefits to the City.

The site is located in the Corridor Mixed Use General Plan land use designation. The Applicant is required to provide community benefits to the City under the Corridor Mixed Use General Plan land use designation, as the Floor Area Ratio (FAR) of the Residential Project is 1.1 and the Corridor Mixed Use General Plan land use designation provides for a maximum FAR of 1.0 but states that said maximum FAR may be increased by up to 15% with community benefits. The Residential Project also requires community benefits because it does not contain active ground floor commercial uses.

The Corridor Mixed Use General Plan land use designation also requires residential developments to provide a commercial component creating a mixed-use development. The General Plan allows purely residential projects only in circumstances where ground floor or commercial use is not desirable or practical, in which case it permits substitution of commercial uses with community benefit.

In exchange for the City granting the Applicant a vested right to develop the Residential Project on the site and allow development of this purely residential project, the Applicant has agreed to provide the following community benefits, for a total of \$1,817,327:

- Payment of Development Impact Fees of \$1,267,327 prior to issuance of any building permits;
- Payment of \$250,000 prior to issuance of any building permits or annexation to the Community Facilities District (CFD) prior to recordation of the map;
- Payment of \$250,000 as a contribution to the Citywide Commercial Façade Improvement Program within 30 days of City's request;
- Payment of a \$50,000 Development Agreement fee, prior to issuance of any building permits.

• Developer has expended significant time with the DTSC and the Water Board to address site remediation issues, and has spent over \$1,000,000 in foregoing the previously approved redevelopment of the Property with Project A and creating a viable path for residential redevelopment. The Developer's actions and commitments related to the remediation and productive re-development of the Property for Project B provides a substantial community benefit to the City by (a) remediating a previously contaminated site, and (b) allowing for the removal of the Environmental Covenant and the use of the Property for residential development in the form of Project B, which is both a desirable and much-needed use in the City.

Environmental Review

The proposed development constitutes a project within the scope of the California Environmental Quality Act (CEQA) and the City's CEQA Guidelines. Accordingly, the applicant has prepared an Addendum to the Carson 2040 General Plan Update Environmental Impact Report ("EIR") (SCH #2001091120) for the Project. The EIR included an environmental impact (and/or effects) analysis of the full build out of the residential density allowed in the General Plan. The proposed project does not exceed the residential density permitted in the General Plan, nor does it include any other project features that would result in impacts not already sufficiently analyzed the EIR.

Section 15164(a) of the CEQA Guidelines (Title 14 of the California Code of Regulations) states that: "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred." The conditions in Section 15162 requiring a subsequent EIR are as follows:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The residential density of the proposed project (22.14 dwelling units/acre) is significantly less than the 40 du/ac analyzed in the EIR. Also, any potential effects from including any of the higher intensity industrial uses also studied in the EIR are being avoided by the proposed fully-residential project. As demonstrated by the detailed environmental analysis included in the Addendum, the project would not result in any new significant impacts or effects, nor would it substantially increase the severity of previously identified significant impacts or effects. Rather, all of the impacts or effects associated with the project are within the envelope of impacts addressed in the EIR and do not constitute a new or substantially increased significant impact or effect. Therefore, the modifications resulting from the project do not meet the criteria for a Supplemental or Subsequent EIR pursuant to Public Resources Code Section 21166 and CEQA Guidelines Section 15162 and 15163.

V. FISCAL IMPACT

Through the Development Agreement, the applicant would provide the following community benefits for the Residential Project for a total of \$1,817,327:

- Payment of Development Impact Fees of \$1,267,327;
- Payment of \$250,000 or annexation to the Community Facilities District (CFD);
- Payment of \$250,000 a contribution to the Citywide Commercial Façade Improvement Program; and
- Payment of a \$50,000 Development Agreement fee.

VI. **EXHIBITS**

1. Development Plans

https://ci.carson.ca.us/content/files/pdfs/planning/docs/projects/PerrySt/Att%201%20Development%20Plans%20Cuparts/

- 2. Planning Commission Resolution No. 25-2881
- 3. Resolution 25-031 Addendum, Specific Plan Amendment No. 2-24 and General Plan Amendment No.2-24
 - a. Legal Description
 - b. Addendum https://ci.carson.ca.us/CommunityDevelopment/PerrySt.aspx
 - c. General Plan Amendment
 - d. Specific Plan Amendment 00.PERRY STREET SPECIFIC PLAN AMENDMENT (SP-2-24).pdf
- 4. Ordinance 25-2506 Addendum and Development Agreement No. 2-24
 - a. Legal Description
 - b. Addendum https://ci.carson.ca.us/CommunityDevelopment/PerrySt.aspx
 - c. Development Agreement

Prepared by: Leila Carver, Contract Planner/Saied Naaseh, Community Development Director

Attachments

Exhibit No. 1 - Development Plans - Link

Exhibit No. 2 - Resolution 25-2881

Exhibit No. 3 - Resolution No. 25-031 Addendum Specific Plan Amendment No. 2-24 & GP Amendment 2-24

Exhibit No. 4 - Ordinance No. 25-2506_ Addendum and DA No. 2-24



CITY OF CARSON

EXHIBIT NO. 1

1. Development Plans

https://ci.carson.ca.us/content/files/pdfs/planning/docs/projects/PerrySt/Att %201%20Development%20Plans%20COMBINED%20SET.pdf

CITY OF CARSON

PLANNING COMMISSION

RESOLUTION NO. 25-2881

A RESOLUTION OF THE PLANNING COMMISSION OF THE **CARSON:** CITY **OF (1)** CONDITIONALLY APPROVING AN ADDENDUM TO THE CARSON 2040 GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT, SITE PLAN AND DESIGN REVIEW NO. 20-24, AND VESTING TENTATIVE TRACT MAP NO. 3-24, ALL CONTINGENT UPON CITY COUNCIL APPROVAL OF GENERAL PLAN AMENDMENT NO. 2-24, SPECIFIC PLAN **AMENDMENT** NO. 2-24, AND DEVELOPMENT AGREEMENT NO. 2-24 (AMENDED AND RESTATED DEVELOPMENT AGREEMENT NO. 27-21), AND SUBJECT **CONDITIONS OF** APPROVAL: AND RECOMMENDING THAT THE CITY COUNCIL APPROVE GENERAL PLAN AMENDMENT NO. 2-24, SPECIFIC PLAN DEVELOPMENT **AMENDMENT** NO. 2-24, AND AGREEMENT NO. 2-24 (AMENDED AND RESTATED DEVELOPMENT AGREEMENT NO. 27-21), SUBJECT TO CONDITIONS OF APPROVAL AS APPLICABLE, FOR THE DEVELOPMENT OF A 62-UNIT RESIDENTIAL **TOWNHOME CONDOMINIUM DEVELOPMENT AT 21611** PERRY STREET, APNS 7327-010-014 & 015

WHEREAS, on or about December 5, 2024, the Department of Community Development received an application from 21611 Perry Street LLC ("Applicant") for the following entitlements/approvals for a proposed 62-unit residential townhome condominium development ("Project"), including 62 townhomes on a 2.8-acre site consisting of two parcels located at 21611 Perry Street (APNS 7327-010-014 & 015) and legally described in Exhibit "A" attached hereto (the "Property"), as an alternative to the self-storage project previously approved for the Property in 2022 by adoption of Development Agreement No. 27-21, the Perry Street Specific Plan (SP No. 29-22), Zone Change No. 185-21, and Site Plan and Design Review No. 1858-21:

- General Plan Amendment ("GPA") No. 2-24, to amend the description of the Corridor Mixed Use land use designation in the Land Use and Revitalization Element;
- Specific Plan Amendment ("SP") No. 2-24, to amend the Perry Street Specific Plan (PSSP), to allow for development of the Project for the Property;
- Site Plan and Design Review ("DOR") No. 20-24, to approve the development plan for the Project;
- Vesting Tentative Tract Map ("TTM") No. 3-24 for TTM 84598 for condominium purposes, to accommodate 62 for-sale townhome condominium units; and

• Development Agreement ("DA") No. 2-24, amending and restating DA No. 27-21, to grant Developer a vested right to develop the Project on the Property in exchange for provision of specified community benefits.

WHEREAS, on April 4, 2023, the City of Carson certified an Environmental Impact Report (EIR) prepared for the Carson 2040 General Plan Update (General Plan Update) (State Clearinghouse No. 2001091120, December 2022) ("Certified EIR"). In accordance with the California Environmental Quality Act (CEQA), the City has prepared an Addendum to the Certified EIR for the Project pursuant to CEQA Guidelines Section 15164 ("Addendum").

WHEREAS, studies and investigations were made, and a staff report with recommendations was submitted, and the Planning Commission, upon giving the required notice, did on the 11th day of February, 2025, conduct a duly noticed public hearing as required by law to consider the Project application. Notice of the hearing was given as required by Carson Municipal Code ("CMC") Sections 9412.5 and 9173.22. Notice of the public hearing was (i) posted in at least three public places within the City, as designated by the Council, and at the Property, by January 27, 2025; (ii) was mailed to all property owners and occupants within a 2,000-foot radius on January 23, 2025; and (iii) was published in the Daily Breeze on January 24, 2025. The agenda was posted at City Hall no less than 72 hours prior to the Planning Commission meeting.

WHEREAS, the Planning Commission has considered the Addendum with the Certified EIR prior to making a decision and recommendation on the Project.

WHEREAS, the Planning Commission, having duly reviewed and considered the Project and all associated documents and evidence in the record, hereby intends to: (1) approve the Addendum, DOR-20-24, and TTM-3-24 for the Project, all subject to the conditions of approval set forth in Exhibit "B" attached hereto ("Conditions") and contingent on the City Council's approval of GPA-2-24, SP-2-24, and DA-2-24; and (2) recommend City Council approval of GPA-2-24, SP-2-24, subject to the Conditions applicable to SP 2-24 and DA 2-24.

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS AND RESOLVES AS FOLLOWS:

SECTION 1. The Planning Commission finds that the foregoing recitals are true and correct, and the same are incorporated herein by this reference as findings of fact.

<u>SECTION 2</u>. With respect to Site Plan and Design Review (DOR) No. 20-24, the Planning Commission finds that, with the inclusion of the Conditions:

 The proposed development plan complies with all applicable specific standards and criteria in the Carson Municipal Code. The Property is zoned Perry Street Specific Plan, and the Project will comply with all of the development standards in the Perry Street Specific Plan as proposed to be amended by SP-2-24. The Project is consistent with all the zoning requirements that are applicable to the Project.

The Property is located in a neighborhood characterized by a mix of residential and commercial uses. The site is located on the north side of Carson Street bounded by the Dominguez Channel to the west and S. Perry Street to the east. Commercial uses including auto repair facilities and truck dealers are located to the east and south, two-and three-story multi-family housing are located across to the east, and Perry Street Mini-Park and single-family neighborhoods are located to the north and northeast.

b) The proposed development plan is consistent and compatible with the General Plan as proposed to be amended by GPA-2-24 and the Perry Street Specific Plan as proposed to be amended by SP-2-24, and is compatible with the surrounding uses. The General Plan land use designation for the Project is Corridor Mixed Use (CMU). The CMU designation allows purely residential uses including the Project, and as proposed to be amended by GPA-2-24, permits all uses on the Property that are consistent with the Perry Street Specific Plan. Consistent with the CMU land use description in the General Plan, the Project is entitled to (a) a 15% increase in floor area ratio (FAR) above the maximum base FAR of 1.0 in the CMU and (b) a waiver of the minimum commercial space requirement otherwise required in the CMU, due to the Project's provision of community benefits, as further described and required in DA-2-24. Furthermore, the Project is consistent with the following General Plan policies, without limitations:

Policy	Project Consistency
LUR-P-2 Promote development of a range of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, livework spaces in transitioning industrial districts, and senior and student housing to meet the needs of future demographics and changing family sizes.	The Project includes 62 townhomes.
LUR-P-15 Focus new residential, commercial and employment-generating land uses along Carson Street and Avalon Boulevard in order to support higher-frequency transit service. CCD-P-4 Require high-quality building materials and locate windows and entrances to support active and attractive frontages along primary streets.	The Project is located along Carson Street and in close proximity to the Downtown/Core area and adjacent to a bus stop for Long Beach Transit Bus Route 4 along Carson Street. The Project proposes a modern agrarian/farmhouse architectural aesthetic that integrates harmoniously with the design vernacular of the neighborhood. Additionally, Landscaped setbacks and massing

	comfortable environment for occupants, visitors, and the general community.
HE 2-1 Facilitate production of a variety of housing types in a diversity of settings and neighborhoods.	The Project includes 62 townhomes that will be adjacent to an existing residential neighborhood and park.
HE 2-5 Increase the number of owner-occupied units within condominiums and planned unit developments.	The Project includes 62 condominiums that will be available for sale, which will create needed home ownership opportunities in the City.

This Project is also located within the Perry Street Specific Plan. SP-2-24 proposes to amend the Perry Street Specific Plan to allow development of this Project on the Property, and the Project is consistent with Perry Street Specific Plan, as amended by SP-2-24.

- c) The proposed development plan provides for compatibility of architecture and design with existing and anticipated development in the vicinity, including the aspects of site planning, land coverage, landscaping, appearance and scale of structures and open spaces, and other features relative to a harmonious and attractive development of the area. The Project also complies with any design conditions, standards, or requirements imposed by a discretionary approval including but not limited to a Major or Minor Use Permit, Variance, Specific Plan, Planned Development, or tentative map applicable to the project or the location where it is proposed. As discussed above, the Project is consistent with the Perry Street Specific Plan, as amended by SP-2-24, which applies to the Property. Development of the Property is also subject to Development Agreement No. 27-21. Development Agreement No. 27-21, as proposed to be amended and restated by approval of DA-2-24, governs development of the Project on the Property, and the Project complies with all requirements of DA-2-24. No other prior discretionary approvals have been issued for this Project.
- d) The proposed development plan provides for convenience and safety of circulation for pedestrians and vehicles. The Project's residents and visitors would utilize one main point of ingress/egress on Perry Street and a secondary access point for emergency vehicles from Carson Street. The Project will provide a dedication of an area up to 250 sq. ft. at or near the southwest corner of the Property to help facilitate the City's planned Dominguez Channel Trail bike path. The main driveway on Perry Street would provide direct access to surface parking spaces. The Project will include various interior walkable paseos, common open spaces, and landscaped setbacks from the public right-of-way. The setbacks along Perry Street and Carson Street support a safe, engaging, pleasant, and walkable environment within the existing neighborhood, encouraging pedestrian and bicycle access to the neighborhood park and commercial uses, and bicycle and pedestrian networks.

The perimeter landscape is intended to encourage walkability and pedestrian use. Internal streetscape design would likewise encourage pedestrian connectivity to the broader community. The Project, with the Conditions, will facilitate connectivity to the bike path along the Dominguez Channel abutting the Project. The Project includes a total of 150 parking spaces, including two spaces within a garage for each of the 62 townhomes, and 0.42 guest spaces per unit per SP-2-24. The Project would provide 26 unassigned guest parking spaces, including two accessible spaces, located away from the public right of way to facilitate the creation of a more livable and human-scaled public space, and encouragement of non-auto travel.

A traffic assessment was conducted by Fehr & Peers for the Project, the findings of which were summarized in a memorandum that the applicant submitted to the City in connection with the application materials (the "Traffic Memo"). The project would generate an estimated net increase of 446 daily trips, including 30 trips (8 inbound/22 outbound) during the AM peak hour and 35 trips (21 inbound/14 outbound) during the PM peak hour. The proposed trip generation estimates are lower than the previously approved Perry Street self-storage project. Because the assessment compares this project to the self-storage project, the trip generation envelope for this project is covered by the intersection level of service (LOS) analysis that was previously prepared, there are no changes to the conclusions of previous study, and no additional analysis is required. For the purposes of providing a conservative analysis, no trip generation credits were applied in either analysis.

- e) Signage associated with the Project will be pursuant to a separate sign permit, including the submittal of a comprehensive sign program, subject to review and approval by the Planning Division, as conditioned. No signage is proposed at this time.
- f) Development Phasing. If the development is a phased development, a phasing plan would be provided to the Community Development Department during plan check as conditioned, to include the location of the model sales office and parking complex.
- g) The Project is in substantial compliance with any applicable adopted design guidelines. The Project is in substantial compliance with the policies of Carson's General Plan and the design standards in the Perry Street Specific Plan and promotes several design objectives.
- h) The Project promotes the following design objectives:
 - i. The design of buildings, structures, and the site, including exterior design and landscaping, is appropriate to the function of the project and will provide an attractive and comfortable environment for occupants, visitors, and the general community. The Project's architecture and design will be compatible with existing and anticipated development in the vicinity, including the aspects of site

planning, land coverage, landscaping, appearance and scale of structures and open spaces, and other features promoting harmonious and attractive development of the area.

The development generally consists of for-sale three-story attached townhomes. Landscaped setbacks and massing orientation of buildings ensure a comfortable environment for occupants, visitors, and the general community. The Project proposes a modern agrarian/farmhouse architectural aesthetic that integrates harmoniously with the design vernacular of the neighborhood.

ii. The project contributes to the creation of a visually interesting built environment that includes well-articulated structures with varied building facades, rooflines, and building heights that are designed to encourage increased pedestrian activity and support transit use. The Project would include a mix of building types in different three-story attached townhome dwelling configurations, which are further differentiated by use of colors and materials. The perimeter landscape is intended to encourage walkability and pedestrian use and would be designed to blend into the surrounding community and streetscape character. There are shopping and employment areas along Carson Street within a mile of the project site, which is within the distance residents may be willing to walk, bike, or take transit for local trips.

The development would include an integrated townhome neighborhood whose buildings would have maximum eave heights of approximately 30 feet and no more than 40 feet to the peak of some roof elements.

The site design also implements strong vehicular and pedestrian connectivity to the neighboring communities and nearby uses. The Project will include various interior walkable paseos, common open spaces, and landscaped setbacks from the public right-of-way.

- iii. Street frontages are attractive and interesting for pedestrians, address the street and provide for greater safety by allowing for views of the street by people inside buildings. The Project will incorporate landscaping along the public right-of-way with a variety of trees and plants as a transition towards the residential buildings, which engage with the public realm by orienting massing and articulation in a manner that contributes to a comfortable and inviting pedestrian experience while maintaining privacy for its residents. Parking will be internal to the Project and located away from the public right of way to facilitate the creation of a more livable and human-scaled public space, and encouragement of non-auto travel.
- iv. The proposed design is compatible with the historical and visual character of any area recognized by the City as having such character. The Project continues

support for growing the Core into a vibrant, connected center and surrounds its range of housing types with a streetscape design that conveys a physically attractive and functionally efficient environment to promote Carson's image as a safe and enjoyable place to live by promoting a diversity of building types and variety of options for living.

- v. The design preserves significant public views and vistas from public streets and open spaces and enhances them by protecting areas for pedestrian activity. The Project's design limits building height to three-story structures within the applicable height limit. These site design elements encourage an attractive pedestrian experience by reducing the number of existing curb cuts to a main access point on Perry Street and a secondary access point for emergency vehicles from Carson Street. As a result, pedestrian safety is improved and automobile confusion reduced by providing longer continuous, unbroken curb lengths.
- vi. The proposed landscaping plan is suitable for the type of project and will improve the appearance of the community by enhancing the building, minimizing hardscape, and softening walls, incorporates plan materials that are drought-tolerant, will minimize water usage, and are compatible with Carson's climate. The proposed landscaping plan details a variety of ground-cover plantings to reduce hardscape and the addition of climbing vines to soften the appearance of walls. In addition, the project proposes different types of trees in the form of large canopy, perimeter, background trees and shrubs to improve the appearance of the community and enhance the buildings. All landscaping will conform to the State's Water Efficient Landscape Ordinance (WELO) using native, drought-tolerant plantings and appropriate irrigation. Water-conserving landscaping will be utilized as required by city and state mandate SB 1881 characteristics such as exposure, light intensity, soil analysis, site drainage, and irrigation. Proper plant selection will be based on the above as coordinated with site characteristics.
- vii. The project has been designed to be energy efficient including, but not limited to, landscape design, solar access, and green or eco-friendly design and materials. The Project will meet or exceed all applicable Title 24 energy standards and include features such as all-electric appliances and solar panels, and electric vehicle charging stations.
- viii. The project design protects and integrates natural features, including creeks, open space, significant vegetation, and geologic features. The Project replaces a vacant and undeveloped lot. The Project is designed to provide ample open space with a variety of natural features and would integrate a variety of vegetation. The Project will include approximately 29,000 SF of landscaped area.

i) The required findings pursuant to CMC Section 9172.23(D), "Site Plan and Design Review," can be and are made in the affirmative.

<u>SECTION 3</u>. With respect to Vesting Tentative Tract Map (TTM) No. 3-24, pursuant to CMC Section 9203.14 and in accordance with the terms and provisions of the Subdivision Map Act, the Planning Commission finds that, with the inclusion of the Conditions:

- a) The TTM was reviewed by the City Engineer and Community Development Department, for compliance with the City's Municipal Code and Subdivision Map Act, and all recommended conditions for the final map approval have been included in the Conditions. Per the Conditions, the map will be required to comply with all Conditions of Approval recommended by City staff, and the LA County Fire Department.
- b) The TTM, together with the provisions for its design and improvement, is consistent with the City's 2040 General Plan as proposed to be amended by GPA-2-24, including being compatible with the objectives, policies, general land uses, and programs specified in such plan. The TTM, together with the provisions for its design and improvement, is also consistent with the Perry Street Specific Plan, as proposed to be amended by SP-2-24.
- c) None of the findings requiring denial pursuant to California Government Code Section 66474 can be made. Conversely:
 - i. The site is physically suitable for the proposed type of residential development at the proposed density. The site is currently vacant, the density does not exceed the maximum density allowed in the applicable General Plan land use designation (CMU), and the General Plan, as well as the Specific Plan as proposed to be amended by SP No. 2-24, allow residential uses on the site.
 - ii. The design of the subdivision and proposed improvements is not likely to cause substantial environmental damage or substantially or avoidably injure fish or wildlife or their habitat as demonstrated in the Addendum prepared for this Project.
 - iii. Neither the design of the subdivision nor the type of improvements is likely to cause serious health problems as the Project consists solely of residential uses, which will meet all applicable health and safety-related standards and requirements, and Conditions have been included to that effect.
 - iv. Neither the design of the subdivision nor the type of improvements will conflict with existing public easements for access through or use of the Property, as confirmed by the City Engineer, and Conditions have been included to that effect.

d) In accordance with Government Code Section 66474.6, the discharge of waste from the proposed subdivision into an existing community sewer system would not result in violation of existing requirements prescribed by a California regional water quality control board.

<u>SECTION 4</u>. With respect to General Plan Amendment No. 2-24, which is attached hereto as Exhibit "D" and incorporated herein by reference, the Planning Commission finds that:

- a) The proposed amendment will contribute to the public health, safety, and general welfare or will be of benefit to the public. The proposed amendment modifies the text of the Corridor Mixed Use (CMU) General Plan land use designation description to provide that notwithstanding any otherwise-conflicting provisions or restrictions of the CMU land use designation, areas so designated that are within the Perry Street Specific Plan Area shall be developed in accordance with the permitted land uses in the Perry Street Specific Plan, as well as any other provisions of the CMU land use designation. The effect of the proposed amendment is to allow the previously approved Perry Street self-storage project to be consistent with the General Plan. The Project (as defined in the first recital of the resolution to refer to the townhome development) is consistent with the General Plan with or without the proposed General Plan amendment. The Project will be developed in accordance with a proposed amendment to the existing Development Agreement No. 27-21, under which the Applicant will provide public benefits as detailed in Section 6 below.
- b) The proposed amendment is consistent with the General Plan goals. The proposed amendment will allow the development of townhome condominiums on the Property. The development of a residential condominium project on the Property is consistent with General Plan policies LUR-P-2, HE 2-1, and HE 2-5, as discussed in Section 2, above.
- c) The proposed amendment retains the internal consistency of the General Plan and is consistent with other adopted plans unless a concurrent amendment to those plans is also prepared and will result in consistency. The proposed amendments will not create any inconsistencies in the General Plan. A concurrent amendment to the Perry Street Specific Plan has also been prepared and its adoption would result in consistency between the General Plan land use element and the Perry Street Specific Plan.
- d) The proposed amendment has been reviewed in compliance with the requirements of the California Environmental Quality Act. An Addendum to the Certified EIR for the 2040 Carson General Plan Update has been prepared for this Project and will be reviewed by the City Council prior to approval of the General Plan Amendment.

<u>SECTION 5</u>. With respect to Specific Plan Amendment No. 2-24, which is attached hereto as Exhibit "E" and incorporated herein by reference, the Planning Commission finds that:

- a) The proposed Specific Plan Amendment will contribute to the health, safety, and general welfare or will be of benefit to the public. The proposed amendment allows for the development of 62 townhomes on the Property, which will benefit the public by creating new opportunities for homeownership. The Project will be developed in accordance with Development Agreement No. 27-21, as proposed to be amended and restated by approval of DA No. 2-24, under which the Applicant will provide public benefits as detailed in Section 6 below.
- b) The proposed Specific Plan Amendment is consistent with the General Plan goals. The proposed amendment will allow for the development of townhome condominiums on the Property. The development of a residential condominium project on the Property is consistent with General Plan policies LUR-P-2, HE 2-1, and HE 2-5, as discussed in Section 2, above.
- c) The proposed Specific Plan Amendment retains the internal consistency of the Perry Street Specific Plan and is consistent with other adopted plans unless concurrent amendments to those plans are also proposed and will result in consistency. The Perry Street Specific Plan, as amended by SP-2-24, will be consistent with the General Plan, as amended by GPA-2-24.
- d) With the inclusion of the Conditions, the Perry Street Specific Plan, as proposed to be amended by SP No. 2-24, includes, or prior to approval will include, all required contents set forth in Government Code Section 65451.
- e) The proposed Specific Plan Amendment has been reviewed in compliance with CEQA, if applicable, and the applicable requirements of the Carson Zoning Ordinance/Code. An Addendum to the Certified EIR for the 2040 Carson General Plan Update has been prepared for this Project and will be reviewed by the City Council prior to approval of the Specific Plan Amendment.
- f) Based on any applicable environmental review, no potentially significant environmental impacts would result, or any potentially significant environmental impacts have been reduced to less than significant levels because of mitigation measures incorporated in the project, or a Statement of Overriding Considerations has been adopted, as discussed in Section 7 below.

<u>SECTION 6</u>. With respect to **Development Agreement No. 2-24**, (the Amended and Restated "DA" No. 27-21), which is attached hereto as Exhibit "F" and incorporated herein by reference, the Planning Commission finds that:

a) The DA is consistent with the provisions of Government Code Sections 65864 through 65869.5.

- b) The DA is in compliance with the procedures established by City Council as required by Government Code Section 65865(c).
- c) The DA is consistent with the General Plan, as proposed to be amended by GPA-2-24, and is consistent with the Perry Street Specific Plan, as proposed to be amended by SP-2-24.
- d) The DA provides for a project that is located within an area suitable for the proposed use and is in conformance with the General Plan as proposed to be amended by GPA-2-24 and the Perry Street Specific Plan as proposed to be amended by SP-2-24.
- e) The DA provides for a public convenience through significant monetary benefits which will contribute directly or indirectly to programs and services designed to provide for the health, safety, and welfare of the public, thereby exhibiting good land use practices. Such benefits are outlined in Article 3 of the DA, without limitation.
- f) The DA will not be detrimental to the public's health, safety, and general welfare, nor will it adversely affect the orderly development or property values for the subject Property or areas surrounding it.
- g) Article 6 of the Development Agreement, as amended and restated by the DA, provides for an annual review to ensure good faith compliance with the terms of the Development Agreement, as required in Section 65865.1 of the Government Code.
- h) Article 4 of the Development Agreement, as amended and restated by the DA, includes conditions, terms, restrictions, and requirements for development of the Property as permitted in Section 65865.2 of the Government Code.
- i) Article 7 of the Development Agreement, as amended and restated by the DA, contains provisions for termination of the Agreement prior to expiration of its term.
- j) The Development Agreement, as amended and restated by the DA, provides for amendment or cancellation in whole or in part, by mutual consent of the parties to the Agreement or their successors in interest, as required in Section 65868 of the Government Code.
- k) The Development Agreement, as amended and restated by the DA, is in the best public interest of the City and its residents and will achieve a number of City objectives including ensuring compatibility of the development and use of the site with surrounding uses and helping achieve a sustainable balance of residential and nonresidential development and a balance of traffic circulation through the City, in furtherance of General Plan goals and objectives.

SECTION 7. CEQA. In accordance with CEQA, the "Addendum to the Carson 2040 General Plan Update EIR – 21611 Perry Street Project," dated February, 2025, which is attached hereto as Exhibit "C" ("Addendum"), analyzes proposed modifications (the "Modified Project") to the Carson 2040 General Plan Update approved by the City in 2023, for which an Environmental Impact Report ("EIR") was certified ("Certified EIR"). Having considered the Addendum and the Certified EIR, as well as the entire administrative record, the Planning Commission finds that, based on substantial evidence in the record, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred with respect to the Modified Project, and therefore preparation of a subsequent EIR is not required, nor is preparation of a supplemental EIR pursuant to CEQA Guidelines Section 15163.

The Addendum demonstrates that the Modified Project does not meet the standards that would require a Supplemental or Subsequent EIR pursuant to Public Resources Code ("PRC") Section 21166 or CEQA Guidelines Section 15162 and 15163. As demonstrated by the discussion and analysis in the Addendum: the Modified Project does not propose substantial changes which will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; no substantial changes will occur with respect to the circumstances under which the Modified Project is undertaken which will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and, no new information of substantial importance has become available relative to any of the environmental topic categories that shows any of the following: (i) the Modified Project will have one or more significant effects not discussed in the Certified EIR; (ii) significant effects previously examined will be substantially more severe than shown in the Certified EIR; (iii) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the project proponents decline to adopt the mitigation measure or alternative; or (iv) mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. The applicable mitigation measures included as part of the Certified EIR will continue to be implemented under the Modified Project, as conditioned pursuant to the Conditions. Therefore, the Modified Project would not create any potential adverse impacts beyond those evaluated in the Certified EIR, and the preparation of an addendum that amends the Project Description in the Certified EIR to include the Modified Project is appropriate and fully complies with the requirements of PRC Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164, and the Addendum properly does so.

The Planning Commission determines, in the exercise of its independent judgment, after consideration of the whole of the administrative record, that the Modified Project was assessed in the Certified EIR, and pursuant to CEQA Guidelines 15162 and 15164, some changes or additions to the Certified EIR are necessary in order to provide an environmental review of the Modified Project in accordance with the requirements of CEQA, but that none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred,

and the Addendum has been prepared for that purpose and includes the necessary changes or additions. The Planning Commission further finds that the Addendum reflects the independent judgment of the City as lead agency for the Modified Project and has been prepared in compliance with all requirements of CEQA and the CEQA Guidelines.

SECTION 8. Based on the findings and conclusions set forth above, the Planning Commission hereby: (1) approves the Addendum, DOR-20-24, and TTM-3-24, all subject to the Conditions and contingent upon City Council approval of GPA-2-24, SP-2-24, and DA-2-24; and (2) recommends that the City Council approve GPA-2-24, SP-2-24, and DA-2-24 (including adopting an ordinance appropriate to approve DA 2-24), subject to the Conditions applicable to SP 2-24 and DA 2-24.

SECTION 9. This decision of the Planning Commission shall become effective and final 15 days from the date of adoption of this Resolution, in accordance with CMC Section 9173.33, unless an appeal is timely filed in accordance with CMC Section 9173.4.

SECTION 10. The Secretary shall certify to the adoption of the Resolution and shall transmit copies of the same to the applicant.

APPROVED and ADOPTED this 11th day of February 2025.

DIANNE THOMAS CHAIRPERSON

01007.0005/1050170.4

ATTEST:

EXHIBIT "A"

LEGAL DESCRIPTION

Real property in the City of Carson, County of Los Angeles, State of California, described as follows:

ALL THAT CERTAIN REAL PROPERTY SITUATED IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS: THAT PORTION OF LOT 15 OF TRACT NO. 4054, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 44, PAGES 39 THROUGH 41 INCLUSIVE OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE SOUTHERLY 20 FEET OF SAID LOT WITH A LINE PARALLEL WITH AND NORTHEASTERLY 27 FEET, MEASURED AT RIGHT ANGLES, FROM THE SOUTHWESTERLY LINE OF SAID LOT; THENCE ALONG SAID PARALLEL LINE NORTH 39°21'48" WEST 245.64 FEET; THENCE SOUTH 89°22'27" WEST 25.48 FEET; THENCE NORTH 39°21'48" WEST 2.11 FEET; THENCE NORTH 00°37'33" WEST 17.38 FEET TO A LINE PARALLEL WITH AND NORTHEASTERLY 18 FEET, MEASURED AT RIGHT ANGLES, FROM SAID SOUTHWESTERLY LINE; THENCE ALONG SAID LAST MENTIONED PARALLEL LINE NORTH 39°21'48" WEST TO THE SOUTHERLY LINE OF TRACT NO. 29360, AS PER MAP RECORDED IN BOOK 734, PAGES 45 AND 46 OF MAPS; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE EASTERLY LINE OF SAID LOT 15; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO SAID NORTHERLY LINE; THENCE WESTERLY ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION OF SAID LAND DESIGNATED AS PARCELS 2-36 INCLUSIVE IN THE FINAL DECREE OF CONDEMNATION ENTERED IN SUPERIOR COURT, LOS ANGELES COUNTY, CASE NO. 909,461, A CERTIFIED COPY OF WHICH WAS RECORDED AUGUST 26, 1969 AS INSTRUMENT NO. 2734, IN BOOK D-4478, PAGE 350 OF OFFICIAL RECORDS OF SAID COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF SAID LOT WITH THE NORTHERLY LINE OF THE SOUTHERLY 20 FEET OF SAID LOT; THENCE WESTERLY ALONG SAID NORTHERLY LINE 19.99 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 15 FEET, TANGENT TO SAID NORTHERLY LINE AND TANGENT TO THE WESTERLY LINE OF THE EASTERLY 5 FEET OF SAID LOT; THENCE NORTHEASTERLY ALONG SAID CURVE 23.55 FEET TO SAID WESTERLY LINE; THENCE EASTERLY AT RIGHT ANGLES FROM SAID WESTERLY LINE 5 FEET TO SAID EASTERLY LINE; THENCE SOUTHERLY ALONG SAID EASTERLY LINE 14.99 FEET TO THE POINT OF BEGINNING. ALSO EXCEPT 1/2 OF ALL OIL, GAS, HYDROCARBON, AND MINERAL SUBSTANCES IN AND UNDER SAID LAND, BUT WITHOUT RIGHT OF SURFACE ENTRY, AS RESERVED BY MARY M. REGAN, IN DEED RECORDED OCTOBER 04, 1957 AS INSTRUMENT NO. 504, IN BOOK 44767, PAGE 300 OF OFFICIAL RECORDS.

APN: 7327-010-014 APN: 7327-010-015

CITY OF CARSON COMMUNITY DEVELOPMENT PLANNING DIVISION CONDITIONS OF APPROVAL EXHIBIT "B"

Site Plan and Design Review 20-24
Vesting Tentative Tract Map 3-24
Addendum to Carson 2040 General Plan Update EIR
Development Agreement 2-24 - Amended and Restated DA No. 27-21 (Project B)
Specific Plan Amendment No. 2-24

GENERAL CONDITIONS

- 1. Site Plan and Design Review (DOR) 20-24 and Vesting Tentative Tract Map 3-24 for VTTM No. 83598 is for the development of a 62-unit residential townhome development and related site improvements at 21611 S. Perry Street (APNs: 7327-010-014 & 015).
- 2. Prior to Building and Safety plan check submittal and prior to issuance of any building permit, the Applicant shall submit a complete set of electronic Construction Drawings that conform to all the Conditions of Approval (COA) to be reviewed and approved by the Planning Division.
- 3. The applicant, property owner, and tenant(s), and successor(s) to whom these project entitlements or approvals are assigned ("Developer"), shall comply with all General Plan Environmental Impact Report (EIR) Mitigation Measures, Project Design Features, and Project Characteristics applicable to the Project as described in the Addendum to the General Plan EIR.
- 4. The Developer shall make any and all site plan and design revisions to the site plan and elevations as necessary to conform the same to the Project entitlements or approvals as conditionally approved by the Planning Commission. All plans shall be consistent with all project approvals.
- 5. Submit development plans in conformance to these COA and Development Agreement 2-24 (Amended and Restated Development Agreement No. 27-21; hereinafter, the "DA") for plan check review and approval prior to issuance of permits.
- 6. City Approvals. All approvals by City, with respect to the Project and/or the Conditions of Approval set forth herein, unless otherwise specified, shall be acknowledged by the department head of the department or agency requiring the applicable condition. All agreements, covenants, easements, deposits and other documents required herein where City is a party shall be in a form approved by the City Attorney.
- 7. Indemnification. Except as otherwise provided in the DA, the Applicant, property owner, and tenant(s), for themselves and their successors in interest ("Indemnitors"), agree to defend, indemnify and hold harmless the City of Carson, its agents, elected and appointed officers, and employees, and each of them ("Indemnitees") from and against any and all claims, liabilities, damages, losses, costs, fees, expenses, penalties, errors, omissions, forfeitures, actions, and proceedings (collectively, "Claims") against Indemnitees with respect to the project entitlements or approvals that are the subject of these Conditions of Approval, and any Claims against Indemnitees which are in any way related to Indemnitees' review of or decision upon the project that is the subject of these Conditions of Approval (including, without limitation, any Claims related to any finding, determination, or claim of exemption made by Indemnitees pursuant to the requirements of the California Environmental Quality Act), or that of other local or State Agencies, and any Claims against Indemnitees which are in any way related to any damage or harm to people or property, real or personal, arising from Indemnitors' construction or operation of the Project, or to any of the Project entitlements,

permits or other approvals that are the subject of these Conditions of the Approval, including any and all post entitlement permits such as building and grading permits and certificates of occupancy. Indemnitors shall provide a deposit to the City in the amount of 100% of the City's reasonable estimate, in its sole discretion, of the costs of any and all anticipated work performed on the matter by the City's attorneys and the City's other costs of litigation of the matter, and shall make additional deposits as requested by the City to keep the deposit at such level. City retains the right to settle or abandon the matter as to Claims against the City without Indemnitors' consent. If Indemnitors fail to provide or maintain the deposit, Indemnitees may abandon the action, and Indemnitors shall pay all costs resulting therefrom and Indemnitees shall have no liability to Indemnitors. Obtain all appropriate permits and an approved final inspection for the proposed Project.

- 8. The adopted Conditions of Approval contained herein, and the signed Affidavit of Acceptance, shall be copied in their entirety and placed directly onto a separate plan sheet behind the cover sheet of the development plans prior to Building and Safety plan check submittal. Said copies shall be included in all development plan submittals, including any revisions and the final working drawings.
- 9. Prior to filing or recordation of the Final map, Developer shall submit the approved vesting tentative map and a proposed final map for review and approval by the City of Carson, the Los Angeles County Department of Public Works (LADPW) as required by the City Engineer, the Los Angeles County Fire Department, the Los Angeles County Sanitation District, and any other agencies/entities required by the City Engineer, for compliance with these Conditions, the City's Municipal Code, the Subdivision Map Act, and other applicable laws and regulations, and requirements. All plans shall be consistent with all project approvals.
- 10. Except as otherwise provided in the DA, the Developer shall comply with all City, county, state, and federal regulations applicable to the Project.
- 11. Prior to Building and Safety plan check submittal and prior to issuance of building permits, Developer shall submit an updated title report. If, based on the City's review of the title report, there are any easements acquired by the public at large for access through or use of the Property, the Developer shall modify the Project plans to ensure the Project will not conflict with such easements as necessary to comply with Government Code Section 66474(g).
- 12. Interim Development Impact Fee (DIF). Refer to the DA for Interim DIF requirements.
- 13. **Dust Control**. The Developer shall ensure that the fugitive dust control program is implemented during construction per SCAQMD's Rule 403 for controlling fugitive dust regulations. The program shall be depicted on the construction drawings/grading plans and the contractor shall be responsible for implementation.

SPECIAL CONDITIONS

- 14. **Site Plan Substantial Conformance**. The final Construction Documents shall comply with the provisions and requirements of the Specific Plan and the final approved Site Plan; provided, however, that modifications within substantial conformance of the final approved Site Plan which are consistent with the Specific Plan shall be permitted if approved by the Community Development Director in accordance with Section 12.4 of Amended and Restated Development Agreement No. 27-21.
 - a. Final Site Plan ("Final Site Plan") shall be submitted to the Planning Division for review and subject to approval of the Community Development Director.
- 15. **Phasing**: Project phasing shall require the submittal of a Phasing Plan to the Community Development Director for review and approval.
- 16. Developer shall remove any and all graffiti that may occur on the Project buildings or structures within 72 hours.

- 17. Proof of compliance with regulatory agency requirements related to the project site, including but not limited to the Regional Water Board and Department of Toxic Substances Control (DTSC), shall be submitted to the Community Development Division prior to the issuance of any certificates of occupancy.
- 18. Prior to issuance of any permits, Developer shall submit a fully-executed copy of (i) an amendment to the existing Regional Water Board "Covenant and Environmental Restriction on Property" encumbering the Property, which amendment shall be entered into with the California Regional Water Quality Control Board, Los Angeles Region ("Regional Water Board"), and shall be in substantially the form that was tentatively approved by the Regional Water Board via email to the applicant on December 6, 2024, (ii) a "California Land Reuse and Revitalization Act Agreement" entered into with the California Department of Toxic Substances Control ("DTSC"), which shall be in substantially the form that was tentatively approved by DTSC via email to the applicant on September 24, 2024, and (iii) any other land use covenants or agreements entered into with the Regional Water Board or DTSC encumbering or affecting the Property, as necessary to evidence a path to residential uses on the Property that is lawful and approved by the Regional Water Board and DTSC (as applicable), including but not limited to via additional oversight of the DTSC.
- 19. On the grading plans, all existing groundwater monitoring wells on the Project site shall be shown to be relocated within the Project site to locations that are outside the footprint of any Project buildings or other structures as shown on the approved plans, to the satisfaction of the Director and regulatory agencies. Such relocation shall be completed prior to the issuance of any building permits including foundation permits.
- 20. The project shall include the following project design features related to **Tribal Cultural Resources** (TCR):
 - a. TCR-1. Prior to Commencement of Ground-Disturbing Activities, retain a Native American Monitor. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work).
 - "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
 - ii. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
 - iii. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
 - iv. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may

involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

- b. TCR-2. Unanticipated Discovery of Tribal Cultural Resource Objects.
 - i. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.
- c. TCR-3. Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects; Procedures for Burials and Funerary Remains.
 - i. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
 - ii. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
 - iii. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
 - iv. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
 - v. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

AESTHETICS

21. No air conditioning unit or utility cabinet shall be roof-mounted, except if appropriately screened as approved by the Community Development Director. Solar PV shall be permitted.

COVENANTS, CONDITIONS, AND RESTRICTIONS (CC&Rs)

- 22. CC&Rs shall be submitted to the Planning Division for review before approval of the final map and approved prior to the sale of any units.
- 23. CC&Rs shall be executed by the property owner, not the HOA.
- 24. Any loans on the property will need to be subordinated to the CC&Rs at the time of recordation, which will be concurrently with the Final Map.

FENCE/WALLS

- 25. The Applicant shall submit a Final Wall and Fence Plan to the Planning Division for review and approval prior to issuance of any building permit (including grading permit).
 - a) The final wall and fence design along the property line with the Dominguez Channel shall provide a wrought iron or tubular steel fence on top of retaining wall as required per Final Grading Plan.
- 26. All walls shall include graffiti-resistant coating.
- 27. Landscaping shall be used in conjunction with walls and fences to visually soften blank surfaces and deter graffiti.

28. Permanent chain link fencing is prohibited on the exterior of the property, any location that is visible from the public right of way, any other public areas, and any location that is visible to any adjacent properties.

LANDSCAPE/IRRIGATION

- 29. Landscaping shall comply with the provisions of Carson Municipal Code (CMC) Section 9168, "Water Efficiency Landscaping".
- 30. Prior to City issuance of any permit, the applicant shall electronically submit landscape and irrigation plans drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Planning Division.
- 31. Landscaping shall be provided with a permanently installed, automatic irrigation system and operated by an electronically-timed controller station set for early morning or late evening irrigation. Installation, maintenance, and repair of all onsite landscaping shall be the responsibility of the property owner.
- 32. Installation of 6" high concrete curbs are required around all landscaped planter areas, except for areas determined by National Pollutant Discharge Elimination System (NPDES) permit or other applicable condition of approval that requires certain landscaped areas to remain clear of concrete curbs for more efficient storm water runoff flow and percolation as deemed necessary by the City Engineer. Revised landscaping and irrigation plans shall be reviewed and approved by the Planning Division should subsequent modifications be required by other concerned agencies regarding the removal of concrete curbs.
- 33. Backflows shall be screened with min. 5' wide planters and landscape screen material, with plant material per the Specific Plan. Paint device green color similar to Frazee, aeroplate 'Forest Green' or equal. Transformers shall be screened with shrubs and ground covers.
- 34. Existing and new irrigation system shall include best water conservation practices.
- 35. Installation, maintenance, and repair of all landscaping shall be the responsibility of the property owner.
- 36. All new and retrofitted landscape of 500 square feet or greater is subject to the Model Water Efficient Landscape Ordinance (MWELO) per Department of Water Resources Title 23, Chapter 2.7. The Developer shall include the signed MWELO project information, WELO water budget calculations and compliance checklist items on landscape plans, prior to the issuance of building permits.

LIGHTING

- 37. Two sets of onsite lighting plans are to be drawn, stamped, and signed by a licensed lighting consultant or an electrical engineer and submitted and approved by the Planning Division prior to the issuance of building permits.
- 38. All lighting within the project shall be directed on-site in such a manner as to not create a nuisance or hazard to adjacent streets and properties. A photometric plan shall be submitted for review and approval of the Planning Division prior to issuance of any permits.

PARKING

- 39. All parking areas and driveways shall remain clear. No encroachment into parking areas and/or driveways shall be permitted.
- 40. All areas used for the movement, parking, loading, repair or storage of vehicles shall be paved with either:
 - a) Concrete or asphaltic concrete to a minimum thickness of three and one- half inches over four inches of crushed aggregate base (or as otherwise recommended by a licensed soils engineer): or
 - b) Other surfacing material which, in the opinion of the Director of Public Works, provides equivalent life, service and appearance.

SIGNAGE

- 41. Prior to issuance of any building permits, the Applicant shall submit and obtain approval of a Comprehensive Sign Program for the Project to the Planning Division.
- 42. Prior to issuance of any building permits, the Applicant shall provide plans to the Planning Division for approval of entry monument signage consistent with the Comprehensive Sign Program.
- 43. Prior to issuance of building permits, the Applicant shall provide plans to the Planning Division for approval of directional/wayfinding signage consistent with the Comprehensive Sign Program.

<u>TRASH</u>

44. Trash collection shall comply with the requirements of the City's trash hauler (Waste Resources). If common trash collection are not used and instead individual trash bins are provided to each unit, prior to issuance of building permits, plans shall be submitted to the City and approved to ensure there are areas in the garage for all trash bins required by the trash hauler.

UTILITIES

- 45. All utilities and aboveground equipment shall be constructed and located pursuant to Section 9126.8 (Utilities) of the Zoning Ordinance, unless otherwise provided for in these conditions.
- 46. Public utility easements shall be provided in the location as required by all utility companies with easements free and clear of obstructions, and new electrical utilities shall be installed underground.
- 47. Developer shall remove at its own expense any obstructions within the utility easements that would interfere with the use for which the easements are intended.
- 48. Any aboveground air conditioning unit, utility cabinet or equipment cabinet shall be screened from the public right-of-way by a decorative block wall or landscaping, to the satisfaction of the Planning Division, and in compliance with public utility access requirements.

LOS ANGELES COUNTY FIRE DEPARTMENT

49. The proposed development for the project shall obtain approval from the Los Angeles County Fire Department and comply with all Los Angeles County Fire Department requirements prior to the issuance of any permits.

BUILDING AND SAFETY DIVISION

- 50. The second sheet of building plans is to list all conditions of approval and to include a copy of the Planning Commission Decision letter. This information shall be incorporated into the plans prior to the first submittal for plan check.
- 51. Plans prepared in compliance with the current Building Code shall be submitted to Building Division for review prior to permit issuance.
- 52. School Developmental Fees shall be paid to School District prior to the issuance of the building permit.
- 53. Fees shall be paid to the County of Los Angeles Sanitation District prior to issuance of the building permit.
- 54. The project address for plan submittal purposes shall be designated as 21611 South Perry Street or an alternative address as approved by the City, and an application to assign unit numbers shall be filed with the City prior to plan check submittal.
- 55. In accordance with paragraph 5538(b) of the California Business and Professions Code, plans are to be prepared and stamped by a licensed architect.

- 56. Structural calculations prepared under the direction of an architect, civil engineer or structural engineer shall be provided.
- 57. The Developer shall retain the soils engineer preparing the Preliminary Soils and/or Geotechnical Investigation accepted by the City for observation of all grading, site preparation, and compaction testing. Observation and testing shall not be performed by other soils and/or geotechnical engineer unless the subsequent soils and/or geotechnical engineer submits and has accepted by the City, a new Preliminary Soils and/or Geotechnical Investigation.
- 58. A geotechnical and soils investigation report is required, the duties of the soils engineer of record, as indicated on the first sheet of the approved plans, shall include the following:
 - a. Observation of cleared areas and benches prepared to receive fill;
 - b. Observation of the removal of all unsuitable soils and other materials;
 - c. The approval of soils to be used as fill material;
 - d. Inspection of compaction and placement of fill;
 - e. The testing of compacted fills; and
 - f. The inspection of review of drainage devices.
- 59. Prior to the application for a building or grading permit, a preliminary Geotechnical report that specifically identifies and proposes mitigation measures for any soils or geological problems that may affect site stability or structural integrity shall be approved by the Building Official or his/her designee. The applicant shall submit and pay a separate review fee for the soils report prior to submitting building and grading plans for review. The approval letter of the geotechnical report review shall be copied and pasted on the first sheet of building and grading plans.
- 60. A Hydrology Study shall be reviewed with the grading plan review. The Hydrology Study shall specifically indicate the existing and proposed conditions of the development to determine the impact to stormwater runoff generated and leaving the site.
- 61. A soil gas investigation to identify the concentration and pressure of methane gas in the subsurface is required, and a methane mitigation plan shall be submitted and approved prior to building permit issuance if any of the following situations apply: .
 - a. The development is within 300 feet of an active, idle, orphaned or abandoned oil and gas well. (Oil and Gas Wells can be found here:

https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx)

b. The development is within 1,000 feet of a current or historical landfill (Landfill locations can be found here:

https://egis-lacounty.hub.arcgis.com/datasets/lacounty::methane-producing-landfills/explore?location=33.821256%2C-118.214832%2C11.95)

- 62. A grading and drainage plan shall be approved prior to issuance of any building permit. The grading and drainage plan shall indicate how all storm drainage including contributory drainage from adjacent lots is carried to the public way or drainage structure approved to receive storm water.
- 63. Stormwater Planning Program LID Plan Checklist (MS4-1 FORM) completed by Engineer of Record shall be copied on the first sheet of Building Plans and on the first sheet of Grading Plans.
- 64. Approval from the Los Angeles County Flood Control District is required for any proposed connection to Dominguez Channel prior to the issuance of grading permit. The form can be found at the following link:
 - (https://www.dropbox.com/scl/fi/up1jbcg2e9sv4i0t6vrp3/CARSON-LID-PLAN-CHECKLIST-MS4-1-FORM.pdf?rlkey=1y5bsf2iladt6mzv56qgyz7cj&dl=0)
- 65. Row-town buildings which do not meet the requirements the townhouses Common (or Double) Wall provisions, having a continuous wall separation between units from the foundation to the roof, per Section R302.2 of the Residential Code do not meet the code definition of "Townhouses" of R-3 Occupancy, and shall not be considered as such. Instead, they shall be

- designed as multifamily dwellings of R-2 Occupancy classification per the Building Code and be subject to the applicable requirements for that occupancy.
- 66. All State of California disability access regulations for accessibility and adaptability shall be complied with.
- 67. Project shall comply with the CalGreen Residential mandatory requirements.
- 68. The surface parking facility with unassigned or guest parking spaces serving common use facilities shall provide at least one electric vehicle charging station (EVCA) for all residents or guests to use and shall meet accessibility requirements per Item 2 under Section 4.106.4.2.2 and Section 4.106.4.2.2.1 of the CalGreen Code. Note that this common EVCS along with its required accessible features may result in reduction of available parking spaces.
- 69. The property shall be surveyed, and the boundaries marked by a land surveyor licensed by the State of California.
- 70. Foundation inspection will not be made until the excavation has been surveyed and the setbacks determined to be in accordance with the approved plans by a land surveyor licensed by the State of California. THIS NOTE IS TO BE PLACED ON THE FOUNDATION PLAN IN A PROMINENT LOCATION.
- 71. Separate application and plan review is required for Electrical plans.
- 72. Separate application and plan review is required for Mechanical plans.
- 73. Separate application and plan review is required for Plumbing plans.
- 74. No form work or other construction materials will be permitted to encroach into adjacent property without written approval of the affected property owner.
- 75. Demolition permit is required for any existing buildings/structures which are to be demolished.
- 76. Prior to the issuance of building permit, the City Engineer may require the Developer to obtain a written consent from the current easement holder(s) for any proposed development encroaching into existing easement(s).
- 77. All fire sprinkler hangers must be designed, and their location approved by an engineer or an architect. Calculations must be provided indicating that the hangers are designed to carry the tributary weight of the water-filled pipe plus a 250-pound point load. A plan indicating this information must be stamped by the engineer or the architect and submitted for approval prior to issuance of the building permit.
- 78. Separate permit is required for Fire Sprinklers.
- 79. Building permits shall not be issued until the final map has been prepared and submitted for plan check to the satisfaction of the Building Official.

BUSINESS LICENSE

80. All parties involved in the development of the Project, including but not limited to contractors and subcontractors, are required to obtain a City business license per CMC Section 6310.

PUBLIC WORKS DEPARTMENT, TRAFFIC ENGINEER

- 81. Prior to issuance of any permits, the Developer shall submit a plan that is consistent with the Final Site Plan, subject to review and approval by the City Engineer and Traffic Engineer.
- 82. Prior to issuance of any permits, the Developer shall submit an offsite improvement plan that is consistent with the Final Site Plan to provide an emergency vehicle access gate and curb ramp for the emergency vehicle access from the project site to Carson Street. The Developer shall design the curb ramp per Caltrans Standard Plans "modified" Case "A" or Case "C" curb ramp, and to the width required by Los Angeles County Fire Department. Prior to issuance of the first occupancy permit, the Developer shall construct the curb ramp or pay an in-lieu fee subject to approval by the City Engineer.
- 83. A corner distance diagram for exit driveway(s) shall be submitted to the City Traffic Engineer for review and approval.

PUBLIC WORKS DEPARTMENT, ENGINEERING DIVISION

General

- 84. Any existing off-site improvements damaged during the construction shall be removed and reconstructed per City of Carson Public Works (PW) Standard Drawings and to the satisfaction of the City Engineer.
- 85. Public utility easements shall be provided in the locations as required by all utility companies with easements free and clear of obstructions if such obstructions would interfere with the use for which the easement is intended.
- 86. Developer shall remove at its own expense any obstructions within the utility easements that would interfere with the use for which the easements are intended.
- 87. The applicant shall modify the development plan as necessary to avoid design or improvements conflicting with existing public easements.
- 88. Any existing off-site improvements damaged during the construction shall be removed and reconstructed per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
- 89. A construction permit is required for any work to be done in the public right-of-way.
- 90. Construction bond for all work to be done within the public right of way shall be submitted and approved by Engineering Division prior to issuance of permit by Engineering Division.
- 91. Proof of Worker's Compensation and Liability Insurance to the satisfaction of the City's Risk Manager shall be submitted to the City prior to issuance of permit by Engineering Division or any grading or building permits.
- 92. The Developer shall submit a copy of approved Grading plans on bond paper to the City of Carson Engineering Division, prior to issuance of grading permits.
- 93. The Developer shall submit an electronic copy of approved plans (such as, Sewer, Street and/or Storm Drain Improvements, whichever applies), to the City of Carson Engineering Division, prior to the issuance of construction permits.
- 94. The Developer shall submit improvement plans to the Engineering Division showing all the required improvements in the public right of way for review and approval of the City Engineer. A copy of approved conditions of approval shall be attached to the plans when submitted. The following are required as part of the projects improvement plans. The following are required as a part of the project's improvement plans.
 - a. Repair any broken or raised/sagged sidewalk, curb and gutter within the public right of way along Perry Street and Carson Street abutting this proposed development per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
 - b. Remove and replace any broken/damaged driveway approach within the public right of way along Perry Street and Carson Street abutting this proposed development per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
 - c. Remove unused driveway approach if any, within the public right of way along Perry Street abutting this proposed development and replace it with full height curb and gutter and sidewalk per City of Carson PW Standard Drawings and to the satisfaction of the City Engineer.
 - d. Plant approved parkway trees on locations where trees in the public right of way along Carson Street and Perry Street abutting this proposed development are missing per City of Carson PW Standard Drawings Nos. 117, 132, 133 and 134.
 - i. All existing City trees on Carson Street, including the one previously removed with tree well paved over, shall be replanted with 24" box size Gold Medallion Tree (Cassia leptophylla). The tree wells shall be expanded to five (5) feet long at the existing depth across the sidewalk. The existing Carrotwood trees will sprout profusely from any

remaining roots so herbicide treatment may be needed as determined/directed by the Engineering Division.

- e. Install the irrigation system for the purpose of maintaining the parkway trees to be planted within the public right-of-way along Perry Street abutting this proposed development.
- f. Paint Curbs Red along Perry Street within or abutting this proposed development. Plans showing the proposed red curbs shall be submitted to the Traffic Engineer for review and approval.
- g. Streets abutting the development shall be slurry sealed from curb-to-curb or from median-to-curb when medians are existing or as approved by the City Engineer. Slurry Seal materials shall be rubberized emulsion aggregate slurry (REAS). Developer may pay a fee in-lieu of application of Slurry Seal. (\$0.45 per square foot \$1,350.00 minimum fee for first location up to 3,000 square feet)
- 95. Off-site improvements (e.g. driveways, sidewalk, parkway drains, trees, curb/gutter etc.) shown on the grading plans must provide a concurrent submittal to City of Carson Engineering Division. Off-site improvements shall be shown on a separate set of street improvement plans. Prior to issuance of Grading permit, Developer shall obtain clearance from City of Carson Engineering Division.
- 96. Pursuant to Section 9161.4 of the Zoning Ordinance, Developer shall underground all existing overhead utility lines 12 kilovolts and less both onsite (except where such existing overhead utility lines also serve neighboring residential uses) and along project frontage on the west side of Perry Street to the satisfaction of the City Engineer and only to the extent that the estimated cost of this, and all such required improvements, does not exceed fifty (50) percent of the valuation of the nearest proposed project structure for which a building permit is requested. Pursuant to Section 9161.7 of the Zoning Ordinance, the City may accept an in-lieu fee in an amount determined by the City Engineer to be sufficient to cover the costs of such undergrounding provided the applicant deposits the full amount of the in-lieu fee before issuance of Building Permits. The in-lieu fee, and fees for all such required improvements, shall not exceed fifty (50) percent of the valuation of the structure for which a building permit is requested. Undergrounding cost estimate shall be prepared by Southern California Edison and shall be submitted to the City Engineer for his determination.

Prior to Building Permits

Prior to issuance of Building Permit, the proposed development is subject to the following:

- 97. Building permits can be issued prior to recordation of the final map, as determined by the City Engineer.
- 98. The hydrology report shall be submitted to the Engineering Division for review and approval of the City Engineer, to include the following:
 - a. Provide additional context in the hydrology report justifying the use of the existing condition as a historically developed site. Current site conditions appear to have pervious surfaces.
 - b. Incorporate the Final approved Site Plan as an exhibit in the Final Hydrology Report.
- 99. Drainage/Grading plan shall be submitted for approval of the Building and Safety Division.
- 100. The Developer shall submit a sewer area study to the Los Angeles County Department of Public Works (LACDPW) to determine if capacity is adequate in the sewerage system to be used as the outlet for the sewer of this development. If the system is found to have insufficient capacity, the problem must be addressed and resolved to the satisfaction of the L.A. County Sewer Department.
- 101. Quitclaim or relocate any easements interfering with building locations to the satisfaction of the City, appropriate agency or entity.
- 102. Per CMC Section 5809, Developer shall comply with all applicable Low Impact Development (LID) requirements and shall include Best Management Practices necessary to control storm 01007.0005/1050170.4

water pollution from construction activities and facility operations to the satisfaction of the City Engineer.

- 103. Per CMC Section 5809(d)(2), Developer shall comply with the requirement that all street and road construction of 10,000 square feet or more of impervious surface shall follow USEPA guidance regarding managing wet weather with Green Infrastructure: Green Streets (December 2008 EPA-833-F-08-009) to the maximum extent practicable.
- 104. Developer shall apply for a Construction Activities Stormwater General Permit from the State Water Resources Control Board.
- 105. Developer shall provide a copy of an approved SWPPP along with WDID number.
- 106. Developer shall provide contact information of the Qualified Storm Water Developer (QSD) and/or Qualified SWPPP (Storm Water Pollution Prevention Plan) Developer (QSP) of the site to the City via e-mail to rjen@carsonca.gov.
- 107. Developer shall submit digital copies of the LID/NPDES/Grading Plans, Hydrology and Hydraulic analysis concurrently to City of Carson, Engineering Services Department and Los Angeles County Building & Safety Division. Deliver City copy via e-mail to rjen@carsonca.gov.
- 108. Developer shall complete, sign and return the Stormwater Planning Program LID Plan Checklist form and return to the City via e-mail to rjen@carsonca.gov

Prior to issuance of Certificate of Occupancy

Prior to issuance of Certificate of Occupancy, the proposed development is subject to the following:

- 109. Final Map shall be recorded (i.e., filed for record with the County Recorder) as determined by the City Engineer.
- 110. The Developer shall comply with all requirements from L.A. County Sewer Maintenance Division for maintenance of new and/or existing sewer main relating to this development, prior to release of all improvement bonds.
- 111. The Developer shall execute and provide to the City Engineer a written statement from the water purveyor indicating that the water system will be operated by the purveyor and that under normal conditions, the system will meet the requirements for the development and that water service will be provided to each building.
 - a. Comply with mitigation measures recommended by the water purveyor.
- 112. The Developer shall construct and guarantee the construction of all required and previously approved Street Improvements to the satisfaction of the City of Carson Public Works Inspector and the City Engineer.
- 113. The Developer shall construct and guarantee the construction of all required drainage infrastructures in accordance with the requirements and recommendations of the hydrology study, subject to the approval of the City Engineer
- 114. All new utility lines servicing the proposed development shall be underground to the satisfaction of the City Engineer, except the existing overhead power lines serving the existing residential to the north.
- 115. Comply with any additional requirements, if any, as means of mitigating any traffic impacts as identified in the traffic study approved by the City Traffic Engineer.
- 116. If needed, easements shall be granted to the City, appropriate agency, or entity for the purpose of ingress, egress, construction, and maintenance of all infrastructures constructed and disability access for this development to the satisfaction of the City Engineer and/or appropriate agency or entity determined by the City Engineer.
- 117. All infrastructures necessary to serve the proposed development (water, sewer, storm drain, and street improvements) shall be in operation prior to the issuance of Certificate of Occupancy.

- 118. For any structural and/or treatment control device installed, Developer shall record a maintenance covenant pursuant to Section 106.4.3 of the County of Los Angeles Building Code and title 12, Chapter 12.80 of the Los Angeles County Code relating to the control of pollutants carried by storm water runoff. In addition, an exhibit shall be attached to identify the location and maintenance information for any structural and/or treatment control device installed.
- 119. Developer shall complete and submit digital BMP Reporting Template Spreadsheet to Roland Jen at rjen@carsonca.gov.
- 120. Covenant shall be reviewed and approved by the City Engineer prior to recordation with the Los Angeles County Registers Recorder/County Clerk.
- 121. RECORDATION is the responsibility of the Developer. Provide a copy of the recorded covenant agreement to the City Engineer
- 122. Inspection will be conducted once a year after all Post Construction Best Management Practices (BMP) are constructed.
- 123. Developer shall provide an approved Notice of Termination (NOT) by the Regional Water Resources Control Board.

FINAL MAP

- 124. Submit the Final Map for review and approval prior to recordation/filing. Submittals are to be made to the Los Angeles County Fire Department and the City of Carson.
- 125. Label the driveway "Private Driveway and Fire Lane" on the Final Map and clearly depict the required Fire Department width as approved per the tentative map review.
- 126. The final map must be approved by the City of Carson's designated geotechnical expert to assure that all geotechnical requirements have been properly depicted.
- 127. A final guarantee will be required at the time of the filing of the final map with the Registrar-Recorder/County Clerk's office.

SHERIFF DEPARTMENT -LOS ANGELES COUNTY

128. Prior to issuance of any permits, a Construction Traffic Management Plan shall be implemented as part of the proposed Project to address construction-related traffic congestion and emergency access issues. If temporary lane closures are necessary for the installation of utilities, emergency access shall be always maintained. Flag persons and/or detours should also be provided as needed to ensure safe traffic operations, and construction signs shall be posted to advise motorists of reduced construction zone speed limits. On-site inspector shall notify the Carson Station when these measures are in place.

EXHIBIT "C"

ADDENDUM TO THE GENERAL PLAN EIR

Available at https://ci.carson.ca.us/CommunityDevelopment/PerrySt.aspx

EXHIBIT "D"

GENERAL PLAN AMENDMENT

The section entitled "Corridor Mixed Use" on page 2-14 of the Land Use and Revitalization Element of the City of Carson 2040 General Plan is hereby amended as follows (new language in **bold underline**):

Corridor Mixed Use (CMU)

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

Notwithstanding any otherwise-conflicting provision governing the Corridor Mixed Use land use designation, properties located within the Corridor Mixed Use land use designation that are also within the Perry Street Specific Plan area shall be developed in accordance with the permitted land uses in the Perry Street Specific Plan, including any amendments thereto, as well as any other provisions of the Corridor Mixed Use land use designation.

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

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

EXHIBIT "E"

SPECIFIC PLAN AMENDMENT

Available at https://ci.carson.ca.us/CommunityDevelopment/PerrySt.aspx

EXHIBIT "F"

AMENDED AND RESTATED DEVELOPMENT AGREEMENT

Available at https://ci.carson.ca.us/CommunityDevelopment/PerrySt.aspx

RESOLUTION NO. 25-031

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, APPROVING (1) AN ADDENDUM TO THE 2040 GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT WITH RESPECT TO GENERAL PLAN AMENDMENT NO. 2-24 AND SPECIFIC PLAN AMENDMENT NO. 2-24, (2) GENERAL PLAN AMENDMENT NO. 2-24 TO AMEND THE CORRIDOR MIXED USE GENERAL PLAN LAND USE DESIGNATION, AND (3) SPECIFIC PLAN AMENDMENT NO. 2-24 TO AMEND THE PERRY STREET SPECIFIC PLAN, RELATED TO THE DEVELOPMENT OF A 62-UNIT RESIDENTIAL TOWNHOME CONDOMINIUM PROJECT ON A 2.80-ACRE PROPERTY LOCATED AT 21611 STEET (APNS 7327-010-014 & 7327-010-015)

WHEREAS, on or about December 5, 2024, the Department of Community Development received an application from 21611 Perry Street LLC ("Developer") for a proposed residential development ("Project") with 62 townhouses on two parcels (APNS 7327-010-014 & 015) located at 21611 Perry Street and legally described in Exhibit "A" attached hereto (the "Property"), as an alternative to the self-storage project previously approved for the Property in 2022 by adoption of Development Agreement No. 27-21, the Perry Street Specific Plan (SP No. 29-22), Zone Change No. 185-21, and Site Plan and Design Review No. 1858-21; and

WHEREAS, the Property is located in the Corridor Mixed Use General Plan land use designation and the Perry Street Specific Plan, and is subject to Development Agreement No. 27-21; and

WHEREAS, Developer has requested the following entitlements for the Project:

- General Plan Amendment ("GPA") No. 2-24, to amend the description of the Corridor Mixed Use land use designation in the Land Use and Revitalization Element;
- Specific Plan Amendment ("SP") No. 2-24, to amend the Perry Street Specific Plan (PSSP), to allow for development of the Project on the Property;
- Development Agreement Amendment ("DA") No. 2-24, amending and restating DA No. 27-21, to grant Developer a vested right to develop the Project on the Property in exchange for provision of specified community benefits ("DA Amendment");
- Site Plan and Design Review ("DOR") No. 20-24, to approve the development plan for the Project; and

• Vesting Tentative Tract Map ("TTM") No. 3-24, for TTM 84598 for condominium purposes, to accommodate 62 for-sale townhome condominium units; and

WHEREAS, on April 4, 2023, the City of Carson certified an Environmental Impact Report (EIR) prepared for the Carson 2040 General Plan Update (General Plan Update) (State Clearinghouse No. 2001091120, December 2022) ("Certified EIR"). In accordance with the California Environmental Quality Act (CEQA), the City has prepared an Addendum to the Certified EIR for the Project pursuant to CEQA Guidelines Section 15164 ("Addendum"); and

WHEREAS, after notice of the time, place, and purpose of a public hearing was duly given, the City's Planning Commission held a public hearing and heard testimony and considered all factors both oral and written on the 11th day of February, 2025, to consider Developer's applications for the Project. Following such public hearing, the Planning Commission adopted Planning Commission Resolution No. 25-2881, whereby it: (1) approved the Addendum, DOR No. 20-24, and TTM No. 3-24 for the Project, all subject to the conditions of approval set forth in Exhibit "B" attached to said resolution ("Conditions") and contingent on the City Council's approval of GPA No. 2-24, SP No. 2-24, and DA No. 2-24; and (2) recommended City Council approval of GPA No. 2-24, SP No. 2-24, and DA No. 2-24, subject to the Conditions applicable to SP No. 2-24 and DA No. 2-24; and

WHEREAS, on March 4, 2025, the City Council held a duly noticed public hearing to consider Developer's applications for GPA No. 2-24, SP No. 2-24, and DA No. 2-24, and the Addendum with respect thereto, pursuant to the Planning Commission's recommendation, and during such hearing, the City Council heard testimony and considered all factors both oral and written; and

WHEREAS, California Government Code Section 65356 requires that a legislative body shall adopt or amend a general plan by resolution; and

WHEREAS, the City Council intends, by this resolution, to approve the Addendum with respect to GPA No. 2-24 and SP No. 2-24, and to approve GPA No. 2-24 and SP No. 2-24, subject to the Conditions to the extent applicable to SP No. 2-24, as recommended by the Planning Commission, in connection with the City Council's introduction and adoption of Ordinance No. 25-2506 approving the Addendum in compliance with the CEQA with respect to DA No. 2-24 and approving DA No. 2-24 for the Project, subject to the Conditions to the extent applicable to DA No. 2-24.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein by reference.

SECTION 2. CEQA. In accordance with CEQA, the "Addendum to the Carson 2040 General Plan Update EIR – 21611 Perry Street Project," dated February, 2025, which is attached hereto as Exhibit "B" ("Addendum"), analyzes proposed modifications, including but not limited to GP No. 2-24 and SP No. 2-24 (the "Modified Project"), to the Carson 2040 General Plan Update approved by the City in 2023, for which an Environmental Impact Report ("EIR") was certified ("Certified EIR"). Having considered the Addendum and the Certified EIR, as well as the entire administrative record, the City Council finds that, based on substantial evidence in the record, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred with respect to the Modified Project, and therefore preparation of a subsequent EIR is not required, nor is preparation of a supplemental EIR pursuant to CEQA Guidelines Section 15163.

The Addendum demonstrates that the Modified Project does not meet the standards that would require a Supplemental or Subsequent EIR pursuant to Public Resources Code ("PRC") Section 21166 or CEQA Guidelines Section 15162 and 15163. As demonstrated by the discussion and analysis in the Addendum: the Modified Project does not propose substantial changes which will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; no substantial changes will occur with respect to the circumstances under which the Modified Project is undertaken which will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and, no new information of substantial importance has become available relative to any of the environmental topic categories that shows any of the following: (i) the Modified Project will have one or more significant effects not discussed in the Certified EIR; (ii) significant effects previously examined will be substantially more severe than shown in the Certified EIR; (iii) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the project proponents decline to adopt the mitigation measure or alternative; or (iv) mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. The applicable mitigation measures included as part of the Certified EIR will continue to be implemented under the Modified Project, as conditioned pursuant to the Conditions. Therefore, the Modified Project would not create any potential adverse impacts beyond those evaluated in the Certified EIR, and the preparation of an addendum that amends the Project Description in the Certified EIR to include the Modified Project is appropriate and fully complies with the

requirements of PRC Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164, and the Addendum properly does so.

The City Council determines, in the exercise of its independent judgment, after consideration of the whole of the administrative record, that the Modified Project was assessed in the Certified EIR, and pursuant to CEQA Guidelines 15162 and 15164, some changes or additions to the Certified EIR are necessary in order to provide an environmental review of the Modified Project in accordance with the requirements of CEQA, but that none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred, and the Addendum has been prepared for that purpose and includes the necessary changes or additions. The City Council further finds that the Addendum reflects the independent judgment of the City as lead agency for the Modified Project and has been prepared in compliance with all requirements of CEQA and the CEQA Guidelines.

SECTION 3. With respect to General Plan Amendment No. 2-24, which is attached hereto as Exhibit "C" and incorporated herein by reference, the City Council finds that:

- a) The proposed amendment will contribute to the public health, safety, and general welfare or will be of benefit to the public. The proposed amendment modifies the text of the Corridor Mixed Use (CMU) General Plan land use designation description to provide that notwithstanding any otherwise-conflicting provisions or restrictions of the CMU land use designation, areas so designated that are within the Perry Street Specific Plan Area shall be developed in accordance with the permitted land uses in the Perry Street Specific Plan, as well as any other provisions of the CMU land use designation. The effect of the proposed amendment is to allow the previously approved Perry Street self-storage project to be consistent with the General Plan. The Project (as defined in the first recital of this resolution to refer to the townhome development) is consistent with the General Plan with or without the proposed General Plan amendment. The Project will be developed in accordance with a proposed amendment to the existing Development Agreement No. 27-21, under which Developer will provide public benefits as detailed in Ordinance No. 25-2506.
- b) The proposed General Plan Amendment for the Property is consistent with the spirit and the intent of the existing CMU land use designation in that it allows the self-storage use which has been determined to be compatible with surrounding areas through the specific plan rather than via a conditional use permit requirement.
- c) The proposed amendment retains the internal consistency of the General Plan and is consistent with other adopted plans unless a concurrent amendment to those plans is also prepared and will result in consistency. The proposed amendments will not create any inconsistencies in the General Plan. The concurrent amendment to the Perry Street

Specific Plan (SP No. 2-24), approval of which is included in this resolution, will result in consistency between the General Plan land use element and the Perry Street Specific Plan.

d) The proposed General Plan Amendment has been reviewed in compliance with the requirements of the California Environmental Quality Act, as discussed in Section 2 above. The City Council is approving the Addendum with respect to the General Plan Amendment as set forth in Section 5 below.

SECTION 4. With respect to Specific Plan Amendment No. 2-24, which is attached hereto as Exhibit "D" and incorporated herein by reference, the City Council finds that:

- a) The proposed Specific Plan Amendment will contribute to the health, safety, and general welfare or will be of benefit to the public. The proposed amendment allows for the development of 62 townhomes on the Property, which will benefit the public by creating new opportunities for homeownership. The Project will be developed in accordance with Development Agreement No. 27-21, as proposed to be amended and restated by approval of DA No. 2-24, under which Developer will provide public benefits as detailed in Ordinance No. 25-2506.
- b) The proposed Specific Plan Amendment is consistent with the General Plan goals. The proposed amendment will allow the development of townhome condominiums on the Property. The development of the residential condominium project on the Property is consistent with the following General Plan policies:
 - 1. Policy LUR-P-2: "Promote development of a range of housing types, including single-family homes on small lots, accessory dwelling units, townhomes, lofts, livework spaces in transitioning industrial districts, and senior and student housing to meet the needs of future demographics and changing family sizes." The Specific Plan Amendment will allow for the development of a project with 62 townhomes, which is consistent with General Plan policy of providing a range of housing types.
 - 2. Policy LUR-P-15 Focus new residential, commercial and employment-generating land uses along Carson Street and Avalon Boulevard in order to support higher-frequency transit service. The Property fronts on Carson Street.
 - 3. Policy HE 2-1: "Facilitate production of a variety of housing types in a diversity of settings and neighborhoods." The Specific Plan Amendment will allow for the development of a project with 62 townhomes, which is consistent with General Plan policy of providing a range of housing types.
 - 4. Policy HE 2-5: "Increase the number of owner-occupied units within condominiums and planned unit developments." The Specific Plan Amendment will allow for the development of a project with 62 townhome condominiums,

which is consistent with the General Plan policy of increasing the number of owner-occupied units within condominiums.

- c) The proposed Specific Plan Amendment retains the internal consistency of the Perry Street Specific Plan and is consistent with other adopted plans unless concurrent amendments to those plans are also proposed and will result in consistency. The Perry Street Specific Plan, as amended by SP-2-24, will be consistent with the General Plan, as amended by GPA-2-24.
- d) The Perry Street Specific Plan, as proposed to be amended by SP No. 2-24, includes all required contents set forth in Government Code Section 65451.
- e) The proposed Specific Plan Amendment has been reviewed in compliance with the requirements of the California Environmental Quality Act, as discussed in Section 2 above. The City Council is approving the Addendum with respect to the Specific Plan Amendment as set forth in Section 5 below.

SECTION 5. Based on the aforementioned findings, the City Council hereby (1) approves the Addendum with respect to General Plan Amendment No. 2-24 and Specific Plan Amendment No. 2-24, (2) approves General Plan Amendment No. 2-24, and (3) approves Specific Plan Amendment No. 2-24, subject to the Conditions to the extent applicable to Specific Plan Amendment No. 2-24.

SECTION 6. This resolution shall take effect upon the effectiveness of City of Carson Ordinance No. 25-2506.

SECTION 7. The City Council declares that, should any provision, section, paragraph, sentence or word of this resolution be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words of this resolution as hereby adopted shall remain in full force and effect.

SECTION 8. The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

[signatures on the following page]

ATTEST: Lula Davis-Holmes, Mayor Dr. Khaleah K. Bradshaw, City Clerk APPROVED AS TO FORM

Sunny K. Soltani, City Attorney

PASSED, APPROVED and **ADOPTED** this ____ day of _____ 2025.

EXHIBIT "A"

PROPERTY LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF CARSON, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 15 OF <u>TRACT NO. 4054</u>, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN <u>BOOK 44 PAGE 39 OF MAPS</u>, .IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE SOUTHERLY 20 FEET OF SAID LOT WITH A LINE PARALLEL WITH AND NORTHEASTERLY 27 FEET, MEASURED AT RIGHT ANGLES, FROM THE SOUTHWESTERLY LINE OF SAID LOT; THENCE ALONG SAID PARALLEL LINE NORTH 39° 21' 48" WEST 245.64 FEET; THENCE SOUTH 89° 22' 27" WEST 25.48 FEET; THENCE NORTH 39° 21' 48" WEST 2.11 FEET; THENCE NORTH 0° 37' 33" WEST 17.38 FEET TO A LINE PARALLEL WITH AND NORTHEASTERLY 18 FEET, MEASURED AT RIGHT ANGLES, FROM SAID SOUTHWESTERLY LINE; THENCE ALONG SAID LAST MENTIONED PARALLEL LINE NORTH 39° 21' 48" WEST TO THE SOUTHERLY LINE OF TRACT NO. 29360, AS PER MAP RECORDED IN BOOK 734, PAGE 45 OF MAPS; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE EASTERLY LINE OF SAID LOT 15; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO SAID NORTHERLY LINE; THENCE WESTERLY ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION OF SAID LAND DESIGNATED AS PARCELS 2-36 INCLUSIVE IN THE FINAL DECREE OF CONDEMNATION ENTERED IN SUPERIOR COURT, LOS ANGELES COUNTY, CASE NO. 909461, A CERTIFIED COPY OF WHICH WAS RECORDED AUGUST 26, 1969, AS <u>INSTRUMENT NO. 2734, IN BOOK D-4478</u>, <u>PAGE 350</u>, <u>OFFICIAL RECORDS</u> OF SAID COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF SAID LOT WITH THE NORTHERLY LINE OF THE SOUTHERLY 20 FEET OF SAID LOT; THENCE WESTERLY ALONG SAID NORTHERLY LINE 19.99 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 15 FEET, TANGENT TO SAID NORTHERLY LINE AND TANGENT TO THE WESTERLY LINE OF THE EASTERLY 5 FEET OF SAID LOT; THENCE NORTHEASTERLY ALONG 'SAID CURVE 23.55 FEET TO SAID WESTERLY LINE; THENCE EASTERLY AT RIGHT ANGLES FROM SAID WESTERLY LINE 5 FEET TO SAID EASTERLY LINE; THENCE SOUTHERLY ALONG SAID EASTERLY LINE 14.99 FEET TO THE POINT OF BEGINNING.

ALSO, EXCEPT 1/2 OF ALL OIL, GAS, HYDROCARBON AND MINERAL SUBSTANCES IN AND UNDER SAID LAND, BUT WITHOUT RIGHT OF SURFACE ENTRY, AS RESERVED BY MARY M. REGAN, IN DEED RECORDED OCTOBER 4, 1957 AS INSTRUMENT NO. 504, IN BOOK 44767, PAGE 300, OFFICIAL RECORDS.

APNs: 7327-010-014 & 015

EXHIBIT "B"

ADDENDUM

Available at https://ci.carson.ca.us/CommunityDevelopment/PerrySt.aspx

EXHIBIT "C"

GENERAL PLAN AMENDMENT NO. 2-24

The section entitled "Corridor Mixed Use" on page 2-14 of the Land Use and Revitalization Element of the City of Carson 2040 General Plan is hereby amended as follows (new language in **bold underline**):

Corridor Mixed Use (CMU)

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

Notwithstanding any otherwise-conflicting provision governing the Corridor Mixed Use land use designation, properties located within the Corridor Mixed Use land use designation that are also within the Perry Street Specific Plan area shall be developed in accordance with the permitted land uses in the Perry Street Specific Plan, including any amendments thereto, as well as any other provisions of the Corridor Mixed Use land use designation.

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

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

EXHIBIT "D"

SPECIFIC PLAN AMENDMENT NO. 2-24

Available at: 00.PERRY STREET SPECIFIC PLAN AMENDMENT (SP-2-24).pdf

ORDINANCE NO. 25-2506

AN UNCODIFIED ORDINANCE OF THE CITY OF CARSON, CALIFORNIA, APPROVING (1) AN ADDENDUM TO THE 2040 GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT WITH RESPECT TO DEVELOPMENT AGREEMENT NO. 2-24, AN AMENDMENT TO DEVELOPMENT AGREEMENT NO. 27-21 BETWEEN THE CITY OF CARSON AND 21611 PERRY STREET LLC, FOR A PROPOSED 62-UNIT RESIDENTIAL TOWNHOME CONDOMINIUM DEVELOPMENT AS AN ALTERNATIVE TO A SELF-STORAGE FACILITY AT 21611 PERRY STREET

WHEREAS, California Government Code Section 65864 *et seq.* authorizes the City of Carson ("City") to enter into binding development agreements with persons having a legal or equitable interest in real property for the development of such property in order to establish certain development rights, for the purpose of strengthening the public planning process, encouraging private participation and comprehensive planning and identifying the economic costs of such development; and

WHEREAS, on October 18, 2022, the City of Carson approved Development Agreement ("DA") No. 27-21 with 21611 Perry Street LLC ("Developer") for the development of a self-storage facility consisting of approximately 121,775 square feet in a mix of three buildings, with a maximum height of 36 feet, with storage units for rent ("Project A"), upon real property located at 21611 Perry Street having Assessor's Parcel Numbers 7327-010-014 & 015 and legally described in Exhibit "A" attached hereto and incorporated herein by this reference (the "Property"); and

WHEREAS, the Property is located in the Corridor Mixed Use General Plan land use designation and the Perry Street Specific Plan; and

WHEREAS, on or about December 5, 2024, the Department of Community Development received an application from Developer for certain entitlements to develop a residential project on the Property consisting of 62 townhome condominiums ("Project B") as an alternative to developing Project A, while maintaining the option to develop Project A; and

WHEREAS, Developer's requested entitlements consist of the following: (1) General Plan Amendment ("GPA") No. 2-24, to amend the description of the Corridor Mixed Use land use designation in the Land Use and Revitalization Element, (2) Specific Plan Amendment ("SP") No. 2-24 to amend the Perry Street Specific Plan to allow for the development of Project B as an alternative to Project A, (3) Development Agreement ("DA") No. 2-24, amending and restating DA No. 27-21, to grant Developer a vested right to develop Project B on the Property in exchange for provision of specified community benefits ("DA Amendment" or DA No. 2-24), (4) Site Plan and Design Review ("DOR") No. 20-24, to approve the development plan for Project B, and (5) Vesting Tentative Tract Map ("TTM") No. 3-24 for TTM 84598 for condominium purposes, to accommodate 62 for-sale townhome condominium units for Project B; and

WHEREAS, on April 4, 2023, the City of Carson certified an Environmental Impact Report (EIR) prepared for the Carson 2040 General Plan Update (General Plan Update) (State Clearinghouse No. 2001091120, December 2022) ("Certified EIR"). In accordance with the 01007.0005/1054715.1

California Environmental Quality Act (CEQA), the City has prepared an Addendum to the Certified EIR for the Project pursuant to CEQA Guidelines Section 15164 ("Addendum"); and

WHEREAS, the application for the DA Amendment was submitted pursuant to Government Code Sections 65864 through 65869.5; and

WHEREAS, after notice of the time, place, and purpose of a public hearing was duly given, the City's Planning Commission held a public hearing and heard testimony and considered all factors both oral and written on the 11th day of February, 2025, to consider Developer's application. Following such public hearing, the Planning Commission adopted Planning Commission Resolution No. 25-2881, whereby it: (1) approved the Addendum, DOR No. 20-24, and TTM No. 3-24 for the Project, all subject to the conditions of approval set forth in Exhibit "B" attached to said resolution ("Conditions") and contingent on the City Council's approval of GPA No. 2-24, SP No. 2-24, and DA No. 2-24; and (2) recommended City Council approval of GPA No. 2-24, SP No. 2-24, and DA No. 2-24, subject to the Conditions applicable to SP No. 2-24 and DA No. 2-24; and

WHEREAS, after notice of the time, place and purpose of a public hearing was duly given, the City Council held a public hearing on the 4th day of March, 2025, to consider Developer's applications for GPA No. 2-24, SP No. 2-24, and DA No. 2-24, and the Addendum with respect thereto, pursuant to the Planning Commission's recommendation, and during such hearing, the City Council heard testimony and considered all factors both oral and written. Immediately following such hearing, the City Council adopted Resolution No. 25-031, approving the Addendum in compliance with CEQA with respect to GPA No. 2-24 and SP No. 2-24, and approving GPA No. 2-24 and SP No. 2-24 and introduced this Ordinance; and

WHEREAS, the City Council now intends, by adoption this Ordinance, to approve DA No. 2-24, subject to the Conditions to the extent applicable to DA No. 2-24.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON DOES HEREBY ORDAIN AS FOLLOWS:

Section 1. The above recitals are true and correct and are hereby incorporated into this Ordinance as findings of fact.

Section 2. CEQA. In accordance with CEQA, the "Addendum to the Carson 2040 General Plan Update EIR – 21611 Perry Street Project," dated February, 2025, which is attached hereto as Exhibit "B" ("Addendum"), analyzes proposed modifications, including but not limited to DA No. 2-24 (the "Modified Project"), to the Carson 2040 General Plan Update approved by the City in 2023, for which an Environmental Impact Report ("EIR") was certified ("Certified EIR"). Having considered the Addendum and the Certified EIR, as well as the entire administrative record, the City Council finds that, based on substantial evidence in the record, none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR have occurred with respect to the Modified Project, and therefore preparation of a subsequent EIR is not required, nor is preparation of a supplemental EIR pursuant to CEQA Guidelines Section 15163.

The Addendum demonstrates that the Modified Project does not meet the standards that would require a Supplemental or Subsequent EIR pursuant to Public Resources Code ("PRC") Section 21166 or CEQA Guidelines Section 15162 and 15163. As demonstrated by the discussion and analysis in the Addendum: the Modified Project does not propose substantial changes which will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; no substantial changes will occur with respect to the circumstances under which the Modified Project is undertaken which will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and, no new information of substantial importance has become available relative to any of the environmental topic categories that shows any of the following: (i) the Modified Project will have one or more significant effects not discussed in the Certified EIR; (ii) significant effects previously examined will be substantially more severe than shown in the Certified EIR; (iii) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Modified Project, but the project proponents decline to adopt the mitigation measure or alternative; or (iv) mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. The applicable mitigation measures included as part of the Certified EIR will continue to be implemented under the Modified Project, as conditioned pursuant to the Conditions. Therefore, the Modified Project would not create any potential adverse impacts beyond those evaluated in the Certified EIR, and the preparation of an addendum that amends the Project Description in the Certified EIR to include the Modified Project is appropriate and fully complies with the requirements of PRC Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164, and the Addendum properly does so.

The City Council determines, in the exercise of its independent judgment, after consideration of the whole of the administrative record, that the Modified Project was assessed in the Certified EIR, and pursuant to CEQA Guidelines 15162 and 15164, some changes or additions to the Certified EIR are necessary in order to provide an environmental review of the Modified Project in accordance with the requirements of CEQA, but that none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred, and the Addendum has been prepared for that purpose and includes the necessary changes or additions. The City Council further finds that the Addendum reflects the independent judgment of the City as lead agency for the Modified Project and has been prepared in compliance with all requirements of CEQA and the CEQA Guidelines..

<u>Section 3.</u> Based upon all oral and written reports and presentations made by City staff, Developer, and members of the public, including any attachments and exhibits, the City Council hereby finds that:

a) The DA Amendment is consistent with the provisions of Government Code Sections 65864 through 65869.5.

- b) The Development Agreement, as amended by the DA Amendment, is consistent with the General Plan, as amended by GPA No. 2-24, and is consistent with the Perry Street Specific Plan, as amended by SP No. 2-24.
- c) The DA Amendment provides for a project that is located within an area suitable for the proposed use and is in conformance with the General Plan as amended by GPA No. 2-24 and the Perry Street Specific Plan as amended by SP No. 2-24.
- d) The DA Amendment provides for a public convenience through significant monetary benefits which will contribute directly or indirectly to programs and services designed to provide for the health, safety, and welfare of the public, thereby exhibiting good land use practices. The Development Agreement, as amended by the DA Amendment, specifies the Community Benefits in Article 3, and more specifically in Section 3.B for Project B.
- e) The DA Amendment will not be detrimental to the public's health, safety, and general welfare, nor will it adversely affect the orderly development or property values for the subject Property or areas surrounding it.
- f) The DA Amendment is in compliance with the procedures established by the City as required by Government Code Section 65865(c).
- g) Article 6 of the Development Agreement, as amended by the DA Amendment, provides for an annual review to ensure good faith compliance with the terms of the Development Agreement, as required in Section 65865.1 of the Government Code.
- h) Article 4 of the Development Agreement, as amended by the DA Amendment, includes conditions, terms, restrictions, and requirements for development of the Property as permitted in Section 65865.2 of the Government Code.
- i) Article 7 of the Development Agreement, as amended by the DA Amendment, contains provisions for termination of the Agreement prior to expiration of its term.
- j) The Development Agreement, as amended by the DA Amendment, provides for amendment or cancellation in whole or in part, by mutual consent of the parties to the Agreement or their successors in interest, as required in Section 65868 of the Government Code.
- k) The Development Agreement, as amended by the DA Amendment, is in the best public interest of the City and its residents and will achieve a number of City objectives including ensuring compatibility of the development and use of the site with surrounding uses and helping achieve a sustainable balance of residential and nonresidential development and a balance of traffic circulation through the City, in furtherance of General Plan goals and objectives.

<u>Section 4.</u> Based on the aforementioned findings, the City Council hereby (1) approves the Addendum with respect to DA No. 2-24, and (2) approves DA No. 2-24, a copy of which is attached hereto as Exhibit "C" and incorporated herein by this reference, subject to the Conditions to the extent applicable to DA No. 2-24, and authorizes its execution by the Mayor and all actions necessary to comply with its terms.

<u>Section 5</u>. This Ordinance shall take effect on the 30th day following its adoption by the City Council. However, if and when the Amended and Restated Development Agreement No. 27-21 should terminate pursuant to Article 7 thereof, this Ordinance will automatically terminate concurrently therewith without any action needing to be taken by the City Council.

<u>Section 6.</u> Pursuant to Government Code Section 65868.5, the City Clerk of the City shall record a copy of DA No. 2-24 with the County Recorder within 10 days after execution thereof.

<u>Section 7.</u> The City Council declares that, should any provision, section, paragraph, sentence or word of this Ordinance be rendered or declared invalid by any final court action in a court of competent jurisdiction or by reason of any preemptive legislation, the remaining provisions, sections, paragraphs, sentences or words of this Ordinance as hereby adopted shall remain in full force and effect.

Section 8. The Mayor, City Manager, and City Clerk or their designees, are authorized and directed to take such actions and execute such documents and certifications as may be necessary to implement and affect execution, recordation and enforcement of this Ordinance and the DA Amendment.

<u>Section 9</u>. The City Clerk of the City of Carson shall certify to the passage and adoption of this Ordinance and shall cause this Ordinance or a summary of this Ordinance to be published in a newspaper of general circulation, printed and published within the City of Carson in accordance with Section 314 of the City's Charter.

[signatures on the following page]

Lula Davis-Holmes, Mayor ATTEST: Dr. Khaleah K. Bradshaw, City Clerk APPROVED AS TO FORM

PASSED, APPROVED and **ADOPTED** this ____ day of _____ 2025.

Sunny K. Soltani, City Attorney

EXHIBIT "A"

PROPERTY LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF CARSON, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 15 OF <u>TRACT NO. 4054</u>, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN <u>BOOK 44 PAGE 39 OF MAPS</u>, .IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE SOUTHERLY 20 FEET OF SAID LOT WITH A LINE PARALLEL WITH AND NORTHEASTERLY 27 FEET, MEASURED AT RIGHT ANGLES, FROM THE SOUTHWESTERLY LINE OF SAID LOT; THENCE ALONG SAID PARALLEL LINE NORTH 39° 21' 48" WEST 245.64 FEET; THENCE SOUTH 89° 22' 27" WEST 25.48 FEET; THENCE NORTH 39° 21' 48" WEST 2.11 FEET; THENCE NORTH 0° 37' 33" WEST 17.38 FEET TO A LINE PARALLEL WITH AND NORTHEASTERLY 18 FEET, MEASURED AT RIGHT ANGLES, FROM SAID SOUTHWESTERLY LINE; THENCE ALONG SAID LAST MENTIONED PARALLEL LINE NORTH 39° 21' 48" WEST TO THE SOUTHERLY LINE OF TRACT NO. 29360, AS PER MAP RECORDED IN BOOK 734, PAGE 45 OF MAPS; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE EASTERLY LINE OF SAID LOT 15; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO SAID NORTHERLY LINE; THENCE WESTERLY ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION OF SAID LAND DESIGNATED AS PARCELS 2-36 INCLUSIVE IN THE FINAL DECREE OF CONDEMNATION ENTERED IN SUPERIOR COURT, LOS ANGELES COUNTY, CASE NO. 909461, A CERTIFIED COPY OF WHICH WAS RECORDED AUGUST 26, 1969, AS <u>INSTRUMENT NO. 2734, IN BOOK D-4478</u>, PAGE 350, OFFICIAL RECORDS OF SAID COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF SAID LOT WITH THE NORTHERLY LINE OF THE SOUTHERLY 20 FEET OF SAID LOT; THENCE WESTERLY ALONG SAID NORTHERLY LINE 19.99 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 15 FEET, TANGENT TO SAID NORTHERLY LINE AND TANGENT TO THE WESTERLY LINE OF THE EASTERLY 5 FEET OF SAID LOT; THENCE NORTHEASTERLY ALONG 'SAID CURVE 23.55 FEET TO SAID WESTERLY LINE; THENCE EASTERLY AT RIGHT ANGLES FROM SAID WESTERLY LINE 5 FEET TO SAID EASTERLY LINE; THENCE SOUTHERLY ALONG SAID EASTERLY LINE 14.99 FEET TO THE POINT OF BEGINNING.

ALSO, EXCEPT 1/2 OF ALL OIL, GAS, HYDROCARBON AND MINERAL SUBSTANCES IN AND UNDER SAID LAND, BUT WITHOUT RIGHT OF SURFACE ENTRY, AS

RESERVED BY MARY M. REGAN, IN DEED RECORDED OCTOBER 4, 1957 AS INSTRUMENT NO. 504, IN BOOK 44767, PAGE 300, OFFICIAL RECORDS.

APNs: 7327-010-014 & 015

EXHIBIT "B"

ADDENDUM

 ${\bf Available~at~} \underline{\bf https://ci.carson.ca.us/CommunityDevelopment/PerrySt.aspx}$

EXHIBIT "C"

DEVELOPMENT AGREEMENT NO. 2-24

RECORDING REQUESTED BY AND WHEN RECORDED MAIL TO:

City of Carson 701 E Carson Street Carson, CA 90745 Attn: Planning Manager

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

AMENDED AND RESTATED DEVELOPMENT AGREEMENT

This Amended and Restated Development Agreement ("Agreement") is executed on the
day of, 2025 ("Execution Date"), by and between the City of Carson, a
municipal corporation of the State of California ("City"), and 21611 Perry Street LLC, a California
limited liability company ("Developer"). The City and Developer shall be referred to jointly
within this Agreement as the "Parties" and individually as a "Party." This Agreement is an
amendment to and restatement of Development Agreement No. 27-21, which the Parties entered
into on or around October 18, 2022, including all previous amendments to Development
Agreement No. 27-21 through Minor Modifications and any other amendments thereto ("Original
Agreement").

RECITALS

- A. The Development Agreement Statute. California Government Code Sections 65864 et seq. ("Development Agreement Law") authorizes cities to enter into binding development agreements with persons having a legal or equitable interest in real property for the development of such property, all for the purpose of strengthening the public planning process, encouraging private participation, and comprehensive planning and identifying the economic costs of such development.
- B. Orderly Development; Public Benefits. The City Council finds that this Agreement is in the best public interest of the City and its residents, adopting this Agreement constitutes a present exercise of the City's police power, and this Agreement is consistent with the City's General Plan. This Agreement and the proposed Project will achieve a number of City objectives, including the orderly development of the Property and the provision of public benefits, or funds therefor, to the City and its residents.
- C. The Property. The property is a vacant lot located in a region characterized by a mix of residential and commercial uses, and is located at 21611 Perry Street, Carson, California, on the northwest corner of East Carson Street and South Perry Street, having Assessor's Parcel Numbers 7327-010-014 and 7327-010-015, legally described and depicted in Exhibit "A" and Exhibit "B" attached hereto and incorporated herein (the "Property"). Developer owns the Property and, as such, possesses the requisite equitable interest in the Property under Government Code Section 65865 that allows the Parties to enter into this Agreement.
- D. *Original Project*. The Original Agreement concerned the development of a self-storage facility on the Property consisting of approximately 121,775 maximum square feet in a mix of three buildings, with a maximum height of 36 feet, referred to herein as Project A.

- E. Original Project Approvals. Concurrently with the Original Agreement, the City approved the following legislative actions, entitlements, and environmental determinations for Project A:
 - 1. General Plan Amendment ("**GPA**") No. 111-21, changing the General Plan land use designation for the Property from Light Industrial to Heavy Industrial;
 - 2. The Perry Street Specific Plan (SP No. 29-22);
 - 3. Zone Change No. 185-21, changing the zoning of the Property from Manufacturing Light with a Design Overlay (ML-D) to Perry Street Specific Plan;
 - 4. A Site Plan and Design Overlay Review ("**DOR No. 1858-21**"); and
 - 5. A mitigated negative declaration, including a mitigation monitoring and reporting program ("MND").
- F. Amendments to General Plan and Specific Plan. Subsequent to the approval of the Original Agreement and GPA No. 111-21, the City amended the General Plan land use designation for the Property to Corridor Mixed Use. Concurrently, with the approval of this Agreement, the City has adopted an amendment to the description of the Corridor Mixed Use land use designation in the General Plan Land Use and Revitalization Element ("GPA No. 00002-24") and an amendment to the Perry Street Specific Plan ("SPA No. 00002-24"). GPA No. 00002-24 amends the Corridor Mixed Use land use designation to allow for self-storage uses on land that is both (i) designated as Corridor Mixed Use according to its General Plan land use designation and (ii) within the Perry St. Specific Plan area. SPA No. 00002-24 amends the Perry Street Specific Plan to allow for development of either Project A or a new Project B on the Property, as described below.
- G. *Project B*. In addition to retaining its rights to develop Project A pursuant to the terms of the Original Agreement, as modified herein, Developer has requested the right to develop an alternative project on the Property consisting of 62 residential townhomes, parking, and open space for residents, as detailed in Section 1.24, referred to herein as Project B is consistent with the Corridor Mixed Use land use designation, as amended by GPA No. **00002-24**, and with the Perry Street Specific Plan, as amended by SPA No. **00002-24**.
- H. *Project B Entitlements*. Developer has also applied for, and City has approved, Tentative Tract Map No. 00003-24 ("**TTM No. 00003-24**"), Site Plan and Design Review No. 20-24 ("**DOR No. 00020-24**"), and an Addendum to the Environmental Impact Report for the Carson 2040 General Plan Update (SCH# 2001091120) ("**Addendum**") for the amendment this Agreement ("**DA No. 0002-24**") and Project B.
- I. Adoption of DIF Program. On April 16, 2019, the City Council adopted Ordinance No. 19-1931 to implement the City's Interim Development Impact Fee Program ("**DIF Program**") to establish an interim Development Impact Fee ("**DIF**") schedule applicable to new development within the City. DIFs are valuable tools to fund infrastructure needs associated with new/additional development within the City pursuant to Government Code Sections 66000 *et seq*. DIFs serve the purpose of allowing the City to recover from each

new development project a reasonable and proportional share of the cost of public facilities and infrastructure improvements that serve or will benefit that development.

- J. Agreed-Upon Payment of DIF Amount for Project A and Project B. Prior to the approval of the Original Agreement (with respect to Project A) and this Agreement (with respect to Project B), City staff and its rate consultants analyzed the draft "Development Impact Fee Study" and then-available fee study data, and potential impacts upon public facilities and infrastructure attributable to the Project, in order to accurately estimate the DIFs that would be applicable to Projects A and B. The Project A and B DIF Amounts in this Agreement were estimated by reviewing Project A and B and the impacts created by Projects A and B , and the fees collected, and it was determined that the amounts of the fees are roughly proportional to Project A and B's specific impacts. Based on such analyses, the Parties hereto mutually agree that Project A impacts warrant a one-time DIF payment of \$392,115.50 calculated at \$3.22 per square foot, subject to adjustment as set forth in Section 3.1.A, which amount is to be paid prior to issuance of Project A building permits. The Project B impacts also warrant a minimum one-time DIF payment of \$1,267,327.74 at a rate of \$20,440.77 per unit, subject to adjustment as set forth in Section 3.1.B, which amount is to be paid prior to issuance of Project B building permits. All payments for DIFs for Projects A and B pursuant to this Agreement are hereinafter referred to as the "Project **DIF Amount.**" The Parties agree that the Project A and Project B DIF Amounts are (1) directly related to the impacts of Project A and B, and (2) roughly proportional to the specific impacts upon public facilities and infrastructure attributable to Project A and B.
- K. CFD Formation. On November 7, 2018, the City formed a Master CFD entitled City of Carson Community Facilities District No. 2018-01 (Maintenance and Services) (the "Master CFD") for the purpose of funding the maintenance of public infrastructure within the area of the Master CFD which is within the City's jurisdictional boundaries (the "Services"). More specifically, the Services may include, but not be limited to, the provision of general City services and the maintenance of sidewalks, roadways, and parks to enhanced service levels. Additionally, the Master CFD may also fund any other public services as authorized under Section 53313 of the California Government Code. The Master CFD contemplates that the City will annex properties from time to time to the Master CFD to fund Services by unanimous written consent or as otherwise permitted by the Mello-Roos Community Facilities Act of 1982 (the "Act"), which properties may be annexed as a "Zone" or otherwise with special taxes related to such properties to be assessed on the property owner pursuant to the Act.
- L. *CFD Annexation for Project A and Project B*. By entering into this Agreement, Developer has agreed that if Developer elects to construct Project A, the Property shall be annexed into the Master CFD and be subject to the Property's special taxes, which will help finance on-going Services associated with Project A. If Developer elects to construct Project B, Developer has agreed to either annex into the Master CFD or pay a one-time in lieu fee of \$250,000.00, due and payable prior to issuance of Project B building permits.
- J. *Previous Minor Modifications*. On May 11, 2023, the City's Director of Community Development approved a Minor Modification to the Original Agreement ("**First Minor Modification**"), which clarified insurance provisions in the Original Agreement and modified Condition of Approval ("COA") number 48 of Project A ("**Project A COA**"

Modification"). The revisions made to the Original Agreement by the First Minor Modification have been incorporated into this Agreement. Notwithstanding any provision herein, the Project A COA Modification shall remain in full force and effect and shall not be superseded or rendered void by the approval of this Agreement. On November 16, 2023, the City's Director of Community Development approved a second Minor Modification to the Original Agreement ("Second Minor Modification"), which revised the project to include a 3,800 square foot office/business and retail space, as well as designated parking spaces on site for the charging of electrical vehicle equipment and electrical vehicles ("EV Project"). On March 14, 2024, the City's Director of Community Development approved a third Minor Modification, which further revised the EV Project ("Third Minor Modification"). Developer has elected to abandon the EV Project, and the revisions in the Second and Third Minor Modifications have not been incorporated into this Agreement. The Parties mutually intend that the Second and Third Minor Modifications shall be superseded by this Agreement and shall have no further force or effect beginning on the Effective Date for Project B, as defined herein.

- K. *Intent*. The Parties now desire to amend and restate the Original Agreement upon the terms and conditions set forth herein, and specifically intend that:
 - 1. Developer shall have a vested right to develop Project A on the Property under the terms and conditions of the Original Agreement as originally adopted, as modified herein; and
 - 2. Developer shall also have a vested right to develop Project B on the Property as an alternative to developing Project A, subject to the terms and conditions herein.

COVENANTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. GENERAL DEFINITIONS.

In addition to those terms defined within the above Recitals and elsewhere within this Agreement, the following terms shall bear the meanings set forth below:

- **1.1** "Agreement" means this Amended and Restated Development Agreement, including all of its exhibits.
- **1.2** "Annual Review" means the annual review of the Developer's performance under this Agreement in accordance with Article 6 of this Agreement.
 - **1.3** "Applicable Rules" means, collectively, the following:
 - a. The Project Development Approvals, including the Conditions of Approval.
 - b. The Existing Land Use Regulations.

- c. Subsequent Development Approvals.
- d. Those Subsequent Land Use Regulations to which Developer has agreed in writing.

The Applicable Rules for both Project A and Project B include GPA No. 00002-24 and SPA No. 00002-24.

1.4 "Approval Date" means:

- a. For Project A, October 18, 2022.
- b. For Project B, the date on which the City Council adopted the ordinance approving this Agreement.
- **1.5** "**CEQA**" means the California Environmental Quality Act (Public Resources Code § 21000, et seq.).
 - **1.6** "City" means the City of Carson, a California Charter city.
 - **1.7** "City Council" means the City Council of the City of Carson.
- **1.8** "Conditions of Approval" means all conditions imposed on the Project by the City, including those recommended by the Los Angeles County Fire Department, as part of the approval of the Project.
- **1.9** "**Developer**" means 21611 Perry Street LLC, a California limited liability company, and its successors and assigns to all or any part of the Property.
- **1.10** "Developer's Vested Right" means Developer's right to complete the Project in accordance with, and to the full extent of, the Project Development Approvals.
- **1.11 "Development"** means the improvement of the Property for the purposes of completing the structures, improvements, and facilities comprising the Project including, but not limited to: grading; the construction of infrastructure related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping and other facilities and improvements necessary or appropriate for the Project, and the maintenance, repair, or reconstruction of any building, structure, improvement, landscaping or facility after the construction and completion thereof.
- 1.12 "Development Approvals" means all Project-specific non-legislative approvals granted by the City. Development Approvals include, but are not limited to, plans, maps, permits, site plans, design guidelines, variances, conditional use permits, grading, building, and other similar permits, environmental assessments, including environmental impact reports, negative declarations, and other CEQA approvals, and any amendments or modifications to those matters. "Development Approvals" does not include (i) rules, regulations, policies, and other enactments of general application within the City, (ii) legislative enactments, or (iii) any matter where City has reserved authority under Section 5 of this Agreement. Development Approvals are not Land Use Regulations.

- 1.13 "Development Plan" means Developer's plan for completion of the Project in compliance with and to the full extent of the Project Development Approvals, the Applicable Rules, and this Agreement.
- **1.14** "**DIF**(**s**)" means Development Impact Fees agreed to by Developer pursuant to Sections 3.1.A and 3.1.B hereof.

1.15 "Effective Date" means:

- a. For Project A, January 17, 2023.
- b. For Project B, the date on which the ordinance approving this Agreement became effective, typically thirty (30) days after the Approval Date.
- **1.16** "Entitlements" means this Agreement and:
 - a. For Project A, DOR No. 1858-21 and the MND.
 - b. For Project B, TTM No.00003-24, DOR No. 00020-24, and the Addendum.
- **1.17** "Exhibit" means an exhibit to this Agreement, unless otherwise specifically referenced to a different agreement or document. The following exhibits are incorporated into the Agreement by reference as though set forth in full:

Exhibit A Legal description of the Property

Exhibit B Depiction of the Property

Exhibit C Conceptual Depiction of Dedication

- 1.18 "Existing Land Use Regulations" means (i) all Land Use Regulations in effect on the Effective Date and (ii) any changes to Land Use Regulations enacted on or after the Approval Date and before the Effective Date for which Developer has provided its written consent to allow those changes to apply to the Project. Notwithstanding any other provision herein, the Existing Land Use Regulations for Project A and Project B include GPA No.00002-24 and SPA No. 00002-24.
- 1.19 "Land Use Regulations" are laws and regulations enacted through legislative actions of the City Council. Land Use Regulations include ordinances, laws, resolutions, codes, rules, regulations, policies, requirements, guidelines or other actions of City, including but not limited to the City's General Plan, Specific Plans, Municipal Code, and Zoning Code which affect, govern or apply to the development and use of the Property, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, the maximum height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement, and construction standards and specifications applicable to the Project. "Land Use Regulations" do not include (i) Development Approvals, (ii) regulations relating to the conduct of business, professions, and occupancies generally, (iii) taxes and assessments, (iv) regulations for the control and abatement of nuisances, (v) health and safety regulations, or (vi) any other matter reserved to the City pursuant to Article 5.

- **1.20 "Mortgage**" means a mortgage, deed of trust, or other security instrument encumbering the Property.
- **1.21** "Mortgagee" means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security device, a lender, or each of their respective successors and assigns.
- **1.22** "**Project**," when used without "A" or "B" refers to either Project A or Project B, whichever project Developer chooses to develop.
- **1.23** "**Project A**" means the development of the Property with a self-storage project consistent with the Entitlements and Applicable Rules for Project A.
- **1.24** "**Project B**" means the development of the Property with a residential project consisting of 62 townhome units, two parking spaces provided within a private garage for each of the 62 units, an additional 26 spaces dispersed throughout the site to provide for guest parking (resulting in a total of 150 vehicle parking spaces), 4,722 square feet of private open space and 29,071 square feet of common open space, and 29,071 square feet of landscaping, consistent with the Entitlements and Applicable Rules for Project B.
- **1.25** "**Project Development Approvals**" means all Development Approvals, inclusive of the Entitlements, which meet the following criteria:
 - a. Were applied for by Developer;
 - b. Are acceptable to Developer (including all Conditions of Approval); and
 - c. Are required or permitted by the Applicable Rules in order to complete the Project.

Project Development Approvals include, without limitation, all Development Approvals needed or desired by Developer to complete the Project, provided that those Development Approvals are consistent with Developer's Vested Right, this Agreement, the City's General Plan, and the City's Zoning Code (subject to the provisions of this Agreement and Development Agreement Law). The Entitlements (minus this Agreement), as examples of Project Development Approvals, have been or are anticipated to be approved prior to or in conjunction with the approval of this Agreement.

- **1.26** "**Property**" means the real property described in Exhibit "A" and shown in Exhibit "B."
- **1.27** "**Reservation of Authority**" means the limitations, reservations, and exceptions to Developer's Vested Right set forth in Article 5 of this Agreement.
- **1.28** "Subsequent Land Use Regulations" means those Land Use Regulations which are both adopted and effective on or after the Approval Date and which are not included within the definition of Existing Land Use Regulations.

- **1.29** "Subsequent Development Approvals" means all Development Approvals issued subsequent to the Effective Date in connection with development of the Property, which shall include, without limitation, any changes to the Development Approvals.
- **1.30** "**Term**" shall have the meaning ascribed to it in Section 2.1, unless earlier terminated as provided in this Agreement.

2. TERM & GENERAL COVENANTS.

- **2.1 Term**. The term of this Agreement (the "**Term**") starts on the Effective Date and shall expire on October 18, 2037, subject to any early termination provisions described in this Agreement.
- **2.2 Binding Effect of Agreement**. From and following the Effective Date for Project B, the Original Agreement shall be replaced in its entirety with this Agreement, and actions by the City and Developer with respect to the development of the Property for completion of the Project, including actions by the City on applications for Subsequent Development Approvals affecting the Property shall be subject to the terms and provisions of this Agreement.
- **2.3 Agreement Runs with the Land.** This Agreement shall be recorded and shall run with the land. Pursuant to Government Code Section 65868.5, the burdens of this Agreement and each of its provisions shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the Parties, including, but not limited to, all parties that enter into lease agreements with Developer for possession of any part of the Property.
- **2.4 Covenant Against Discrimination.** The Developer covenants that, by and for itself, its heirs, executors, assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sex, marital status, sexual orientation or gender preference, national origin, or ancestry in the performance of this Agreement. The Developer shall take affirmative action to ensure that employees are treated during employment without regard to their race, color, creed, religion, sex, marital status, sexual orientation or gender preference, national origin, or ancestry.

3.A DEVELOPER'S OBLIGATIONS REGARDING PROJECT A.

As consideration for the granting of Developer's Vested Right to develop Project A in accordance with Article 4 below and subject to the City's Reservation of Authority set forth in Article 5 below, Developer shall do the following:

3.1.A Development Impact Fees for Project A. Developer shall make a one-time payment to the City for the Project A DIF Amount of \$392,115.50 calculated at \$3.22 per square foot, subject to adjustment as provided in paragraph (b) below, at 121,775 square feet of storage facility approved as part of Project A. The Parties agree that the Project A DIF Amount is (1) directly related to the impacts of Project A, and (2) roughly proportional to the specific impacts upon public facilities and infrastructure attributable to Project A. Developer agrees to release, defend and hold the City harmless from any and all claims, costs (including attorneys' fees) and liability for any damages, which may arise, directly or indirectly, from the City determination, calculation or imposition of, or Developer's agreement to pay, the Project A DIF Amount.

- a. **Timing of Payment of Project A DIF Amount.** The Project A DIF Amount is payable in full prior to the issuance of any building permits for Project A, and is a condition precedent thereto.
- b. **Project A DIF Amount Adjustments.** The Project A DIF Amount shall be adjusted annually in accordance with the State of California Construction Cost Index (prior March to current March adjustment) on July 1st of each year.
- **3.2.A CFD Annexation.** Developer has voluntarily agreed that if Developer elects to construct Project A, the Property shall be annexed into the Master CFD No. 2018-01. Based on an analysis of the Services needed for Project A, Developer agrees the Property will be taxed at the rate in effect at the time of issuance of Project A building permits for Industrial All Other, which amount shall be adjusted as described in Section 3.2.A(b) below. Developer understands that there is an impact on the Services provided by the City in connection with its Project. Developer agrees to become subject to the Property's special taxes, which will help finance ongoing Services associated with the Project.
 - a. **Timing of CFD Annexation.** Developer shall annex the Property into the Master CFD prior to issuance of any building permits for Project A
 - b. **Tax Rate Adjustments.** On each July 1, commencing on July 1, 2023 through and including July 1, 2024, the Maximum Special Tax Rate for the applicable tax zone (which applies to the Property) shall be increased by 7%. On each July 1, commencing on July 1, 2025 and thereafter, the Maximum Special Tax Rate for such tax zone shall be increased by the percentage change in the November annualized Consumer Price Index for Los Angeles-Long Beach-Anaheim for all Urban Consumers.
- **3.3.A** Project A Development Agreement Fee. If Developer chooses to develop Project A, Developer will operate a self-storage facility as part of Project A. In consideration for such allowance, Developer shall pay City a one-time Development Agreement fee in the amount of \$175,000.00 prior to issuance of any building permits for Project A.
- 3.4.A Community Benefits and Fee. The City has established the Citywide Commercial Façade Improvement Program pursuant to City Council Resolution No. 22-132 ("Façade Program") whereby City provides grants to businesses to be used toward making exterior improvements and design approvals. In consideration for City's allowance for Developer to develop the Project, Developer shall pay City a one-time payment of \$250,000.00 to serve as seed money (to replace contribution from property owners) to be used toward the Façade Program in the north side of Carson Street between Harbor View Avenue and Santa Fe Avenue or any other area determined by the Community Development Director ("Façade Program Payment") prior to issuance of building permits. However, should the City receive requests from property owners in the north side of Carson Street between Harbor View Avenue and Santa Fe Avenue or any other area determined by the Community Development Director seeking to participate in the program, the City in its sole and absolute discretion shall be entitled to receive the Façade Program Payment as early as thirty (30) days after the Effective Date for Project A. The City's Community Development Director shall notify the Developer of the City's interest to receive the Façade Program Payment anytime between thirty (30) days after the Effective Date for Project A and prior

to issuance of building permits for Project A. Developer shall pay City the Façade Program Payment within thirty (30) days after receipt of City's notice.

3.5.A Dominguez Channel Bike Lane Dedication: Developer shall, upon formal, written request by the City, dedicate to the City an area no more than 550 square feet near the south-west corner of the Property (for purposes of this paragraph, "**Dedication**") to allow for the construction of a bike path along the Dominguez Channel (for purposes of this paragraph, "**Bike Path**"), provided the Dedication shall not result in the loss of any parking stalls, loss of or changes to self-storage facilities, or conflict with any driveways on the Property. Developer shall not be required to construct or maintain any portion of the Bike Path.

3.B DEVELOPER'S OBLIGATIONS REGARDING PROJECT B.

As consideration for the granting of Developer's Vested Right to develop Project B in accordance with Article 4 below and subject to the City's Reservation of Authority set forth in Article 5 below, Developer shall accomplish the following:

- 3.1.B Development Impact Fees for Project B. If Developer chooses to develop Project B, Developer shall pay development impact fees in accordance with the DIF Program based on the applicable DIF amount at the time of issuance of building permits for Project B. Notwithstanding the foregoing, the Project B DIF payment amount shall be no less than \$1,267,327.74 (calculated at \$20,440.77 per unit), the applicable DIF amount at the time of the Effective Date for Project B, which amount shall be adjusted annually in accordance with the State of California Construction Cost Index (prior March to current March adjustment) on July 1st of each year. The Project B DIF amount shall be due and payable in full prior to the issuance of any Project B building permits, and is a condition precedent thereto. The Parties agree that the Project B DIF amount is (1) is directly related to the impacts of the Project B, and (2) roughly proportional to the specific impacts upon public facilities and infrastructure attributable to Project B. Developer agrees to release, defend and hold the City harmless from any and all claims, costs (including attorneys' fees) and liability for any damages, which may arise, directly or indirectly, from the City determination, calculation or imposition of, or Developer's agreement to pay, the Project B DIF amount.
- **3.2.B** Project B Development Agreement Fee. If Developer chooses to develop Project B, Developer will develop a residential development as part of Project B. In consideration for such allowance, Developer shall pay City a one-time Development Agreement fee in the amount of \$50,000.00 prior to the issuance of any building permits for Project B.
- **3.3.B** Façade Program Payment. In consideration for City's allowance for Developer to develop Project B, Developer has paid or will pay City the \$250,000 Façade Program Payment as provided in Section 3.4.A.
- **3.4.B Site Remediation.** The Property has a well-known history of environmental contamination, which resulted in the California Regional Water Quality Control Board, Los Angeles Region ("Water Board") requiring the recordation of a Covenant and Environmental Restriction on Property ("Environmental Covenant") against the Property in 2015. Among other things, the Environmental Covenant prohibits residential use of the Property. As a result, since the recordation of the Environmental Covenant, there have been no development applications, nor any discussions with the City, by any party seeking to develop the Property for housing. Instead, there have been multiple attempts to redevelop the Property for industrial and heavy commercial uses.

Nevertheless, and despite having a fully entitled self-storage project for the Property, Developer is attempting a residential redevelopment of the site (Project B). As part of those efforts, Developer has expended hundreds of hours working with the Department of Toxic Substances Control (DTSC) and the Water Board to address site remediation issues, and has spent over \$1,000,000 in foregoing the previously approved redevelopment of the Property with Project A and creating a viable path for residential redevelopment. The Developer's actions and commitments related to the remediation and productive re-development of the Property for Project B provide a substantial community benefit to the City by (a) remediating a previously contaminated site, and (b) allowing for the removal of the Environmental Covenant and the use of the Property for residential development in the form of Project B, which is both a desirable and much-needed use in the City.

- **3.5.B** Project B CFD Obligation. Developer has voluntarily agreed to and shall annex the Property into the Master CFD No. 2018-01 for Project B, unless the Project B CFD In Lieu Fee is paid as set forth in Section 3.5.B(c), below. Unless Developer elects to pay the CFD In Lieu Fee, based on an analysis of the Services needed for Project B, Developer agrees the Property will be taxed at the rate in effect at the time of issuance of Project B building permits for Residential All Others, which amount shall be adjusted as described in Section 3.5.B(b), below. Developer understands that there is an impact on the Services provided by the City in connection with Project B. Unless Developer elects to pay the CFD In Lieu Fee, Developer agrees to become subject to the Property's special taxes, which will help finance on-going Services associated with the Project.
 - a) Timing of CFD Annexation. Developer shall annex the Property into the Master CFD prior to recordation of the final map for Project B (unless Developer elects to pay the CFD In Lieu Fee set forth below in Section 3.5.B(c)). Once the project is annexed into the CFD and provided that building permits have been issued, the CFD assessments on individual units shall commence.
 - **b)** Tax Rate Adjustments. On each July 1, commencing on July 1, 2025 and thereafter, the Maximum Special Tax Rate for the applicable tax zone (which applies to the Property) shall be increased by the percentage change in the November annualized Consumer Price Index for Los Angeles-Long Beach-Anaheim for all Urban Consumers.
 - c) **Project B CFD In Lieu Fee.** In lieu of the requirement to annex into the CFD for Project B, Developer may instead opt to pay a one-time two hundred and fifty thousand dollar (\$250,000.00) in lieu fee, due and payable prior to and as a condition precedent of issuance of any Project B building permits ("**CFD In Lieu Fee**").
- **3.6.B** Dominguez Channel Bike Lane Dedication: Developer shall, upon formal, written request by the City, dedicate to the City an area no more than 550 square feet at or near the southwest corner of the Property, similar to the area depicted on "Exhibit C", attached hereto and incorporated herein (for purposes of this paragraph, "Dedication") to allow for the construction of a bike path along the Dominguez Channel (for purposes of this paragraph, "Bike Path"), provided the Dedication shall not result in the loss of more than one parking stall, loss of or changes to residential units, or conflict with any private driveways on the Property. For the avoidance of doubt, "private driveways," as used in the preceding sentence, does not include the emergency

access gate on Carson Street or the curb cut therefor. Developer shall not be required to construct or maintain any portion of the Bike Path. City and Developer agree that further refinements may be made to Exhibit C to design the bike path with the least impact to the Developer's property and provides necessary safety measures for the bike path as determined by the City Engineer.

4. **DEVELOPMENT OF THE PROPERTY.**

- **4.1 Scope of Developer's Vested Right.** Subject to the Reservation of Authority set forth in Article 5, Developer shall have the vested right to develop the Project to the full extent permitted under the Applicable Rules ("**Developer's Vested Right**") and this Agreement.
- **4.2 Effect of Agreement on Land Use Regulations**. Except as otherwise provided under the terms of this Agreement, the rules, regulations and official policies governing permitted uses of the Property, the density and intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to the Development of the Property, shall be as set forth in the Existing Land Use Regulations, which shall include GPA No. 00002-24 and SPA No. 00002-24 for both Project A and Project B..
- **4.3 Rights under State and Federal Law.** Developer shall retain all rights it has under state and federal law, including, but not limited to, Developer's rights under Government Code Section 65865.2, which provides that subsequent discretionary actions shall not prevent development of the Property for the uses and to the density or intensity of development set forth in the Project Development Approvals.
- **4.4 Apportionment.** Developer shall have the right to apportion the uses, intensities, and densities of the Project between itself and any subsequent owners, upon the sale, transfer, or assignment of all or any portion of the Property, so long as such apportionment is consistent with the Applicable Rules and this Agreement.
- **4.5 Lesser Development.** Without amending this Agreement, Developer shall have the right to elect to develop and construct upon all or any portion of the Property a Project of lesser height or building size, or with fewer units, than that permitted by the Project Development Approvals provided that the Project otherwise complies with the Applicable Rules (including, in the case of Project B, applicable minimum and maximum residential density requirements) and this Agreement.
- 4.6 Project Development Approvals; Subsequent Development Approvals. The Project Development Approvals for the Project may require the processing of Subsequent Development Approvals. Subject to the provisions of Section 4.7 below, the City shall accept for processing, review and action all applications for Subsequent Development Approvals, and such applications shall be processed in the normal manner for processing such matters in accordance with the Existing Land Use Regulations. The parties acknowledge that subject to the Existing Land Use Regulations, under no circumstances shall City be obligated in any manner to approve any Subsequent Development Approval with or without any particular condition. However, unless otherwise requested by Developer, City shall not, without good cause, amend or rescind any Subsequent Development Approvals respecting the Property after such approvals have been granted by the City. Processing of Subsequent Development Approvals or changes in the Project Development Approvals made

pursuant to Developer's application shall not require an amendment to this Agreement. This Agreement shall not prevent City from denying or conditionally approving any application for a Subsequent Development Approval on the basis of the Existing Land Use Regulations.

- 4.7 Role of Project Development Approvals. Except as provided within this Agreement, the Project Development Approvals shall exclusively control the uses of the Property, the density or intensity of use, the maximum height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes and the design, improvement, and construction standards and specifications applicable to the Project. Pursuant to Government Code Section 66452.6, the term of any tentative map for the Property or any portion thereof, if any, filed within the term of this Agreement shall automatically be extended for the term of this Agreement, as amended by the Project Development Approvals. All Project Development Approvals, including but not limited to Tentative Tract Maps, shall automatically expire concurrently with the expiration or termination of this Agreement.
- **4.8 Moratorium**. Notwithstanding any other provision of this Agreement, no future amendment of any existing City ordinance or resolution or any subsequent ordinance, resolution or moratorium, enacted either by the City Council or by voter approved initiative, that purports to impose or result in a limitation on the Project, imposed by City, shall apply to govern, or regulate the Project or development or use of the Developer Property during the Term. In the event of any such subsequent action by City, Developer shall continue to be entitled to apply for and receive Development Approvals in accordance with the Existing Land Use Regulations, subject only to the exercise of the City's Reservation of Authority set forth herein.
- **4.9 Maintaining Property**. The Property must at all times be maintained and generally kept in a clean condition, in accordance with the City's Code Enforcement regulations.

5. CITY'S RESERVATION OF AUTHORITY.

Notwithstanding Developer's Vested Right, the Project is subject to the following Subsequent Land Use Regulations:

- **5.1** City's Discretion Under Applicable Rules. In considering future applications, if any, for a Subsequent Development Approval, the City may exercise its regulatory discretion to the extent permitted by the Applicable Rules and this Agreement.
- **5.2 Uniform Codes.** Changes adopted by the International Conference of Building Officials, or other similar body, as part of the then most current versions of the Uniform Building Code, Uniform Fire Code, Uniform Plumbing Code, Uniform Mechanical Code, or National Electrical Code, or other such Uniform Codes, and also adopted by City as Subsequent Land Use Regulations, but only if applicable City-wide.
- **5.3 Emergencies.** Emergency rules, regulations, laws, and ordinances within the City's police power that would limit the exercise of Developer's Vested Right ("Conflicting Emergency Regulations"), provided that the Conflicting Emergency Regulations:
 - a. Result from a sudden, unexpected emergency declared by the President of the United States, Governor of California, County Board of Supervisors and applicable to incorporated areas, including the City, or the City Council;

- b. Address a clear and imminent danger, with no effective reasonable alternative available that would have a lesser adverse effect on Developer's Vested Right;
- c. Do not primarily or disproportionately impact the development of the Project; and
- d. Are based upon findings of necessity established by a preponderance of the evidence at a public hearing.
- **5.4** Laws of Other Jurisdictions. Other public agencies not subject to control by City may possess authority to regulate aspects of the Project. This Agreement does not limit the authority of such other public agencies. Therefore:
 - a. Federal, state, county, and multi-jurisdictional laws and regulations (the "Additional Regulations"), including regional impact fees, which City is required to enforce against the Property or the Project, except if the Additional Regulations are for the purpose of mitigating a significant or potentially significant impact that has already been mitigated pursuant to Project A's Mitigated Negative Declaration or other CEQA mitigation measures applicable to the Project.
 - b. If an Additional Regulation is enacted after the Effective Date and prevents or precludes compliance with one or more of the provisions of this Agreement, those provisions shall be modified or suspended as may be necessary to comply with the Additional Regulation. In that event, this Agreement shall remain in full force and effect to the extent it is not inconsistent the Additional Regulation and to the extent that the suspension or modification necessitated by the Additional Regulation does not deny one of the Parties its primary benefits under this Agreement.
 - c. Developer shall apply in a timely manner for such other permits and approvals that are lawfully required by other governmental or quasi-governmental agencies in order to allow the Project to be constructed. City shall provide Developer reasonable cooperation in Developer's efforts to obtain such permits and approvals. The Parties shall cooperate and use reasonable efforts in coordinating the implementation of the Development with other public agencies, if any, having jurisdiction over the Property or the Project.
- 5.5 Modification or Suspension by Federal or State Laws. In the event that Federal or State laws or regulations, enacted after the Effective Date, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such Federal or State laws or regulations, and this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provision impractical to enforce.

- **5.6** Energy Efficient and Sustainable Building Design. All Project buildings shall promote sustainable and energy efficient practices through compliance with California Code of Regulations, Title 24.
- this Project and other major projects within the City is to foster employment opportunities for Carson residents. To that end, Developer covenants that with respect to the construction, operation and maintenance of the Project, the Developer shall make reasonable efforts to cause all solicitations for full or part-time, new or replacement, employment relating to the construction, operation and maintenance of the Project to be advertised in such a manner as to target local City residents and shall make other reasonable efforts at local employment outreach as the City shall approve. Developer shall also notify the City of jobs available at the Project such that the City may inform City residents of job availability at the Project. Developer will inform its purchasers and lessees of the provisions of these requirements. Nothing in this paragraph shall require Developer to offer employment to individuals who are not otherwise qualified for such employment. Without limiting the generality of the foregoing, the provisions of this Section 5.7 are not intended, and shall not be construed, to benefit or be enforceable by any person whatsoever other than City.
- 5.8 **Prevailing Wages.** Developer's cost of developing the Project and constructing all of the on-site and off-site improvements, if any, at or about the Property required to be constructed for the Project shall be borne by Developer. Developer is aware of the laws of the State governing the payment of prevailing wages on public projects and will comply with same and will defend, hold harmless, and indemnify City in the event Developer fails to do so. As the City is not providing any direct or indirect financial assistance to Developer, the Project should not be considered to be a "public work" "paid for in whole or in part out of public funds," as described in California Labor Code Section 1720. Accordingly, it is believed by the parties that Developer is not required to pay prevailing wages in connection with any aspect of the Development or the construction of the Project. However, to the extent that (contrary to the parties' intent) it is determined that Developer was required to pay prevailing wage and has not paid prevailing wages for any portion of the Project, Developer shall defend, indemnify, and hold the City (which, for purposes of this section, shall include its related agencies, officers, employees, agents and assigns) harmless from and against any and all increase in construction costs, or other liability, loss, damage, costs, or expenses (including reasonable attorneys' fees and court costs) arising from or as a result of any action or determination that Developer failed to pay prevailing wages in connection with the construction of the Project. City shall reasonably cooperate with Developer regarding any action by Developer hereunder challenging any determination that the Project is subject to the payment of prevailing wages. Notwithstanding the foregoing, the City retains the right to settle or abandon the matter without Developer's consent as to the City's liabilities or rights only, but should it do so, City shall waive the indemnification herein provided such waiver occurs prior to the issuance of any judgment in the matter.

5.9 Fees, Taxes, and Assessments.

a. **Processing Fees**. The Developer shall pay all processing fees and charges of every kind and nature imposed by City to cover the estimated actual costs to City of processing applications for the Project Development Approvals, the Original Agreement, this Agreement, and all legislative actions

associated with the Project (i.e., GPA No. 111-21, SP No. 29-22, ZCC No. 185-21, GPA No. 0002-24, and SPA No. 0002-24), including but not limited to, City Attorney fees incurred by City for the review, preparation and negotiation of the Entitlements, inclusive of this Agreement, at a rate of \$425 per hour for partners and \$395 per hour for associates, and for monitoring compliance with the Original Agreement, this Agreement and any Project Development Approvals granted or issued ("City Costs"). Developer has made an initial deposit to the City, which the City acknowledges is sufficient to pay for City Costs incurred up to the Execution Date ("Initial Deposit"). Developer shall deliver additional deposit amounts to replenish the Initial Deposit within five (5) business days of City's written request to Developer. City's written requests for additional deposits shall state what City Costs have been incurred to date, additional costs anticipated, and how City intends to apply any needed additional Developer deposits. The Initial Deposit plus any additional sums deposited hereunder are hereinafter referred to as the "Deposit." If deposited sums exceed the City Costs, City shall refund the difference as soon as City determines the amount of such excess, but City may request and shall have the right to retain additional deposits as necessary to maintain a minimum balance of the Deposit of Fifteen Thousand Dollars (\$15,000).

- b. **Permit Fees**. Except as expressly provided in this Agreement, Developer shall pay all standard permit fees and other fees and charges which are standard and uniformly-applied to similar projects in the City.
- c. **General Charges**. Nothing herein shall prohibit the application of the following, if lawfully imposed upon the Property:
 - (i) Additional Taxes, Fee, and Charges. Developer, or Developer's Project occupants, shall pay all normal and customary taxes, fees, and charges applicable to all permits necessary for the Project, and any taxes, fees, and charges hereafter imposed by City, which are standard and uniformly-applied to similar properties in the City.
 - (ii) Developer, or Developer's Project occupants, shall be obligated to pay any fees or taxes, and increases thereof, imposed on a City-wide basis such as business license fees or taxes, sales or use taxes, transient occupancy taxes, utility taxes, and public safety taxes.
 - (iii) Developer, or Developer's Project occupants, shall be obligated to pay any future fees or assessments imposed on an area-wide basis (such as landscape and lighting assessments and community services assessments such as the Master CFD/Property's special taxes).
 - (iv) Developer, or Developer's Project occupants, shall be obligated to pay any fees imposed pursuant to any assessment district such as the special taxes of the Master CFD established within the Project as of the date hereof or otherwise proposed or consented to by Developer;

- (v) Developer, or Developer's Project occupants, shall be obligated to pay any fees imposed pursuant to any Uniform Code.
- (vi) Developer, or Developer's Project occupants, shall be obligated to pay any utility fees and charges, including amended rates thereof, for City services such as electrical utility charges, water rates, and sewer rates.
- 5.10 **Inconsistencies.** It is expressly agreed that in the event of any inconsistency between the provisions or conditions of the Existing Land Use Regulations or Conditions of Approval and the provisions of this Agreement, the provisions of this Agreement shall govern. The conditions of such Existing Land Use Regulations and Conditions of Approval shall be interpreted insofar as possible to prevent such inconsistency, and in the event this Agreement is silent concerning an issue, the conditions of the Existing Land Use Regulations and Conditions of Approval shall govern. As between several instruments and regulations governing the Project, in the event of a clear and explicit conflict which cannot be resolved through interpretation, the following interpretive priorities shall apply: (i) the terms of this Agreement shall prevail over the provisions of the Existing Land Use Regulations and Conditions of Approval except where the Conditions of Approval are more restrictive in which event the Conditions of Approval shall prevail; (ii) the terms of the Project Development Approvals shall prevail over the terms of the Existing Land Use Regulations, except where such Existing Land Use Regulations are legally preemptive; and (iii) the terms of the Project Development Approvals shall take priority over the provisions of the CEQA instruments approved in conjunction with the Project, except where the CEQA instruments are legally preemptive.

6. ANNUAL REVIEW.

- **6.1 Timing of Annual Review.** Pursuant to Government Code Section 65865.1, at least once during every twelve (12) month period of the Term, City shall review the good faith compliance of Developer with the terms of this Agreement ("**Annual Review**"). No failure on the part of City to conduct or complete an Annual Review as provided herein shall have any impact on the validity of this Agreement, nor shall it be deemed a breach on the part of Developer. The cost of the Annual Review shall be borne by Developer and Developer shall pay the actual and reasonable costs incurred by the City for such review.
- **6.2 Special Review.** The City Council may, in its sole and absolute discretion, order a special review of compliance with this Agreement at any time at City's sole cost ("**Special Review**"). Developer shall cooperate with the City in the conduct of such Special Reviews.
- **6.3 Standards for Annual Review.** During the Annual Review, Developer shall demonstrate good faith compliance with the terms of this Agreement. "**Good faith compliance**" shall be established if Developer is in substantial compliance with the material terms and conditions of this Agreement.
- **6.4 Procedure.** Each party shall have a reasonable opportunity to assert matters which it believes have not been undertaken in accordance with the Agreement, to explain the basis for such assertion, and to receive from the other party a justification of its position on such matters. The procedure for an Annual Review or Special Review shall be as follows:

- a. As part of either an Annual Review or Special Review, within ten (10) days of a request for information by the City, the Developer shall deliver to the City all information and supporting documents reasonably requested by City (i) regarding the Developer's performance under this Agreement demonstrating that the Developer has complied in good faith with the terms of this Agreement, and (ii) as required by the Existing Land Use Regulations.
- b. The City Manager, or his/her designee, shall prepare and submit to Developer a written report on the performance of this Agreement and identify any perceived deficiencies in Developer's performance of this Agreement. The Developer may submit written responses to the report and Developer's written response shall be included in the City Manager's report. If the City Manager determines that the Developer has substantially complied with the terms and conditions of this Agreement, the Annual or Special Review shall be concluded.
- c. If any deficiencies are noted, or if requested by a Councilmember, a public hearing shall be held before the City Council at which the Council will review the City Manager's report. The report to Council shall be made at a regularly-scheduled City Council meeting occurring as soon as possible, subject to the requirements of the Brown Act, after the commencement of the Annual or Special Review process outlined in this Section 6.4. If the City Council finds and determines, based on substantial evidence, that the Developer has not substantially complied with the terms and conditions of this Agreement for the period under review, the City may declare a default by the Developer in accordance with Article 7.
- d. Neither party hereto shall be deemed in breach if the reason for non-compliance is due to a "force majeure" as defined in, and subject to the provisions of, Section 13.10.
- or a Special Review, Developer is found to be in compliance with this Agreement, City shall, upon written request by Developer, issue a Certificate of Agreement Compliance ("Certificate") to Developer stating that after the most recent Annual Review or Special Review and based upon the information known or made known to the City Manager, Planning Commission, and City Council that (i) this Agreement remains in effect and (ii) Developer is in compliance. The Certificate, whether issued after an Annual Review or Special Review, shall be in recordable form, shall contain information necessary to communicate constructive record notice of the finding of compliance. Developer shall at its cost record the Certificate with the County Recorder. Additionally, Developer may at any time request from the City a Certificate stating, in addition to the foregoing, which obligations under this Agreement have been fully satisfied with respect to the Property, or any lot or parcel within the Property.
- **6.6** Review Process Not a Prerequisite to Declaring a Default. Neither the Annual Review nor Special Review procedure is a prerequisite to either party declaring a default and

initiating the default and cure procedure in Article 7. In other words, either party may declare a default at any time without first undertaking the Annual Review or Special Review process.

6.7 Public Hearings. The public hearing prescribed by Section 6.4 is independent of, and in addition to, any further hearing procedures relating to defaults and remedies prescribed in Article 7 below. Thus, if the City Council finds that the Developer has not substantially complied with the terms and conditions of this Agreement as part of a review process pursuant to Section 6.4 and determines to declare a default, the City Council is still required to follow the notice/cure process (Section 7.2) and the termination hearing process (Section 7.4) before terminating this Agreement.

7. DEFAULTS AND REMEDIES.

7.1 Remedies Available. The parties acknowledge and agree that other than the termination of this Agreement pursuant to Article 7, specific performance, injunctive and declaratory relief are the only remedies available for the enforcement of this Agreement and knowingly, intelligently, and willingly waive any and all other remedies otherwise available in law or equity. Accordingly, and not by way of limitation, and except as otherwise provided in this Agreement, Developer shall not be entitled to any money damages from City by reason of any default under this Agreement. Further, Developer shall not bring an action against City nor obtain any judgment for damages for a regulatory taking, inverse condemnation, unreasonable exactions, reduction in value of property, delay in undertaking any action, or asserting any other liability for any matter or for any cause which existed or which the Developer knew of or should have known of prior to the time of entering into this Agreement, Developer's sole remedies being as specifically provided above. Developer acknowledges that such remedies are adequate to protect Developer's interest hereunder and the waiver made herein is made in consideration of the obligations assumed by the City hereunder.

7.2 Declaration of Default & Opportunity to Cure.

- a. Rights of Non-Defaulting Party after Default. The parties acknowledge that both parties shall have hereunder all legal and equitable remedies as provided by law following the occurrence of a default or to enforce any covenant or agreement herein except as provided in Section 7.1. Before this Agreement may be terminated or action may be taken to obtain judicial relief the party seeking relief ("Non-Defaulting Party") shall comply with the notice and cure provisions of this Section 7.2.
- b. Notice and Opportunity to Cure. A Non-Defaulting Party in its discretion may elect to declare a default under this Agreement in accordance with the procedures hereinafter set forth for any failure or breach of the other party ("Defaulting Party") to perform any material duty or obligation of the Defaulting Party under the terms of this Agreement. However, the Non-Defaulting Party must provide written notice to the Defaulting Party setting forth the nature of the breach or failure and the actions, if any, required by the Defaulting Party to cure such breach or failure (the "Default Notice"). The Defaulting Party shall be deemed in Default under this Agreement, if the breach or failure can be cured, but the Defaulting Party has failed to take such actions and cure such default within thirty (30) days after the date of

such notice or ten (10) days for monetary defaults (or such lesser time as may be specifically provided in this Agreement). However, if such non-monetary Default cannot be cured within such thirty (30) day period, and if and, as long as the Defaulting Party does each of the following:

- (i) Notifies the Non-Defaulting Party in writing with a reasonable explanation as to the reasons the asserted default is not curable within the thirty (30) day period;
- (ii) Notifies the Non-Defaulting Party of the Defaulting Party's proposed cause of action to cure the default;
- (iii) Promptly commences to cure the default within the thirty (30) day period;
- (iv) Makes periodic reports to the Non-Defaulting Party as to the progress of the program of cure; and
- (v) Diligently prosecutes such cure to completion.

Then the Defaulting Party shall not be deemed in breach of this Agreement.

- 7.3 Termination Notice. Upon receiving a Default Notice, should the Defaulting Party fail to timely cure any default, or fail to diligently pursue such cure as prescribed above, the Non-Defaulting Party may seek termination of this Agreement, in which case the Non-Defaulting Party shall provide the Defaulting Party with a written notice of intent to terminate this Agreement ("Termination Notice"). The Termination Notice shall state that the Non-Defaulting Party will elect to terminate this Agreement within thirty (30) days and state the reasons therefor (including a copy of any specific charges of default or a copy of the Default Notice) and a description of the evidence upon which the decision to terminate is based. Once the Termination Notice has been issued, the Non-Defaulting Party's election to terminate this Agreement will only be rescinded if so determined by the City Council pursuant to Section 7.4.
- 7.4 Hearing Opportunity Prior to Termination. If Developer is the Defaulting Party pursuant to Section 7.3, then the City's Termination Notice to Developer shall additionally specify that Developer has the right to a hearing prior to the City's termination of this Agreement ("Termination Hearing"). The Termination Hearing shall be scheduled as an open public hearing item at a regularly-scheduled City Council meeting within thirty (30) days of the Termination Notice, subject to any legal requirements including but not limited to the Ralph M. Brown Act, Government Code Sections 54950-54963. At said Termination Hearing, Developer shall have the right to present evidence to demonstrate that it is not in default and to rebut any evidence presented in favor of termination. Based upon substantial evidence presented at the Termination Hearing, the Council may, by adopted resolution, act as follows:
 - a. Decide to terminate this Agreement; or
 - b. Determine that Developer is innocent of a default and, accordingly, dismiss the Termination Notice and any charges of default; or

c. Impose conditions on a finding of default and a time for cure, such that Developer's fulfillment of said conditions will waive or cure any default.

Findings of a default or a conditional default must be based upon substantial evidence supporting the following two findings: (i) that a default in fact occurred and has continued to exist without timely cure, and (ii) that such default has caused or will cause a material breach of this Agreement and/or a substantial negative impact upon public health, safety and welfare, the environment, or such other interests that the City and public may have in the Project.

- 7.5 Rights and Duties Following Termination. Upon the termination of this Agreement, no Party shall have any further right or obligation hereunder except with respect to (i) any obligations to have been performed prior to said termination, (ii) any default in the performance of the provisions of this Agreement which has occurred prior to said termination, or (iii) the indemnification provisions of Article 8. Termination of this Agreement shall not affect either Party's rights or obligations with respect to any Development Approval granted prior to such termination.
- **7.6 Waiver of Breach**. By not challenging any Development Approval within ninety (90) days of the action of City enacting the same, Developer shall be deemed to have waived any claim that any Condition of Approval is improper or that the action, as approved, constitutes a breach of the provisions of this Agreement.
- 7.7 Interest on Monetary Default. In the event Developer fails to perform any monetary obligation under this Agreement, Developer shall pay interest thereon at the rate of six and one-half percent (6.5%) per annum from and after the due date of said monetary obligation until payment is actually received by City.

8. THIRD PARTY LITIGATION.

8.1 Indemnity Obligations on Third-Party Claims

Developer hereby agrees to indemnify, defend, and hold City, its officers, a. agents, employees, members of its City Council and any commission, partners and representatives ("City Indemnitees") harmless from and against any and all claims, actions, suits, damages, liabilities, losses, penalties, errors, omissions, forfeitures, fees (including attorneys' fees), costs, expenses, and any other actions or proceedings (whether legal, equitable, declaratory, administrative, or adjudicatory in nature) (collectively, "Claims"), asserted against City or City Indemnitees arising out of or in connection with the Original Agreement, this Agreement and/or the Project, including, without limitation, (i) City's approval of the Original Agreement or this Agreement and all documents related to any of the legislative actions listed in Section 5.9, Project Development Approvals, Conditions of Approval, permits, or other entitlements or approvals for the Project and issues related thereto (including, City's determinations regarding CEQA compliance and/or any other development incentives granted to the Project), (ii) the development of the Project, (iii) the

Environmental Covenant (including as may be modified), the approval or development of the Project notwithstanding the existence of such covenant (whether or not such approval or development is consistent with such covenant and/or approved by the Water Board, DTSC or any other regulatory agency), any environmental contamination affecting the Property, or the remediation or non-remediation of same; and (iv) liability for damage or claims for damage for personal injury including death and claims for property damage which may arise from, or are attributable to, Developer's (or Developer's contractors, subcontractors, agents, employees or other persons acting on Developer's behalf ("Developer's Representatives")) performance of its rights or obligations under this Agreement and/or the negligence or misconduct of Developer or of Developer's Representatives which relate to the Project or the Property.

- b. The City shall provide the Developer with notice of the pendency of such Claims within ten (10) days of being served or otherwise notified of such Claims and shall request that the Developer defend such action. Developer may utilize the City Attorney's office or use legal counsel of its choosing, but shall reimburse the City for any necessary legal cost incurred by City. In all cases, City shall have the right to utilize the City Attorney's office in any legal action. The Developer shall provide a deposit in the amount of 100% of the City's estimate, in its sole and absolute discretion, of the cost of litigation, including the cost of any award of attorney's fees. If the Developer fails to provide the deposit, and after compliance with the provisions of this Section 8.1, the City may abandon the action and the Developer shall pay all costs resulting therefrom and City shall have no liability to the Developer. The Developer's obligation to pay the cost of the action, including judgment, shall extend until judgment. After judgment in a trial court, the parties must mutually agree as to whether any appeal will be taken or defended. City agrees that it shall fully cooperate with the Developer in the defense of any matter in which the Developer is defending and/or holding the City harmless.
- 8.2 Hold Harmless: Developer's Construction, and Other Activities. The Developer shall defend, save and hold the City and its elected and appointed boards, commissions, officers, agents, and employees harmless from any and all claims, costs (including attorneys' fees) and liability for any damages, personal injury or death, which may arise, directly or indirectly, from the Developer's or the Developer's agents, contractors, subcontractors, agents, or employees' Project construction activities and operations under this Agreement or the Project Development Approvals or Subsequent Development Approvals, whether such Project construction activities and operations be by the Developer or by any of the Developer's agents, contractors or subcontractors or by any one or more persons directly or indirectly employed by or acting as agent for the Developer or any of the Developer's agents, contractors or subcontractors. Nothing herein shall be construed to mean that the Developer shall hold the City harmless and/or defend it from any claims arising from, or alleged to arise from, the sole negligence or willful misconduct of the City's officers, employees, agents, contractors of subcontractors.

- 8.3 Loss and Damage. City shall not be liable for any damage to property of Developer or of others located on the Property, nor for the loss of or damage to any property of Developer or of others by theft or otherwise. City shall not be liable for any injury or damage to persons or property resulting from fire, explosion, steam, gas, electricity, water, rain, dampness or leaks from any part of the Property or from the pipes or plumbing, or from the street, or from any environmental or soil contamination or hazard, or from any other latent or patent defect in the soil, subsurface or physical condition of the Property, or by any other cause of whatsoever nature. Nothing herein shall be construed to mean that the Developer shall bear liability for the sole negligence or willful misconduct of the City's officers, employees, agents, contractors of subcontractors.
- **8.4 Non-liability of City Officers and Employees.** No official, agent, contractor, or employee of the City shall be personally liable to the Developer, or any successor in interest, in the event of any default or breach by the City or for any amount which may become due to the Developer or to its successor, or for breach of any obligation of the terms of this Agreement.
- **8.5 Conflict of Interest.** No officer or employee of the City shall have any financial interest, direct or indirect, in this Agreement nor shall any such officer or employee participate in any decision relating to this Agreement which affects the financial interest of any corporation, partnership or association in which he or she is, directly or indirectly, interested, in violation of any state statute or regulation.
- **8.6 Survival of Indemnity Obligations.** All indemnity provisions set forth in this Agreement shall survive expiration or sooner termination of this Agreement for any reason other than a default by City.

9. INSURANCE.

9.1 Types of Insurance.

- a. **Public Liability Insurance**. Prior to commencement and until completion of construction of improvements by Developer on the Property, Developer shall, at its sole cost and expense, keep or cause to be kept in force, for the mutual benefit of City and Developer, comprehensive broad form general public liability insurance against claims and liability for personal injury or death arising from the use, occupancy, disuse or condition of the Property, improvements or adjoining areas or ways, affected by such use of the Property or for property damage. Such policy shall provide protection of a least \$6,000,000 for bodily injury or death to any one person, at least \$6,000,000 for any one accident or occurrence, and at least \$6,000,000 for property damage, and \$7,000,000 in the aggregate.
- b. **Worker's Compensation**. To the extent Developer and its contractors utilize employees for any portion of the Project, Developer and such contractors shall also furnish or cause to be furnished to City evidence reasonably satisfactory to it that Developer and any contractor with whom Developer has contracted for the performance of any work for which Developer is responsible hereunder carries workers' compensation insurance as required by law.

- c. Automobile Liability Insurance. Developer shall ensure that all contractors with whom Developer has contracted for the performance of any work for which Developer is responsible hereunder maintains automobile insurance at least as broad as Insurance Services Office form CA 00 01 covering bodily injury and property damage for all activities of the Developer arising out of or in connection with work to be performed under this Agreement, including coverage for any owned, hired, non-owned or rented vehicles, in an amount not less than \$5,000,000 combined single limit for each accident.
- d. **Pollution Liability Insurance**. Environmental Impairment Liability Insurance shall be written on a Contractor's Pollution Liability form or other form acceptable to City providing coverage for liability arising out of sudden, accidental and gradual pollution and remediation. The policy limit shall be no less than \$1,000,000 dollars per claim and \$2,000,000 in the aggregate. All activities contemplated in this Agreement shall be specifically scheduled on the policy as "covered operations." The policy shall provide coverage for the hauling of waste from the project site to the final disposal location, including non-owned disposal sites.
- e. **Other Insurance**. Developer may procure and maintain any insurance not required by this Agreement, but all such insurance shall be subject to all of the provisions hereof pertaining to insurance and shall be for the benefit of City and Developer.
- Insurance Policy Form, Sufficiency, Content, and Insurer. All insurance 9.2 required by express provisions hereof shall be carried only by responsible insurance companies licensed and admitted to do business by California, rated "A" or better in the most recent edition of Best Rating Guide, The Key Rating Guide or in the Federal Register, and only if they are of a financial category Class VIII or better, unless waived by City. All such policies shall be nonassessable and shall contain language, to the extent obtainable, to the effect that (i) any loss shall be payable notwithstanding any act of negligence of City or Developer that might otherwise result in the forfeiture of the insurance, (ii) the insurer waives the right of subrogation against City and against City's agents and representatives; (iii) the policies are primary and noncontributing with any insurance that may be carried by City; and (iv) the policies cannot be canceled or materially changed except after thirty (30) days' written notice by the insurer to City or City's designated representative. Developer shall furnish City with copies of all such policies promptly on receipt of them or with certificates evidencing the insurance. City shall be named as an additional insured on all policies of insurance required to be procured by the terms of this Agreement, except for all insurance required by Developer's contractors, both City and Developer shall be named as an additional insured. Moreover, the insurance policy must specify that where the primary insured does not satisfy the self-insured retention, any additional insured may satisfy the self-insured retention. In the event the City's Risk Manager determines that the use, activities or condition of the Property, improvements or adjoining areas or ways, affected by such use of the Property under this Agreement creates an increased or decreased risk of loss to the City, Developer agrees that the minimum limits of the insurance policies required by Section 9.1 may be changed accordingly upon receipt of written notice from the City's Risk Manager; provided that Developer shall have

the right to appeal a determination of increased coverage to the City Council of City within ten (10) days of receipt of notice from the City's Risk Manager.

- **9.3 Failure to Maintain Insurance and Proof of Compliance.** Developer shall deliver to City, in the manner required for notices, copies of certificates of all insurance policies together with endorsements required hereunder together with evidence satisfactory to City of payment required for procurement and maintenance of each policy within the following time limits:
 - a. For insurance required above, prior to issuance of the first permit, including (without limitation) any demolition permit, grading permit, building permit, electrical permit, etc.
 - b. For any renewal or replacement of a policy already in existence, at least ten (10) days before the expiration or termination of the existing policy.
 - c. If Developer fails or refuses to procure or maintain insurance as required hereby or fails or refuses to furnish City with required proof that that insurance has been procured and is in force and paid for, such failure or refusal shall be a default hereunder.
- **9.4 Waiver of Subrogation.** Developer agrees that it shall not make any claim against, or seek to recover from City or its agents, servants, or employees, for any loss or damage to Developer or to any person or property, except as specifically provided hereunder and Developer shall give notice to any insurance carrier of the foregoing waiver of subrogation, and obtain from such carrier, a waiver of right to recovery against City, its agents and employees.
- **9.5 Broader Coverages and Higher Limits.** Notwithstanding anything else herein to the contrary, if Developer maintains broader coverages and/or higher limits than the minimums shown above, the City requires and shall be entitled to the broader coverages and/or higher limits maintained by Developer.

10. MORTGAGEE PROTECTION.

10.1 The parties agree that this Agreement shall not prevent or limit Developer, in any manner, at Developer's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed, of trust or other security device securing financing with respect to the Property. City acknowledges that the lenders providing such financing may require certain Agreement interpretations, modifications, and estoppel certificates and City agrees upon request, from time to time, to communicate and meet with Developer and representatives of such lenders to negotiate in good faith any such estoppel certificates and/or requests for interpretation or modification. Subject to compliance with applicable laws, City will not unreasonably withhold its consent to any such requested estoppel certificate, interpretation or modification provided City determines such estoppel certificate, interpretation or modification is consistent with the intent and purposes of this Agreement. Any Mortgagee of the Property shall be entitled to the rights and privileges set forth in this Article 10.

- 10.2 Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Property made in good faith and for value, unless otherwise required by law.
- 10.3 The Mortgagee of any Mortgage or deed of trust encumbering the Property, or any part thereof, where Mortgagee has submitted a request in writing to the City in the manner specified herein for giving notices, shall be entitled to receive written notification from City of any default by Developer in the performance of Developer's obligations under this Agreement.
- **10.4** If City timely receives a request from a Mortgagee requesting a copy of any notice of default given to Developer under the terms of this Agreement, City shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to Developer. The Mortgagee shall have the right, but not the obligation, to cure the default during the period that is the longer of (i) the remaining cure period allowed such party under this Agreement, or (ii) sixty (60) days.
- 10.5 Any Mortgagee who comes into possession of the Property, or any part thereof, pursuant to foreclosure of the Mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement.

11. ASSIGNMENTS.

The experience, knowledge, capability and reputation of Developer, its principals, employees and affiliates were a substantial inducement for the City to enter into this Agreement. The Developer may sell, transfer, lease or assign this Agreement, the Property, or any part thereof (such sale, transfer, lease or assignment shall be referred to as an "Assignment") with the prior written consent of the Community Development Director, which consent may not be unreasonably withheld, after providing reasonable documentation and evidence demonstrating that the person or entity to whom any of the rights or privileges granted herein are to be sold, transferred, leased, assigned, hypothecated, encumbered, merged, or consolidated, meets the following criteria: (i) the transferee has the financial strength and capability to perform its obligations under the Agreement, (ii) reasonably satisfactory evidence that the transferee has the experience and expertise to operate the Project, including reasonably satisfactory evidence that the transferee has experience with operations and projects with a similar scale of this Project; and (iii) reasonably satisfactory evidence that the transferee's key principals have no felony convictions. The proposed transferee shall execute and deliver to the City an assumption agreement assuming Developer's Project obligations, which assumption agreement shall be in a form approved by the City Manager and City Attorney ("Assignment and Assumption Agreement"). Notwithstanding the foregoing, if Developer should seek the Assignment prior to making the \$250,000 Façade Program Payment, Developer shall make such payment to City prior to completion of the Assignment. The Assignment and Assumption Agreement shall state whether assignee intends to develop Project A or Project B. If assignee states an intent to develop Project A, then Developer shall pay the \$175,000.00 fee required by Section 3.3.A prior to completion of the Assignment. If assignee states an intent to develop Project B, then Developer shall pay the \$50,000.00 fee required by Section 3.2.B prior to completion of the Assignment. Developer making these payments will be a condition precedent to the Community Development Director providing consent to the Assignment.

- 11.2 City Consideration of Requested Assignment. The City agrees that it will not unreasonably withhold, condition, or delay approval of a request for approval of an Assignment required pursuant to this Article 11, provided that:
 - a. Developer delivers written notice to the City requesting that approval prior to the completion of the Assignment (the "Consent Request"); and
 - b. The Assignment is not completed until either (i) City has provided its written consent or (ii) sixty (60) days have passed after delivery by Developer to City of the Consent Request without the City having rejected the Consent Request in writing.
 - c. The Consent Request shall be accompanied by (i) a proposed draft of the Assignment and Assumption Agreement described in Section 11.1, in a form acceptable to the City Attorney and City Manager, and (ii) evidence regarding the proposed assignee's development and/or operational qualifications and experience and its financial commitments and resources in sufficient detail to enable the City to evaluate the proposed assignee's ability to complete the Project.
- 11.3 Assignments Permitted Without City's Consent. Notwithstanding any other provision of this Agreement, Assignments related to the following property conveyances and other transactions shall not require City consent:
 - a. The granting of easements or permits to facilitate construction of the Project or any public improvements.
 - b. The granting of easements or permits for utility purposes.
 - c. Transactions for financing purposes, including the grant of a deed of trust to secure the funds necessary, but not to exceed the amounts reasonably required, for land acquisition, construction, and/or permanent financing of any portion of the Project.
 - d. The acquisition of some or all of the Property by a Mortgagee in its capacity as a Mortgagee, such as through foreclosure or a deed in lieu of foreclosure.
 - e. A sale or transfer resulting from, or in connection with, a reorganization as contemplated by the provisions of the Internal Revenue Code of 1986, as amended or otherwise, in which the ownership interests of a corporation are assigned directly or by operation of law to a person or persons, firm or corporation which acquires the control of the voting capital stock of such corporation or all or substantially all of the assets of such corporation.
 - f. A sale or transfer between members of the same family, or transfers to a trust, testamentary or otherwise, in which the beneficiaries consist primarily of family members of the trustor, or transfers to a corporation or partnership in which the family members or shareholders of the transferor own at least

- ten percent (10%) of the present equity ownership and/or at least fifty percent (50%) of the voting control of Developer.
- g. If Developer is a trust, corporation, real estate investment trust, or partnership, a transfer of stock or other interests, provided there is no material change in the actual management and control of Developer.
- h. Transactions with any member, partner, officer, employee, or affiliate of Developer or any trust or family member, provided that, following the transaction, the management of Developer on the Effective Date for Project B shall, subject to normal and customary business practices and personnel changes, remain the primary Developer representative(s) for purposes of communication with the City.

11.4 Effect of Assignment. Unless otherwise stated within the Assignment, upon an Assignment:

- a. The assignee shall be liable for the performance of all remaining obligations of Developer with respect to those portions of the Property which are transferred (the "Transferred Property") but shall have no obligations with respect to any portions of the Property not conveyed (the "Retained Property").
- b. The owner of the Retained Property shall be liable for the performance of all obligations of Developer with respect to the Retained Property, but shall have no further obligations with respect to the Transferred Property.
- c. The Assignee's exercise, use, and enjoyment of the Transferred Property shall be subject to the terms of this Agreement to the same extent as if the Assignee were the Developer.

12. AMENDMENT AND MODIFICATION.

- **12.1 Initiation of Amendment.** Either party may propose an amendment to this Agreement.
- **12.2 Procedure**. Except as set forth in Section 12.4, the procedure for proposing and adopting an amendment to this Agreement shall be the same as the procedure required for entering into this Agreement in the first instance as set forth in Government Code Section 65867.
- **12.3 Consent.** Except as expressly provided in this Agreement, no cancellation of or amendment to all or any provision of this Agreement shall be effective unless set forth in writing and signed by duly authorized representatives of each of the parties hereto and recorded in the Official Records of Los Angeles County.
- **12.4** Administrative Minor Project Modifications. Notwithstanding any other provision and/or Condition of Approval contained in any Development Approvals, "Minor Modifications" to this Agreement, the Project, and/or the Development plans shall be made ministerially, with the approval of the Director. For Project B, the determination of whether a

requested or proposed modification constitutes a "Minor Modification" shall be made by the Director in his or her sole discretion, except that any modification that the Director determines extends beyond the intent of the original approval or meets any of the criteria in the following sentence shall not be deemed to constitute a "Minor Modification." For Project A, "Minor Modifications" shall be defined as, and for Project B, "Minor Modifications" may include, any modifications to this Agreement, the Project and/or the Development plans that do not (i) change the proposed uses analyzed in the MND (for a change to Project A) or the Addendum (for a change to Project B), (ii) increase the total amount of square footage within Project A beyond 121,775 square feet or increase the density or number of units for Project B in excess of the approved 62 units, (iii) increase building heights within the Property for Projects A and B in comparison to what was identified on the Development plans by more than ten (10) percent, (iv) reduce the number of parking stalls below the required parking amount in the approved Project A development plans or below the parking, open space or landscaping amounts specified for Project B in Section 1.24 of this Agreement by more than ten (10) percent, (v) modify the approved exterior design for Project A or Project B in such a way that is not in substantial conformance with the approved set of plans, as determined by the Community Development Director, and/or (vi) modify the Project B financial benefit commitments, including those set forth in Section 3.B of this Agreement.. For the avoidance of confusion, subject to the foregoing, a deviation from the architectural designs is explicitly allowed for Projects A and B provided the Community Development Director finds such a deviation to be in substantial conformance with the approved set of plans.

- **12.5 Hearing Rights Protected**. Notwithstanding the foregoing, City will process any change to this Agreement consistent with state law and will hold public hearings thereon if so required by state law and the parties expressly agree nothing herein is intended to deprive any party or person of due process of law.
- **12.6 Effect of Amendment to Development Agreement**. Except as expressly set forth in any such amendment, an amendment to this Agreement will not alter, affect, impair, modify, waive, or otherwise impact any other rights, duties, or obligations of either party under this Agreement.

13. MISCELLANEOUS PROVISIONS.

- **13.1 Recordation**. The City Clerk shall cause a copy of this Agreement to be recorded against the Property with the County Recorder within ten (10) calendar days after the Execution Date. The failure of the City to sign and/or record this Agreement shall not affect the validity of this Agreement.
- 13.2 Notices. Notices and correspondence required or permitted by this Agreement shall be in writing and either personally delivered or sent by registered, certified, or overnight mail or delivery service. Notices shall be deemed received upon personal delivery or on the second business day after registered, certified, or overnight mailing or delivery, or email if such email notice is acknowledged as received by the receiving party. Notices shall be addressed as follows:

To City: City of Carson

701 East Carson Street Carson, California 90745 Attn: Planning Manager

20

With copy to: Aleshire & Wynder

18881 Von Karman Avenue, Suite 1700

Irvine, CA 92612 Fax: 949-223-1180 Attn: Sunny Soltani

To Developer: 21611 Perry Street LLC,

659 N. Robertson Blvd West Hollywood, CA 90069

Attn: Darren Embry

A Party may change its address by giving written notice to the other Party. Thereafter, Notices shall be addressed and transmitted to the new address.

- **13.3 Estoppel Certificates.** Either Party (or a Mortgagee) may at any time deliver written notice to the other Party requesting an Estoppel Certificate stating:
 - a. The Agreement is in full force and effect and is a binding obligation of the Parties;
 - b. The Agreement has not been amended or modified or, if so amended, identifying the amendments; and
 - c. There are no existing defaults under the Agreement to the actual knowledge of the Party signing the Estoppel Certificate.

A Party receiving a request for an Estoppel Certificate shall provide a signed certificate to the requesting Party within thirty (30) days after receipt of the request. The City Manager may sign Estoppel Certificates on behalf of the City. An Estoppel Certificate may be relied on by assignees and Mortgagees.

- Parties that the Project is a private Undertaking. It is specifically understood and agreed by the Parties that the Project is a private development, that neither Party is acting as the agent of the other in any respect, and that each Party is an independent contracting entity with respect to this Agreement. The only relationship between City and Developer is that of a government entity regulating the development of property owned by a private party. City agrees that by its approval of, and entering into, this Agreement that it is not taking any action which would transform this private Development into a "public work" project, and that nothing herein shall be interpreted to convey upon Developer any benefit which would transform Developer's private project into a public work project, it being understood that this Agreement is entered into by City and Developer upon the exchange of consideration described in this Agreement, including the Recitals to this Agreement, and that City is receiving by and through this Agreement the full measure of benefit in exchange for the burdens placed on Developer by this Agreement, including but not limited to Developer's obligation to provide the public improvements set forth herein.
- **13.5 Eminent Domain.** No provision of this Agreement shall be construed to limit or restrict the exercise by City of its power of eminent domain.

- **13.6 Entire Agreement.** This Agreement represents the entire agreement of the Parties with respect to the subject matter of this Agreement. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.
- **13.7 Further Actions and Instruments.** Each of the Parties shall cooperate with and provide reasonable assistance to the other to the extent necessary to implement this Agreement.
- **13.8 Severability.** If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement.
- 13.9 Covenant Not To Sue. The parties to this Agreement, and each of them, agree that this Agreement and each term hereof is legal, valid, binding, and enforceable. The parties to this Agreement, and each of them, hereby covenant and agree that each of them will not commence, maintain, or prosecute any claim, demand, cause of action, suit, or other proceeding against any other party to this Agreement, in law or in equity, or based on any allegation or assertion in any such action, that this Agreement or any term hereof is void, invalid, or unenforceable.
- 13.10 Force Majeure. Neither Party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by earthquakes, other acts of God, fires, wars, terrorism, riots or similar hostilities, strikes, and other labor difficulties beyond the Party's control, government regulations, pandemics, government-ordered quarantine, court actions (such as restraining orders or injunctions), or other causes beyond the Party's reasonable control. If any such events shall occur, the term of this Agreement and the time for performance shall be extended for the duration of the impacts on the Project of each such event.
- **13.11 Waiver.** All waivers of performance must be in a writing signed by the Party granting the waiver. Failure by a Party to insist upon the strict performance of any provision of this Agreement shall not be a waiver of future performance of the same or any other provision of this Agreement.
- **13.12 Time of Essence.** Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.
- 13.13 Governing Law and Venue. This Agreement shall be governed and interpreted in accordance with California law, with venue for any litigation concerning this Agreement in Los Angeles, California.
- **13.14 Interpretation.** This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party or in favor of City shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.
- 13.15 Corporate Authority. The person(s) executing this Agreement on behalf of each of the parties hereto represent and warrant that (i) such party, if not an individual, is duly organized and existing, (ii) they are duly authorized to execute and deliver this Agreement on behalf of said

- party, (iii) by so executing this Agreement such party is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other agreement to which such party is bound.
- 13.16 Attorneys' Fees. If either party to this Agreement is required to initiate or defend litigation against the other party, the prevailing party in such action or proceeding, in addition to any other relief which may be granted, whether legal or equitable, shall be entitled to reasonable attorneys' fees. Attorneys' fees shall include attorneys' fees on any appeal, and, in addition, a party entitled to attorney's fees shall be entitled to all other reasonable costs for investigating such action, taking depositions and discovery and all other necessary costs the court allows which are incurred in such litigation. All such fees shall be deemed to have accrued on commencement of such action and shall be enforceable whether or not such action is prosecuted to a final judgment.
- **13.17 Recitals.** The recitals in this Agreement constitute part of this Agreement and each party shall be entitled to rely on the truth and accuracy of each recital as an inducement to enter into this Agreement.
- 13.18 No Brokers. City and Developer represent and warrant to the other that neither has employed any broker and/or finder to represent its interest in this transaction. Each party agrees to indemnify and hold the other free and harmless from and against any and all liability, loss, cost, or expense (including court costs and reasonable attorney's fees) in any manner connected with a claim asserted by any individual or entity for any commission or finder's fee in connection with this Agreement arising out of agreements by the indemnifying party to pay any commission or finder's fee.
- 13.19 Joint and Several Liability. In the event Developer should sell, transfer, lease or assign this Agreement, the Property, or any part thereof, Developer shall bear ultimate responsibility for all obligations, conditions, and restrictions set forth under this Agreement, it being understood that both Developer and any transferee, assignee, or lessee shall be jointly and severally liable.
- 13.20 Compliance with Laws. Developer must comply with all federal, state and local laws and regulations, including the City's Municipal Code, subject to the provisions of this Agreement and Development Agreement Law.
- 13.21 Counterparts. This Agreement may be executed by the Parties in counterparts, which together shall have the same effect as if each of the Parties had executed the same instrument.

[SIGNATURES ON FOLLOWING PAGE(S)]

and year first set forth above.	
	CITY CITY OF CARSON a municipal corporation
ATTEST	Lula Davis-Holmes, Mayor
Dr. Khaleah K. Bradshaw, City Clerk APPROVED AS TO FORM ALESHIRE & WYNDER, LLP	
Sunny K. Soltani, City Attorney	
	DEVELOPER
	21611 PERRY STREET LLC, a California limited liability company
	By:

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the day

Two corporate officer signatures required when Consultant is a corporation, with one signature required from each of the following groups: 1) Chairman of the Board, President or any Vice President; and 2) Secretary, any Assistant Secretary, Chief Financial Officer or any Assistant Treasurer. CONSULTANT'S SIGNATURES SHALL BE DULY NOTARIZED, AND APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO CONSULTANT'S BUSINESS ENTITY.

Title:

By:_____ Name: Title:

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

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COUN	TY OF LOS ANGELES	
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I certify and con		s of the State of California that the foregoing paragraph is true
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CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

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WITNE	ESS my hand and official seal.	
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EXHIBIT "A"

PROPERTY LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF CARSON, IN THE COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

THAT PORTION OF LOT 15 OF <u>TRACT NO. 4054</u>, IN THE CITY OF CARSON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN <u>BOOK 44 PAGE 39 OF MAPS</u>, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY LINE OF THE SOUTHERLY 20 FEET OF SAID LOT WITH A LINE PARALLEL WITH AND NORTHEASTERLY 27 FEET, MEASURED AT RIGHT ANGLES, FROM THE SOUTHWESTERLY LINE OF SAID LOT; THENCE ALONG SAID PARALLEL LINE NORTH 39° 21' 48" WEST 245.64 FEET; THENCE SOUTH 89° 22' 27" WEST 25.48 FEET; THENCE NORTH

39° 21' 48" WEST 2.11 FEET; THENCE NORTH 0° 37' 33" WEST 17.38 FEET TO A LINE PARALLEL WITH AND NORTHEASTERLY 18 FEET, MEASURED AT RIGHT ANGLES, FROM SAID SOUTHWESTERLY LINE; THENCE ALONG SAID LAST MENTIONED PARALLEL LINE NORTH 39° 21' 48" WEST TO THE SOUTHERLY LINE OF TRACT NO. 29360, AS PER MAP RECORDED IN BOOK 734, PAGE 45 OF MAPS; THENCE EASTERLY ALONG SAID SOUTHERLY LINE TO THE EASTERLY LINE OF SAID LOT 15; THENCE SOUTHERLY ALONG SAID EASTERLY LINE TO SAID NORTHERLY LINE; THENCE WESTERLY ALONG SAID NORTHERLY LINE TO THE POINT OF BEGINNING.

EXCEPT THEREFROM THAT PORTION OF SAID LAND DESIGNATED AS PARCELS 2-36 INCLUSIVE IN THE FINAL DECREE OF CONDEMNATION ENTERED IN SUPERIOR COURT, LOS ANGELES COUNTY, CASE NO. 909461, A CERTIFIED COPY OF WHICH WAS RECORDED AUGUST 26, 1969, AS <u>INSTRUMENT NO. 2734, IN BOOK D-4478, PAGE 350, OFFICIAL RECORDS</u> OF SAID COUNTY AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EASTERLY LINE OF SAID LOT WITH THE NORTHERLY LINE OF THE SOUTHERLY 20 FEET OF SAID LOT; THENCE WESTERLY ALONG SAID NORTHERLY LINE 19.99 FEET TO THE BEGINNING OF A CURVE CONCAVE TO THE NORTHWEST, HAVING A RADIUS OF 15 FEET, TANGENT TO SAID NORTHERLY LINE AND TANGENT TO THE WESTERLY LINE OF THE EASTERLY 5 FEET OF SAID LOT; THENCE NORTHEASTERLY ALONG 'SAID CURVE 23.55 FEET TO SAID WESTERLY LINE; THENCE EASTERLY AT RIGHT

01007.0005/1049883.6 A-1

ANGLES FROM SAID WESTERLY LINE 5 FEET TO SAID EASTERLY LINE; THENCE SOUTHERLY ALONG SAID EASTERLY LINE 14.99 FEET TO THE POINT OF BEGINNING.

ALSO, EXCEPT 1/2 OF ALL OIL, GAS, HYDROCARBON AND MINERAL SUBSTANCES IN AND UNDER SAID LAND, BUT WITHOUT RIGHT OF SURFACE ENTRY, AS RESERVED BY MARY M. REGAN, IN DEED RECORDED OCTOBER 4, 1957 AS INSTRUMENT NO. 504, IN BOOK 44767, PAGE 300, OFFICIAL RECORDS.

APNs: 7327-010-014 & 015

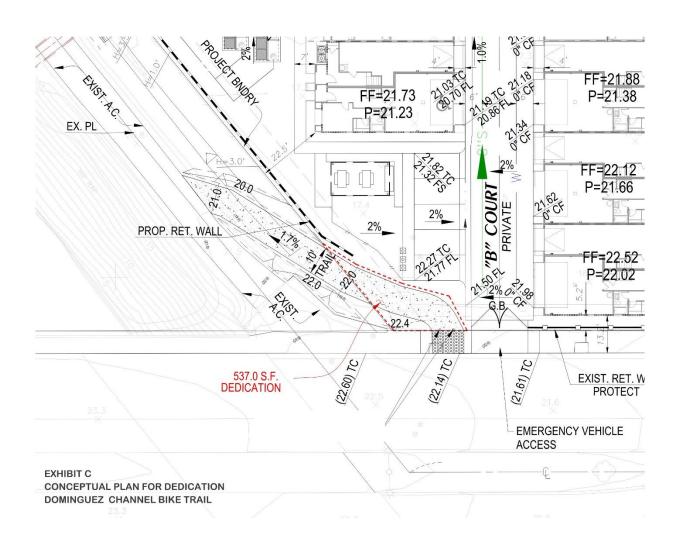
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EXHIBIT "B" DEPICTION OF THE PROPERTY



EXHIBIT "C"

CONCEPTUAL DEPICTION OF DEDICATION



01007.0005/1049883.6 C-1

CITY OF CARSON



File #: Version:

Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

DISCUSSION 26.

To: Honorable Mayor and City Council

From: Dr. Arlington Rodgers, Director of Public Works PW Operations

Subject: CONSIDER INTRODUCTION AND FIRST READING, BY TITLE ONLY, OF ORDINANCE NO. 25-2505, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, REPEALING AND REPLACING SECTION 4105 (ILLEGAL DUMPING) OF THE CARSON MUNICIPAL CODE AND APPROVE THE ADMINISTRATIVE CITATION FINES TO BE ASSESSED FOR VIOLATIONS OF THE CITY'S ILLEGAL DUMPING ORDINANCE (CITY COUNCIL)

I. SUMMARY

The Public Works Director is requesting the City Council adopt the attached Ordinance No. 25-2505, to provide additional requirements and enforcement options for illegal dumping throughout the City of Carson. Resolution 25-025 is also being presented for City Council approval to increase the administrative citation fine amounts for violations of the Illegal Dumping Ordinance.

The City has observed nuisances created throughout the City by persons who illegally dump solid waste, bulky furniture items, appliances, tires and potentially hazardous materials. The illegal dumping activities pose a danger to public health and safety, decrease property values, lower the quality of life and contribute to urban blight.

Despite proactive methods to curtail the illegal dumping, the problem persists. To minimize the illegal dumping, provisions of Section 4105 of the Carson Municipal Code "CMC" should be updated to provide additional requirements and enforcement options for the City; thereby bringing Section 4105 in line with the State of California statutes, concerning illegal dumping. (Exhibit 1)

Failure to address illegal dumping often leads to more illegal dumping and other crimes, provides negative impacts to neighborhoods, reduces property values and presents significant health and safety issues for residents and businesses. Furthermore, illegal dumping activities also place an undue burden on the City, which spends considerable funds every year in cleanup, public education and enforcement costs.

In an effort to deter illegal dumping, an increase to the administrative citation fine amounts for violations should be adopted and reflected in the Illegal Dumping Ordinance, pursuant to CMC Section 1203.3(d). (Exhibit 2)

II. RECOMMENDATION

TAKE the following actions:

- WAIVE further reading and INTRODUCE for first reading ORDINANCE NO. 25-2505, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, REPEALING AND REPLACING SECTION 4105 (ILLEGAL DUMPING) OF THE CARSON MUNICIPAL CODE"
- 2. ADOPT Resolution No. 25-025, "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, INCREASING THE ADMINISTRATIVE CITATION FINES TO BE ASSESSED FOR VIOLATIONS OF THE CITY'S ILLEGAL DUMPING ORDINANCE"

III. ALTERNATIVES

1. TAKE another action the City Council deems appropriate that is consistent with the requirements of law.

IV. BACKGROUND

The City of Carson has observed nuisances created throughout the City by persons who illegally dump solid waste, bulky furniture items, appliances, tires and potentially hazardous materials. The illegal dumping activities pose a danger to public health and safety, decrease property values, lower the quality of life and contribute to urban blight.

Despite proactive methods to curtail the illegal dumping, the problem persists. To minimize the illegal dumping, provisions of Section 4105 of the Carson Municipal Code (CMC) should be updated to provide additional requirements and enforcement options for the City; thereby bringing Section 4105 in line with the State of California statutes, concerning illegal dumping. (Exhibit 1)

Failure to address illegal dumping often leads to more illegal dumping and other crimes, negatively impacts neighborhoods, reduces property values, and presents significant health and safety issues for residents. Furthermore, illegal dumping activities also place an undue burden on the City, which spends considerable funds every year in cleanup, public education, and enforcement costs.

The CMC Section 1203.3(d) provides that the administrative fines assessed by means of administrative citations issued for violations of the CMC shall be in the amounts specified by resolution of the City Council, or where no amount is specified, \$100 for a first violation, \$200 for a second violation of the same ordinance within one year from the date of the first violation, and \$500 for each additional violation of the same ordinance within one year from the date of the first violation.

The CMC Section 4105 for Illegal Dumping prohibits the dumping of garbage or other waste in or upon any public or private road, highway, street, alley, public way, or any public or private property of any kind whatsoever. The City continues to see substantial illegal dumping in violation of CMC Section 4105.

In an effort to deter illegal dumping, an increase to the administrative fine amounts for violations should be adopted and reflected in the Illegal Dumping Ordinance, pursuant to CMC Section 1203.3(d). (Exhibit 2)

Illegal dumping frequently causes significant blight and can pose health concerns which are inconsistent with the City's vision for healthy, livable, and environmentally conscious communities. Failure to address illegal dumping often leads to more illegal dumping and other crimes, negatively impacts neighborhoods, reduces property values, and presents significant health and safety issues for residents and businesses.

The remedies and penalties for illegal dumping are currently inadequate to discourage acts of illegal dumping. The City should continue to proactively combat illegal dumping through an enhancement of the administrative and civil penalties.

In addition to any criminal, civil or other legal remedies that may be available to the City to enforce violations of the CMC or applicable state codes, the proposed increase to the administrative fine amounts for violations of the Illegal Dumping Ordinance, pursuant to CMC Section 1203.3(d), should be increased as follows:

- 1."A violation of the City's Illegal Dumping Ordinance, involving illegal dumping, shall be assessed an administrative fine as follows: (1) \$1,000 for a first violation; (2) \$1,500 for a second violation within one year from the date of the first violation; and (3) \$3,000 for each additional violation within one year from the date of the first violation. Each day that waste placed, deposited, or dumped in violation of the Illegal Dumping Ordinance remains is a separate violation." (Exhibit 2)
- 2. "A violation of the City's Illegal Dumping Ordinance whereby "commercial quantities" are illegally dumped, shall be assessed an administrative fine as follows: \$3,000 for a first violation, \$6,000 for a second violation within one year from the date of the first violation, and \$10,000 for each additional violation within one year from the date of the first violation. The administrative fines shall be mandatory;" (Exhibit 2)

V. FISCAL IMPACT

There is no anticipated expenditure impact resulting from approval of this ordinance and resolution. However, there is anticipated revenue, contingent upon enforcement and issuance of administrative citations for violations.

VI. EXHIBITS

- 1. ORDINANCE NO. 25-2505, "An Ordinance of the City Council of the City of Carson, California, Repealing and Replacing Section 4105 (Illegal Dumping) of the Carson Municipal Code".
- 2. Resolution No. 25-025, "A Resolution of the City Council of the City of Carson, California, Increasing the Administrative Citation Fines to be Assessed for Violations of the City's Illegal Dumping Ordinance".

Prepared by: Dr. Arlington Rodgers, Jr., Director of Public Works

Attachments

Exhibit No. 1-(Illegal Dumping) Ordinance-25-2505-Amending CMC 4105.pdf
Exhibit No. 2-(Illegal Dumping) Resolution-25-025.pdf

ORDINANCE NO. 25-2505

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, REPEALING AND REPLACING SECTION 4105 (ILLEGAL DUMPING) OF THE CARSON MUNICIPAL CODE

WHEREAS, the City Council of the City of Carson, a charter city ("City"), has broad authority under Article XI, Section 7 of the California Constitution and the City's Charter ("Charter") to enact regulations for the public peace, morals, and welfare of the City; and

- **WHEREAS**, the City has observed nuisances created throughout the City by persons who illegally dump solid waste, bulky items, and potentially hazardous materials; and
- **WHEREAS**, the City Council of the City of Carson finds that illegal dumping activities pose a danger to public health and safety, decrease property values, lower the quality of life, and contribute to urban blight; and
- **WHEREAS**, the City Council finds that in spite of proactive steps to attempt curtail illegal dumping, the problem persists; and
- WHEREAS, the City Council finds that to minimize illegal dumping of garbage and trash, the provisions of Section 4105 of the Carson Municipal Code ("CMC") should be updated to provide additional requirements and enforcement options for the City, and bring Section 4105 in line with State statutes concerning illegal dumping; and
- WHEREAS, illegal dumping frequently causes significant blight and can pose health concerns which are inconsistent with the City's vision for healthy, livable, and environmentally-conscious communities; and
- WHEREAS, a failure to address illegal dumping often leads to more illegal dumping and other crimes, negatively impacts neighborhoods, reduces property values, and presents significant health and safety issues for residents; and
- WHEREAS, the City Council finds that illegal dumping activities also place an undue burden on the City, which spends considerable funds every year in cleanup, public education, and enforcement costs; and

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

- **SECTION 1. FINDINGS**. The foregoing recitals are true and correct, and are incorporated herein by this reference as findings of fact.
- **SECTION 2. AMENDMENT.** Section 4105 of the Carson Municipal Code is hereby amended to read as follows (new language is indicated in *bold and italics*, language proposed to be deleted is shown with an <u>underline and strikethrough</u>:

"4105 Illegal Dumping.

No person shall place, deposit, throw or dump, or cause to be placed, deposited, thrown or dumped any garbage, swill, cans, bottles, paper, ashes, dirt, sand, rock, cement, glass, metal, carcass of any dead animal, offal, refuse, plants, cuttings or trash, or rubbish of any nature whatsoever, or any nauseous, offensive matter in or upon any public or private road, highway, street, alley, public way, or any public or private property of any kind whatsoever.

Any person, firm, or corporation violating any provision of this Section shall be guilty of an infraction and shall be punishable as provided in Chapter 2 of Article I of this Code.

Any person, firm, or corporation violating this Section in "commercial quantities." as that term is defined in Penal Code Section 374.3, shall be guilty of a misdemeanor punishable by imprisonment in the County Jail for not more than six months and by a fine as set forth in Penal Code Section 374.3.

In addition to any other remedies provided by this Code or State law, a violation of this Section is subject to the immediate imposition of an administrative penalty as provided in Chapter 2 of Article I of this Code."

SECTION 3. SEVERABILITY. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions thereof may be declared invalid or unconstitutional.

SECTION 4. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days after its adoption.

SECTION 5. CERTIFICATION. The City Clerk shall certify to the adoption of this ordinance, and shall cause the same to be published and codified in the manner required by law.

[signatures on the following page]

PASSED, APPROVED and ADOPTED of the City Council on this day of	by a vote of the City Council at a regular meeting , 2025.
ATTEST:	Lula Davis-Holmes, Mayor
Dr. Khaleah K. Bradshaw, City Clerk	
APPROVED AS TO FORM:	
Sunny K. Soltani, City Attorney	

RESOLUTION NO. 25-025

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, INCREASING THE ADMINISTRATIVE CITATION FINES TO BE ASSESSED FOR VIOLATIONS OF THE CITY'S ILLEGAL DUMPING ORDINANCE

- **WHEREAS**, the City Council of the City of Carson, a charter city ("City"), has broad authority under Article XI, Section 7 of the California Constitution and the City's Charter ("Charter") to establish, impose, and determine the amounts of administrative fines for violations of the Carson Municipal Code ("CMC"); and
- **WHEREAS**, the City has the authority, pursuant to Chapter 2.5 (Administrative Citations) of Article I (General Provisions) of the CMC, to assess administrative fines by means of issuance of administrative citations for any and all violations of the CMC; and
- WHEREAS, CMC Section 1203.3(d) provides that the administrative fines assessed by means of administrative citations issued for violations of the CMC shall be in the amounts specified by resolution of the City Council, or where no amount is specified, \$100 for a first violation, \$200 for a second violation of the same ordinance within one year from the date of the first violation, and \$500 for each additional violation of the same ordinance within one year from the date of the first violation; and
- **WHEREAS**, for the protection of health and public safety, the City has adopted illegal dumping regulations, codified at Section 4105, of Chapter 1 (Prohibited Conduct) of Article IV (Public Peace) of the CMC (the "Illegal Dumping Ordinance"); and
- **WHEREAS**, the Illegal Dumping Ordinance prohibits the dumping of garbage or other waste in or upon any public or private road, highway, street, alley, public way, or any public or private property of any kind whatsoever; and
- **WHEREAS**, the City continues to see substantial illegal dumping in violation of CMC Section 4105, despite issuing numerous administrative fines for illegal dumping; and
- WHEREAS, illegal dumping frequently causes significant blight and can pose health concerns which are inconsistent with the City's vision for healthy, livable, and environmentally-conscious communities; and
- WHEREAS, a failure to address illegal dumping often leads to more illegal dumping and other crimes, negatively impacts neighborhoods, reduces property values, and presents significant health and safety issues for residents; and
- WHEREAS, the remedies and penalties for illegal dumping are currently inadequate to discourage acts of illegal dumping; and
- WHEREAS, to discourage illegal dumping, administrative and civil penalties should be enhanced; and

WHEREAS, the City Council now sees fit to increase the administrative fine amounts for violations of the Illegal Dumping Ordinance, pursuant to CMC Section 1203.3(d). The administrative fines shall be increased as follows: (i) \$1,000 for a first violation, \$1,500 for a second violation within one year from the date of the first violation, and \$3,000 for each additional violation within one year from the date of the first violation; (ii) setting the penalty for illegal dumping in "commercial quantities" at \$3,000 for a first violation, \$6,000 for a second violation within one year from the date of the first violation, and \$10,000 for each additional violation within one year from the date of the first violation; and (iii) the administrative fines shall be mandatory; and

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct and are incorporated herein by reference as though set forth in full as findings of fact.

SECTION 2. In addition to any criminal, civil or other legal remedies that may be available to the City of Carson to enforce violations of the Carson Municipal Code or applicable state codes:

- A. A violation of the City's Illegal Dumping Ordinance (defined above), involving illegal dumping, shall be assessed an administrative fine as follows: (1) \$1,000 for a first violation; (2) \$1,500 for a second violation within one year from the date of the first violation; and (3) \$3,000 for each additional violation within one year from the date of the first violation. Each day that waste placed, deposited, or dumped in violation of the Illegal Dumping Ordinance remains is a separate violation.
- B. A violation of the City's Illegal Dumping Ordinance whereby "commercial quantities" are illegally dumped, shall be assessed an administrative fine as follows: \$3,000 for a first violation, \$6,000 for a second violation within one year from the date of the first violation, and \$10,000 for each additional violation within one year from the date of the first violation.
- **SECTION 4.** This Resolution shall be effective immediately upon its adoption.

SECTION 5. The City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

[signatures on the following page]

PASSED, APPROVED and ADOPT	ΓED by the City Council of the City of Carson,
California, at a regular meeting held on the	day of, 2025.
	Lula Davis-Holmes, Mayor
, managem	
ATTEST:	
D W 1 1 W D 11 C' CI 1	
Dr. Khaleah K. Bradshaw, City Clerk	
APPROVED AS TO FORM:	
Sunny K. Soltani, City Attorney	

CITY OF CARSON



Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

DISCUSSION 27.

To: Honorable Mayor and City Council

From: Nora A. Garcia, Director of Public Safety & Emergency Management CMO Code Enforcement

Subject: INTRODUCTION AND FIRST READING OF ORDINANCE NO. 25-2507, AMENDING CHAPTER 1 (FIRE PREVENTION) OF ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE TO PROHIBIT THE SALE, USE AND DISCHARGE OF ALL FIREWORKS IN THE CITY OF CARSON, EXCEPT FOR PERMITTED PUBLIC DISPLAYS PURSUANT TO THE EXISTING REGULATIONS OF CARSON MUNICIPAL CODE SECTION 3101.9 (CITY COUNCIL)

I. SUMMARY

It is recommended that the City Council of the City of Carson approve the introduction of an ordinance that would amend Chapter 1 (Fire Prevention) of Article III (Public Safety) of the Carson Municipal Code to prohibit the sale, use and discharge of all fireworks in the City, except for permitted public displays pursuant to the existing regulations of Carson Municipal Code Section 3101.9.

II. RECOMMENDATION

1. INTRODUCE for first reading, by title only, Ordinance No. 25-2507, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, AMENDING SECTIONS 3101.0 (FIREWORKS), 3101.8 (STORAGE OF FIREWORKS), AND 3101.10 (VIOLATIONS OF FIREWORKS REGULATIONS) OF CHAPTER 1 (FIRE PREVENTION) OF ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE; AND REPEALING SECTIONS 3101.1 (FIREWORKS – SALE OF – PERMIT REQUIRED), 3101.2 (PERSONS ELIGIBLE), 3101.3 (APPLICATION REQUIREMENTS), 3101.4 (ISSUANCE OF PERMIT), 3101.5 (GENERAL PROVISIONS), 3101.6 (REGULATIONS FOR TEMPORARY STANDS), AND 3101.7 (WHOLESALE PERMIT) OF CHAPTER 1 (FIRE PREVENTION) OF ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE TO PROHIBIT THE SALE, USE AND DISCHARGE OF ALL FIREWORKS IN THE CITY OF CARSON, EXCEPT FOR PERMITTED PUBLIC DISPLAYS PURSUANT TO THE EXISTING REGULATIONS OF CARSON MUNICIPAL CODE SECTION 3101.9"

III. ALTERNATIVES

- 1. TAKE NO ACTION on the draft ordinance.
- 2. TAKE such action as the City Council deems appropriate, consistent with the requirements of the law.

IV. BACKGROUND

The Carson Municipal Code (CMC) currently allows for the sale, use and discharge of safe and sane fireworks (as defined in CMC 3101.05(h)) during specified time periods around the Fourth of July season subject to specified regulations, and does not allow for the sale, use or discharge of any fireworks other than safe and sane fireworks (defined in CMC 3101.05(d) as "illegal fireworks"), with the exception of permitted public displays under CMC 3101.9.

The City has experienced chronic difficulty ensuring compliance with existing fireworks regulations, as fireworks activity and violations of the existing regulations continue to be rampant each Fourth of July season despite recent increases in the City's administrative fines for violations of such regulations, and it is often difficult for the City's law enforcement officers to discern the difference between activities involving safe and sane fireworks and activities involving illegal fireworks.

Fireworks increase the risk of ignition and spread of fires in the City, which is particularly troubling given the recent Los Angeles County firestorm event that occurred in January of 2025, wherein entire communities were destroyed by the Eaton and Palisades fires. Fireworks also pose a significant risk of bodily injuries and property damage in the City, with numerous severe injuries caused by fireworks in Los Angeles County every Fourth of July season. Fireworks also cause severe disturbances to City residents due to the associated noise, danger and other factors.

Fireworks activity can also significantly increase the demand on law enforcement, fire protection, and emergency medical services, diverting resources from other critical public safety needs.

California Health and Safety Code Section 12541 expressly authorizes cities to prohibit the sale, use, and discharge of all fireworks (as defined in CMC 3101.05(c) with reference to California Health & Safety Code Section 12511) notwithstanding any other provision of the State Fireworks Law.

The proposed ordinance would amend the City's existing fireworks regulations (CMC 3101 et seq.) to enact a prohibition on the sale, use and discharge of all fireworks (as defined in CMC 3101.05(c) with reference to California Health & Safety Code Section 12511), including but not limited to safe and sane fireworks, with the exception of permitted public displays under existing CMC 3101.9, to protect the public health, safety, and welfare of City residents. Further corresponding changes to relevant City ordinances and/or resolutions will be brought back at a later date. An Ad Hoc subcommittee of the City Council considered and endorsed the basic concept underlying the proposed ordinance on February 25, 2025.

V. FISCAL IMPACT

There will be no fiscal impact to the FY 24-25 Operating Budget.

VI. **EXHIBITS**

1. Ordinance No. 25-2507

Attachments

Ordinance re Fireworks Prohibition (1055770.4).pdf

ORDINANCE NO. 25-2507

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, AMENDING SECTIONS 3101.0 (FIREWORKS), 3101.8 (STORAGE OF FIREWORKS), AND 3101.10 (VIOLATIONS OF FIREWORKS REGULATIONS) OF CHAPTER 1 (FIRE PREVENTION) OF ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE; AND REPEALING SECTIONS 3101.1 (FIREWORKS – SALE OF – **PERMIT** REQUIRED), 3101.2 (PERSONS ELIGIBLE). (APPLICATION REOUIREMENTS), 3101.4 (ISSUANCE OF PERMIT), 3101.5 (GENERAL PROVISIONS), 3101.6 (REGULATIONS FOR TEMPORARY STANDS), AND 3101.7 (WHOLESALE PERMIT) OF CHAPTER 1 (FIRE PREVENTION) OF ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE TO PROHIBIT THE SALE, USE AND DISCHARGE OF ALL FIREWORKS IN THE CITY OF CARSON, EXCEPT FOR PERMITTED PUBLIC DISPLAYS PURSUANT TO THE EXISTING REGULATIONS OF CARSON MUNICIPAL CODE SECTION 3101.9

WHEREAS, the Carson Municipal Code (CMC) currently allows for the sale, use and discharge of safe and sane fireworks (as defined in CMC 3101.05(h)) during specified time periods around the Fourth of July season subject to specified regulations, and does not allow for the sale, use or discharge of any fireworks other than safe and sane fireworks (defined in CMC 3101.05(d) as "illegal fireworks"), with the exception of permitted public displays under CMC 3101.9; and

WHEREAS, the City has experienced chronic difficulty ensuring compliance with existing fireworks regulations, as fireworks activity and violations of the existing regulations continue to be rampant each Fourth of July season despite recent increases in the City's administrative fines for violations of such regulations, and it is often difficult for the City's law enforcement officers to discern the difference between activities involving safe and sane fireworks and activities involving illegal fireworks; and

WHEREAS, fireworks increase the risk of ignition and spread of fires in the City, which is particularly troubling given the recent Los Angeles County firestorm event that occurred in January of 2025, wherein entire communities were destroyed by the Eaton and Palisades fires; and

WHEREAS, fireworks also pose a significant risk of bodily injuries and property damage in the City, with numerous severe injuries caused by fireworks in Los Angeles County every Fourth of July season; and

WHEREAS, fireworks cause severe disturbances to City residents due to the associated noise, danger and other factors; and

WHEREAS, fireworks activity can significantly increase the demand on law enforcement, fire protection, and emergency medical services, diverting resources from other critical public safety needs; and

WHEREAS, amending the City's existing fireworks regulations to enact a prohibition on the sale, use and discharge of all fireworks (as defined in CMC 3101.05(c) with reference to California Health & Safety Code Section 12511), including but not limited to safe and sane fireworks, with the exception of permitted public displays under existing CMC 3101.9, will protect the public health, safety, and welfare of City residents; and

WHEREAS, California Health and Safety Code Section 12541 expressly authorizes cities to prohibit the sale, use, and discharge of all fireworks (as defined in CMC 3101.05(c) with reference to California Health & Safety Code Section 12511) notwithstanding any other provision of the State Fireworks Law; and

WHEREAS, for the protection of public health, safety and welfare, pursuant to the City's police power, the City Council hereby intends to amend the City's fireworks regulations so as to henceforth prohibit the sale, use and discharge of all fireworks (as defined in CMC 3101.05(c) with reference to California Health & Safety Code Section 12511) including but not limited to safe and sane fireworks, except for such use and discharge as may be permitted in connection with permitted public displays under existing CMC 31019, within City limits.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA DOES ORDAIN AS FOLLOWS:

SECTION 1. RECITALS. The foregoing recitals are true and correct, and are incorporated herein as findings of fact.

SECTION 2. AMENDMENT. Section 3101.0 (Fireworks) of Chapter 1 (Fire Prevention) of Article III (Public Safety) of the Carson Municipal Code is hereby amended as follows (added text shown in *bold italics*, deleted text shown in *strikethrough*):

- "(a) Notwithstanding any other provision of this Code, safe and sane fireworks may be sold, pursuant to the provisions of CMC 3101 to 3101.10, within the City of Carson only during the period designated in subsections (c)(i) and (c)(ii) of this Section.
- (b) It shall be unlawful for any person to *sell*, discharge or use safe and sane fireworks within the City of Carson at any time. except during the following time periods:
 - (i) 12:00 noon to 10:00 p.m. on June 28th;
 - (ii) 10:00 a.m. to 10:00 p.m. on June 29th;
 - (iii) 10:00 a.m. to 10:00 p.m. on June 30th;
 - (iv) 10:00 a.m. to 10:00 p.m. on July 1st;
 - (v) 10:00 a.m. to 10:00 p.m. on July 2nd;
 - (vi) 10:00 a.m. to 10:00 p.m. on July 3rd; and

- (vii) 10:00 a.m. to 12:00 midnight on July 4th.
- (c) Safe and sane fireworks may only be sold at a properly permitted stand within the City of Carson during the following hours:
 - (i) On June 28th from 12:00 noon to 10:00 p.m.; and
 - (ii) From June 29th through July 4th from 7:00 a.m. to 10:00 p.m.
- (bd) It shall be unlawful for any person to sell, discharge, use or possess illegal fireworks within the City of Carson at any time, except for such discharge, use or possession as may be permitted in connection with a public display pursuant to CMC 3101.9."
- **SECTION 3. AMENDMENT.** Section 3101.1 (Fireworks Sale of Permit Required) of Chapter 1 (Fire Prevention) of Article III (Public Safety) of the Carson Municipal Code is hereby repealed in its entirety.
- **SECTION 4. AMENDMENT.** Section 3101.2 (Persons Eligible) of Chapter 1 (Fire Prevention) of Article III (Public Safety) of the Carson Municipal Code is hereby repealed in its entirety.
- **SECTION 5. AMENDMENT.** Section 3101.3 (Application Requirements) of Chapter 1 (Fire Prevention) of Article III (Public Safety) of the Carson Municipal Code is hereby repealed in its entirety.
- **SECTION 6. AMENDMENT.** Section 3101.4 (Issuance of Permit) of Chapter 1 (Fire Prevention) of Article III (Public Safety) of the Carson Municipal Code is hereby repealed in its entirety.
- **SECTION 7. AMENDMENT.** Section 3101.5 (General Provisions) of Chapter 1 (Fire Prevention) of Article III (Public Safety) of the Carson Municipal Code is hereby repealed in its entirety.
- **SECTION 8. AMENDMENT.** Section 3101.6 (Regulations for Temporary Stands) of Chapter 1 (Fire Prevention) of Article III (Public Safety) of the Carson Municipal Code is hereby repealed in its entirety.
- **SECTION 9. AMENDMENT.** Section 3101.7 (Wholesale Permit) of Chapter 1 (Fire Prevention) of Article III (Public Safety) of the Carson Municipal Code is hereby repealed in its entirety.

SECTION 10. AMENDMENT. Section 3101.8 (Storage of Fireworks) of Chapter 1 (Fire Prevention) of Article III (Public Safety) of the Carson Municipal Code is hereby amended as follows (added text shown in *bold italics*, deleted text shown in *strikethrough*):

"It shall be unlawful to store any fireworks in any residence, home, garage, or automobile within the City of Carson. It shall also be unlawful to store any fireworks in any building or other place within the City of Carson without having first applied for and received a business license pursuant to CMC 6310 and a permit therefor pursuant to the provisions of this Section from the City Council. This Section is not applicable to temporary storage of fireworks in temporary retail sales stands. An application for such a permit shall be filed with the City Council along with payment of a nonrefundable application fee established by City Council resolution no later than the last City business day in May. The City Council shall cause an investigation to be made of the place where it is proposed to store such fireworks. Notwithstanding the foregoing, storage of fireworks in connection with a public display of fireworks by a pyrotechnic operator shall be governed by permit issued under CMC 3101.9.

- (a) Prior to initiating the storage of fireworks at the permitted location, the permittee shall procure general liability and property damage insurance covering its operation in and about said premises in a minimum aggregate amount of \$1,000,000; in addition, the City of Carson, its officers and employees shall be named as an additional insured on such insurance. The permittee shall file a certificate of such insurance with the City Revenue Division within seven (7) days after Council approval of such storage operation.
- (b) No fireworks shall be stored within one hundred (100) feet of any gasoline service station or any garage located within twenty-five (25) feet of any other structure. Any facility for the storage of fireworks shall maintain a minimum setback from the street curbing of ten (10) feet.
- (c) There shall be maintained at each location where fireworks are stored at least two (2) fire extinguishers approved by the Los Angeles County Fire Department; provided, however, that if more than one (1) room at any location is used for fireworks storage, there shall be at least one (1) approved fire extinguisher per room.
- (d) No person shall light, or cause, or permit to be lighted, any fireworks, or any other article or material, within any structure approved for fireworks storage, or within fifty (50) feet thereof.
- (e) No smoking shall be allowed in any structure used for the storage of fireworks nor within fifty (50) feet of said structure. "No Smoking" signs shall be prominently displayed.
 - (f) No minor, under the age of eighteen (18), shall be in the fireworks storage structure.
- (g) No alcoholic beverages shall be allowed on the premises. No person who is under the influence of alcoholic beverages shall enter or be allowed in the building or structure used for fireworks storage.

- (h) The permittee shall provide an adult night watchman to act and serve during all hours other than normal business hours. Under no circumstances shall the night watchman sleep within the building in which the fireworks are stored.
 - (i) All permits must be posted in a conspicuous place at the storage site.
 - (i) The permittee shall strictly comply with all the provisions of the State Fireworks Law."
- **SECTION 11. AMENDMENT.** Section 3101.10 (Violations of Fireworks Regulations) of Chapter 1 (Fire Prevention) of Article III (Public Safety) of the Carson Municipal Code is hereby amended as follows (added text shown in *bold italics*, deleted text shown in *strikethrough*):
- (a) Any person violating any provision of CMC 3101 to 3101.9, inclusive, or knowingly or intentionally misrepresenting to any officer or employee of the City any material fact in procuring *any* the permit herein provided for, shall be guilty of a misdemeanor.
- (b) In addition thereto, any such misrepresentation or violation shall constitute grounds for revocation of the permit by the City Council, on twenty-four (24) hours' notice to the permittee, or if any such violation is committed in the presence of the Sheriff, or any deputy, or Fire Chief, or any other City officer, the City Manager shall be empowered, upon receiving a written and signed report thereof from any such officer, to close any such *permitted operation*-sales booth or stand forthwith.
- (c) Any person violating the provisions of CMC 3101.07 to 3101.9 shall be subject to a penalty of \$1,000 for a first-time violation, and thereafter \$1,000 for each additional violation of such provisions, except as otherwise provided in a resolution adopted by the City Council pursuant to CMC 1203.3(d). Any person found to have violated the provisions of CMC 3101.7, 3101.8 or 3101.9, or any combination of the same, more than two (2) times in a single year shall be prohibited from applying for any permit under CMC 3101.87 through 3101.9 for a period of one (1) year.
- (d) If any provision(s) of this Chapter or the application thereof to any person or circumstances is held invalid or unconstitutional by any court of competent jurisdiction, such invalidity or unconstitutionality shall not affect any other provision or application, and to this end the provisions of this Chapter are declared to be severable. The City Council hereby declares that they would have adopted this Chapter and each section, subsection, sentence, clause, phrase, part or portion thereof, irrespective of the fact that any one (1) or more sections, subsections, clauses, phrases, parts or portions thereof be declared invalid or unconstitutional."
- SECTION 12. SEVERABILITY. If any section, subsection, sentence, clause, phrase, or portion of this Urgency ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions thereof may be declared invalid or unconstitutional.

SECTION 13. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days after its adoption.

SECTION 14. CERTIFICATION. The City Clerk shall certify to the adoption of this ordinance, and shall cause the same to be posted and codified in the manner required by law.

PASSED, APPROVED and ADOPTED at a regular meeting of the City Council on this day of _____, 2025.

Lula Davis-Holmes, Mayor

ATTEST:

Dr. Khaleah K. Bradshaw, City Clerk

APPROVED AS TO FORM:

Sunny K. Soltani, City Attorney

CITY OF CARSONS Street



File #: Version:

Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

DISCUSSION 28.

To: Honorable Mayor and City Council

From: Dr. Khaleah K. Bradshaw, City Clerk CCO Option 1

Subject: CONSIDERATION OF ONLY LOCAL UNCONTESTED APPOINTMENTS TO THE CITY'S COMMISSIONS, COMMITTEES, AND BOARDS, AND CITY AFFILIATED ORGANIZATIONS BY MAYOR AND CITY COUNCIL AND CONSIDER ALL (CONTESTED AND UNCONTESTED) APPOINTMENTS TO ALL COMMISSIONS (CITY COUNCIL)

I. SUMMARY

This item is on the agenda to consider only uncontested appointments of City Commission, Committee, and Board members in accordance with the City Charter, Article VI, by Mayor and City Council. (Exhibit 1)

Also, consider all (contested and uncontested) appointments to all commissions and also consider appointments to City Affiliated Organizations.

Pursuant to Section 602 of the City Charter provides, in part, the mayor and each member of the city council may appoint one member to a position on each City board or City commission, and the remaining membership positions shall be appointed by the mayor and approved by a majority of the city council, including the three alternates.

At the February 18, 2025, City Council meeting, Mayor Davis-Holmes continued this item to a future meeting.

II. RECOMMENDATION

TAKE the following actions:

- 1. CONSIDER and only APPOINT uncontested members to the City Commissions, Committees, and Boards:
- CONSIDER and APPOINT all (contested and uncontested) members to all commissions except Planning Commission and Environmental Commission;
- 3. CONSIDER and APPOINT members to City Affiliated Organizations;
- 4. DIRECT the City Clerk to notify all affected appointments of this action in writing;
- 5. IF APPLICABLE, DIRECT the City Clerk to post and publish in accordance with the Maddy Act

III. ALTERNATIVES

IV. BACKGROUND

Every two years after the municipal election, most Commission and Board appointments expire. As unscheduled vacancies occur and/or members are frequently absent, it is best practice to consider new appointments.

Invitations to submit an appointment application for all interested person(s) were posted in accordance with the Maddy Act. Applications for individuals requesting appointments were previously provided under separate cover to the Mayor and City Council.

V. FISCAL IMPACT

Funds for member stipends are already budgeted for Fiscal Year 2024-2025.

VI. **EXHIBITS**

Local Appointments List

Prepared by: Dr. Khaleah K. Bradshaw, City Clerk and Tomisha Haywood, Records Management Coordinator

Attachments

Exhibit 1 - March 4, 2025, Agenda Report.pdf

CITY OF CARSON LOCAL APPOINTMENTS LIST FOR COMMISSIONS, COMMITTEES, AND BOARDS

(Pursuant to Government Code Section 54970 et seq.)

NOTICE IS HEREBY GIVEN that the current terms for the following Commissioners, Committee and Board Members will expire as indicated for the respective bodies listed. Any interested resident of the City of Carson, California is eligible to serve on any of the below-named commissions, committees, or boards unless otherwise specified. Applications are available at the City Clerk's Office by request at (310) 952-1720.

* The following appointed positions may receive compensation

** Mayor's uncontested

Denotes vacated seat

I. COMMISSIONS

Article VI, §602 of the City Charter: To be qualified for appointment, the member shall be a qualified elector of the City, shall be domiciled in the City for at least sixty (60) days immediately preceding their appointment, and shall continue to reside in the City for the duration of his or her tenure, unless otherwise provided by ordinance.

The mayor and each member of the city council may appoint one member to a position on each City board, committee or commission, and the remaining membership positions shall be appointed by the mayor and approved by a majority of the city council, including the three alternates.

[1] Economic Development Commission

Established by: Ordinance No. 00-1191. §1 (CMC §27104.1); Ordinance No. 21-2108

Membership: 9 members; 3 alternates

Qualification: Shall be and remain a resident of, or have a place of employment or business in the

City of Carson, and be at least 18 years of age. Shall include representatives of all major sectors of the Carson business community as determined in the sole discretion

of the City Council.

Meetings: 1st Thursday, 8:00 a.m., Executive Conference Room

Staff Liaison: John Raymond, Asst. City Mgr x1773; Saied Naaseh, Dir. of Comm. Dev. x1770

Support Staff: Sandy Solis, Economic Development Commission Secretary x1325

		<u>Appointed</u>	Term Expires
Aldridge Jr., Ray (LDH)**		12-06-22	11-30-26
Childers, Christopher (CH)		12-06-22	11-30-26
Embry, Darren (LDH)		04-04-23	11-30-26
Kelley, Blake (LDH)		04-04-23	11-30-26
Jimenez, Trini (AR)		12-06-22	11-30-26
Pandolfo, Katie (JH)		12-06-22	11-30-26
Sparrow, Clyde (LDH)		04-04-23	11-30-26
Wallace, Deborah (LDH)		04-04-23	11-30-26
Watar, Nasser (JD)		12-03-24	11-30-26
Cordova, Ted (LDH)	Alt. 1	04-04-23	11-30-26
Ibarra, Victor (LDH)	Alt. 2	02-06-24	11-30-26
O'Leary, Danielle (LDH)	Alt. 3	02-06-24	11-30-26

[2] Environmental Commission*

Established by: Ordinance No. 70-128; §1 (CMC §2750); Ordinance No. 21-2103

Membership: 9 members; 3 alternates

Qualification: Shall be and remain a resident of the City of Carson and be at least eighteen (18)

years of age at the time of the member's appointment

1st Wednesday, 6:30 p.m. (Executive Conference Room) Meetings: Staff Liaison: Reata Kulcsar, Innovation & Sustainability Manager x1312

Jessica Coria, Division Secretary x1823 Support Staff:

		Appointed	Term Expires
Vacant (JH)			11-30-26
Swayzer, Ezekiel (LDH)		12-03-24	11-30-26
Hopson, Lillian (LDH)**		12-03-24	11-30-26
Tresvant, Christina (LDH)		12-03-24	11-30-26
Koons, William (JD)		12-03-24	11-30-26
Peralta, Maribel (AR)		01-07-25	11-30-26
Edwards, Lashawn (LDH)		12-03-24	11-30-26
Taylor, Hourie (CH)		12-06-22	11-30-26
Watkins, Freeman (LDH)		12-03-24	11-30-26
Ford, Brittney (LDH)	Alt. 1	02-18-25	11-30-26
Vacant (LDH)	Alt. 2		11-30-26
Vacant (LDH)	Alt. 3		11-30-26

[3] Human Relations Commission*

Established by: Ordinance No. 74-294; Ordinance No. 87-812, §1; Ordinance No. 89-883,§1

Membership: 9 members (7 general, 2 youth); 3 alternates

Qualification: Shall be a resident of the City of Carson. Youth members shall be 16-21 years of age,

enrolled in school at time of appointment, maintain a 2.0 GPA, shall have interest in

human relations.

Meetings: 3rd Wednesday, 6:30 p.m., City Manager Conference Room

Staff Liaison: Robert Lennox, Asst. City Manager x1728

Support Staff: Cac Le, Council Aide x1722

		Appointed	Term Expires
Junio, Teresita (LDH)		12-03-24	11-30-26
Calhoun, Jill (AR)		12-06-22	11-30-26
Davenport, Kimberley (JH)		04-04-23	11-30-26
Keely, Tina (JD)		12-03-24	11-30-26
Ramos, Jessica (LDH)		12-03-24	11-30-26
Reed, Cassandra (CH)		12-06-22	11-30-26
Russ, Harriett (LDH)**		12-03-24	11-30-26
Ifeacho, Dr. Chinyere (LDH)	Alt. 1	12-03-24	11-30-26
Viernes, Irene (LDH)	Alt. 2	12-03-24	11-30-26
Vacant (LDH)	Alt. 3		11-30-26
Payton, Cameron (LDH)	Youth	02-18-25	11-30-26
Vacant (LDH)	Youth		11-30-26

[4] Parks, Recreation and Cultural Arts Commission*

Established by: Ordinance No. 69-65 (CMC §2735); Ordinance No. 21-2106

Membership: 9 members; 3 alternates
Qualification: Resident of the City of Carson

Meetings: Last Thursday, 6:30 p.m. (Executive Conference Room)
Staff Liaison: Michael Whittiker Jr., Director of Community Services x3571

Support Staff: Kimberly Madrigal, Administrative Secretary x3581

		<u>Appointed</u>	Term Expires
Cainglet, Jesus-Alex (CH)		12-06-22	11-30-26
Cortado, Kimberly (JH)		06-20-23	11-30-26
Dahilig Jr., Cesar (LDH)		12-03-24	11-30-26
Lawrence, Shannon (LDH)		12-03-24	11-30-26
Gonzalez, Walter (LDH)		12-03-24	11-30-26
Hilliard, Kisa (JD)		12-03-24	11-30-26
Hunter, Edwina (AR)		12-06-22	11-30-26
Langston, DeAnthony (LDH)		12-03-24	11-30-26
Ramos, Oscar (LDH)**		12-03-24	11-30-26
Brown Sr., Kelvin (LDH)	Alt. 1	12-03-24	11-30-26
Johnson, Jo Jacqueline (LDH)	Alt. 2	12-03-24	11-30-26
Brillantes, Rudolfo (LDH)	Alt. 3	12-03-24	11-30-26

[5] Planning Commission*

Established by: Ordinance No. 13, §1 (CMC §2700); § 606 of the City Charter

Membership: 9 members; 3 alternates
Qualification: Resident of the City of Carson

Monthly Meeting: 2nd and 4th Tuesday, 6:30 p.m. (City Council Chambers)

Staff Liaison: Christopher Palmer, Planning Mgr. x1365; McKina Alexander, Sr. Planner x1326

Appointed

Torm Evniros

Support Staff: Laura Gonzalez, Planning Secretary x1328

		<u>Appointed</u>	<u>rerm Expires</u>
		12-03-24	11-30-26
		12-03-24	11-30-26
		12-03-24	11-30-26
			11-30-26
		12-03-24	11-30-26
		12-03-24	11-30-26
		12-03-24	11-30-26
		03-19-24	11-30-26
		12-06-22	11-30-26
Alt. 1		12-03-24	11-30-26
Alt. 2			11-30-26
Alt. 3			11-30-26
	Alt. 2	Alt. 2	12-03-24 12-03-24 12-03-24 12-03-24 12-03-24 12-03-24 03-19-24 12-06-22 Alt. 1 Alt. 2

[6] Public Relations Commission*

Established by: Ordinance No. 01-1239, §2 (CMC §27105.1)

Membership: 9 members; 3 alternates

Qualification: Shall reside or be employed in the City of Carson and be at least eighteen (18) years

of age at the time of the member's appointment.

Meetings: 4th Tuesday, 12:00 p.m. (City Manager Conference Room)
Staff Liaison: Margie Revilla-Garcia, Public Information Manager x1741

Support Staff: Christine Foisia, Senior Clerk x1740

		<u>Appointed</u>	Term Expires
Eatman, Sonya (LDH)	Community Representative	12-03-24	11-30-26
Gomez, Freddie (LDH)**	Community Representative	12-03-24	11-30-26
Stewart, Linda (LDH)	Community Representative	12-03-24	11-30-26
Sandoz, Jeretta (AR)	Community Representative	12-03-24	11-30-26
Ross, Dorothy (JD)	Public Relations Specialist	12-03-24	11-30-26
Nunley, Madalyn (LDH)	Public Relations Specialist	12-03-24	11-30-26
Pitcher, Pamela (LDH)	Public Relations Specialist	12-03-24	11-30-26
Smith, Byron (CH)	Public Relations Specialist	03-06-24	11-30-26
Price, Dr. Denice (JH)	Public Relations Specialist	04-04-23	11-30-26
Guillory, Rachelle (LDH)	Alt. 1	12-03-24	11-30-26
Waddis, Dorcas (LDH)	Alt. 2	12-03-24	11-30-26
Page, Brent (LDH)	Alt. 3	02-18-25	11-30-26

[7] Public Safety Commission*

Established by: Ordinance No. 99-1160 § 1; Ordinance No. 01-1239 § 1 (CMC §27103.6);

Ordinance No. 21-2104

Membership: 9 members; 3 alternates

Qualification: Shall be a resident of the City of Carson and be at least eighteen (18) years of age at

the time of the member's appointment.

Meetings: 3rd Thursday, 6:30 p.m. (Executive Conference Room)

Staff Liaison: Priscilla Palma, Division Secretary x1787

Support Staff: Vacant

		<u>Appointed</u>	<u>Term Expires</u>
Allen, Jeffrey (LDH)		12-03-24	11-30-26
Arnold, Keith (LDH)		12-03-24	11-30-26
Flinton, Lawrence (AR)		08-06-24	11-30-26
Dacus, Samuel (LDH)		12-03-24	11-30-26
Dorsey, Donnie (CH)		12-06-22	11-30-26
Lewis, Prentiss (JH)		04-04-23	11-30-26
Rivers, Angela (LDH)		12-03-24	11-30-26
Romero, Heidi (LDH)**		12-03-24	11-30-26
Cogut, Louis (JD)		12-03-24	11-30-26
Wilson, Michael (LDH)	Alt. 1	12-03-24	11-30-26
Brown, Randy (LDH)	Alt. 2	12-03-24	11-30-26
Childs, Aisha (LDH)	Alt. 3	12-03-24	11-30-26

[8] Public Works Commission*

Established by: Ordinance No. 99-1181 § 2 (CMC § 2798.6)

Membership: 9 members; 3 alternates

Qualification: Have interest, experience or ability in construction, transportation, traffic, or circulation

areas to ensure that traffic, vehicle parking, bikeways, and transportation systems and other City facilities are regulated and constructed in a manner calculated to best provide for the safety and welfare of the public. Shall be and remain a resident of, or have a place of employment or business in, the City of Carson, and be at least

eighteen (18) years of age at the time of the member's appointment.

Meetings: 2nd Monday, 6:30 p.m. (Executive Conference Room)
Staff Liaison: Gilbert Marquez, Principle City/Civil Engineer x1813

Support Staff: Taelour C. James, Division Secretary x1801

		<u>Appointed</u>	Term Expires
Baddeley, Kevin (AR)		12-06-22	11-30-26
Calhoun, James (JD)		12-03-24	11-30-26
Fe'esago, Uli (LDH)		12-03-24	11-30-26
McNichols, Ryan (LDH)		12-03-24	11-30-26
Howard, Kobii (LDH)		12-03-24	11-30-26
Benson, Melvin (CH)		07-18-23	11-30-26
Nweke, Chike (LDH)**		12-03-24	11-30-26
Martin, Jr., Marion (LDH)		12-03-24	11-30-26
Todd Griffin, Kellie (JH)		01-07-25	11-30-26
Obiora, Emmanuel (LDH)	Alt. 1	12-03-24	11-30-26
Cottrell, John (LDH)	Alt. 2	12-03-24	11-30-26
Vacant (LDH)	Alt. 3		11-30-26

[9] Senior Citizens Advisory Commission*

Established by: Ordinance No. 97-1119, § 1 (CMC § 2799.6)

Membership: 11 members; 3 alternates

Qualification: Resident of the City of Carson and be at least 50 years of age at the time of

appointment.

Meetings: 2nd Monday, 4:00 p.m. (Community Center, Carson/Dominguez room)

Staff Liaison: Mike Whittiker Jr., Dir. of Comm. Srvs. x1780; Dani Cook, Human Srvs. Supv. X04/04/2:

Support Staff: Brenda Reed, Senior Clerk x1775;

		<u>Appointed</u>	Term Expires
Graves, Shirley (LDH)**		12-03-24	11-30-26
Lopez, Delia (LDH)		12-03-24	11-30-26
Cole, Daniel (AR)		12-06-22	11-30-26
Dunn, Linda (LDH)		12-03-24	11-30-26
Bates, Billye (LDH)		12-03-24	11-30-26
Patterson, Patricia (LDH)		12-03-24	11-30-26
Ronquillo, Myrna (JD)		12-03-24	11-30-26
Ruiz-Raber, Julie (CH)		12-06-22	11-30-26
Seymore, Dr. Vergie (JH)		04-04-23	11-30-26
Simpson-Lott, Darlene (LDH)		12-03-24	11-30-26
Walker, Itelia (LDH)		12-03-24	11-30-26
Brown, LaRhonda (LDH)	Alt. 1	12-03-24	11-30-26
Leverette, Ernestine (LDH)	Alt. 2	12-03-24	11-30-26
Davis, Pauline (LDH)	Alt. 3	12-03-24	11-30-26

[10] Veterans Affairs Commission*

Established by: Ordinance No. 99-1154, § 1 (CMC § 27102.6)

11 members; 3 alternates Membership:

Qualification: Shall be a resident of the City of Carson and be at least eighteen (18) years of age at

the time of the member's appointment.

3rd Monday, 6:00 p.m. (Veterans SportsComplex - Activity Room) Meetings:

Kisheen Tulloss, Council Aide x1711 Staff Liaison:

Support Staff: Mikala Multiauaopele, Division Secretary x3557

		A	Appointed	Term Expires
Batucal, Arthur (JH)			04-04-23	11-30-26
Boyd, Robert (JD)			12-03-24	11-30-26
Branch, Jr., Roger (LDH)			12-03-24	11-30-26
Da Silva, Manuel (LDH)			12-03-24	11-30-26
Raber, Brian (CH)			12-06-22	11-30-26
Salomon, Emmanuel (LDH)			12-03-24	11-30-26
Mosequera, Nemie P. (LDH)**			12-03-24	11-30-26
Woods, Richard (LDH)			12-03-24	11-30-26
Woods, Thomas (LDH)			12-03-24	11-30-26
Seay, Al (LDH)			12-03-24	11-30-26
Wilvert, Karl (AR)			12-06-22	11-30-26
Vacant (LDH)	Alt. 1			11-30-26
Vacant (LDH)	Alt. 2			11-30-26
Vacant (LDH)	Alt. 3			11-30-26

[11] Women's Issues Commission*

Established by: Ordinance No. 02-1246, § 1 (CMC § 27106.6)

Membership: 9 members; 3 alternates

Qualification: Shall be a resident of the City of Carson or work in the City of Carson during their

tenure on the Commission and shall be at least eighteen (18) years of age at the time

of the member's appointment.

Meetings: 4th Monday, 6:00 p.m. (City Manager Conference Room)

Staff Liaison: Ravynne Staine, Council Aide x1733

Support Staff: Vacant

		<u>Appointed</u>	Term Expires
Dela Cruz-Manio, Connie (LDH)	12-03-24	11-30-26
Fielder, Yolanda (LDH)		12-03-24	11-30-26
Fields-Robinson, Dr. Leandrea	(LDH)**	12-03-24	11-30-26
Foster, Carolyn (LDH)		12-03-24	11-30-26
Koons, Fe (JD)		12-03-24	11-30-26
Odom Houze, Susan (JH)		04-04-23	11-30-26
Price, Dr. Greta (AR)		12-06-22	11-30-26
Williams, Maria (CH)		12-03-24	11-30-26
Tresvant, Sheila (LDH)		12-03-24	11-30-26
Graves, Keichun (LDH)	Alt. 1	12-03-24	11-30-26
Mackson, Monique (LDH)	Alt. 2	12-03-24	11-30-26
Johnson, Veronica (LDH)	Alt. 3	12-03-24	11-30-26

[12] Youth Commission*

Established by: Ordinance No. 98-1132, § 1 (CMC § 27100.6)

Membership: 11 members; 3 alternates

Qualification: Resident of the City of Carson and be at least 13, but not more than 18 years of age at

the time of appointment.

Meetings: 2nd Wednesday, 7:00 p.m. (Executive Conference Room)

Staff Liaison: Brian Legaspi, Council Aide x1721

Support Staff: Vacant

		Appointed	Term Expires
Mitchell, Hannah (LDH)		06-06-24	06-30-25
Moore, Joshua (JH)		06-06-24	06-30-25
Redway, Khristopher (LDH)		06-06-24	06-30-25
Estrada, Juan (LDH)		06-06-24	06-30-25
Villasana, Andrea (JD)		12-03-24	06-30-25
Mitchell, Jazcidi (LDH)		12-03-24	06-30-25
Colson, Lewis (LDH)**		06-06-24	06-30-25
Smith, Zoey (CH)		06-06-24	06-30-25
Williams, Liv (LDH)		06-06-24	06-30-25
Homna, Kayla (AR)		01-07-25	06-30-25
Macias, Lea (LDH)		01-07-25	06-30-25
Vacant (LDH)	Alt. 1		06-30-25
Vacant (LDH)	Alt. 2		06-30-25
Vacant (LDH)	Alt. 3		06-30-25

II. BOARDS & COMMITTEES

Article VI, §602 of the City Charter: To be qualified for appointment, the member shall be a qualified elector of the City, shall be domiciled in the City for at least sixty (60) days immediately preceding their appointment, and shall continue to reside in the City for the duration of his or her tenure, unless otherwise provided by ordinance.

The mayor and each member of the city council may appoint one member to a position on each City board, committee or commission, and the remaining membership positions shall be appointed by the mayor and approved by a majority of the city council, including the three alternates.

[13] Measure C and Measure K Budget Oversight Committee

Established by: Ordinance No. 09-1423 (CMC §61119); Amended by Resolution No. 19-027; Amended

by Resolution No. 21-030

Membership: 5 members; 2 alternates

Qualification: Resident of the City of Carson.

Meetings: 2nd Tuesday, 6:30p.m. (Community Center) Staff Liaison: William Jefferson, Director of Finance x1756

Support Staff: Vicki Hernandez, Senior Clerk x1744

		<u>Appointed</u>	<u>rerm Expires</u>
Dorsey-Reeves, Vera (CH)		04-04-23	11-30-26
Vacant (AR)			11-30-26
Hunter, Cynthia (LDH)		04-04-23	11-30-26
Momoli, Nora (JD)		12-03-24	11-30-26
Hemphill, Dr. Afia (JH)		12-03-24	11-30-26
Fullbright, Lisa Ratrell (LDH)	Alt. 1	12-03-24	11-30-26
Vacant (LDH)	Alt. 2		11-30-26

[14] Mobilehome Park Rental Review Board*

Established by: Ordinance No. 79-485U, §4702; § 607 of the City Charter

Membership: 7 members (2 resident homeowners, 2 park owners, 3 at-large who are residents of the City and not homeowners, park owners, landlords, property managers or tenants in

multifamily housing); 8 alternates (2 resident homeowners, 2 park owners, 4 at-large)

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Qualification: See membership.

Meetings: 2nd and 4th Wednesday, 6:30 p.m. (City Council Chambers)
Staff Liaison: Tara Matthew, Interim Housing Program Manager x1708

Support Staff: Sandy Solis, Division Secretary x1325

		Appointed	Term Expires
Vacant (JH)	At-large		11-30-26
Valdez, Daniel (JD)	At-large	12-03-24	11-30-26
Vacant (AR)	At-large		11-30-26
Clark Harris, Dr. Alice (LDH)	At-large Alt. [1]	04-04-23	11-30-26
Muhammad, Nafis (LDH)	At-large Alt. [2]	04-04-23	11-30-26
Perez, Karey (LDH)	At-large Alt. [3]	04-04-23	11-30-26
Hayes, Phyllis (LDH)	At-large Alt. [4]	04-04-23	11-30-26
Dzikowski, Barbara (LDH)	Park owner	04-04-23	11-30-26
Forbath, Susy (LDH)	Park owner	04-04-23	11-30-26
Horton, Maria (LDH)	Park owner Alt. [1]	04-04-23	11-30-26
Vacant (LDH)	Park owner Alt. [2]		11-30-26
Gonzalez, Leonor (LDH)**	Resident homeowner	11-21-23	11-30-26
King, Tom (CH)	Resident homeowner	01-17-23	11-30-26
Davis, William (LDH)	Resident homeowner Alt. [1]	04-04-23	11-30-26
Richardson, Sheila (LDH)	Resident homeowner Alt. [2]	08-08-24	11-30-26

[15] Relocation Appeals Board

Established by: Ordinance No. 74-313 (CMC § 21004)

9 members; 3 alternates Membership: Qualification: Resident of the City of Carson.

Meetings: Only when necessary

Saied Naaseh, Director of Community Development x1770 Staff Liaison:

Sandy Solis, Economic Development Liaison x1325 Support Staff:

		<u>Appointed</u>	<u>lerm Expires</u>
Batucal, Dennis (LDH)		04-04-23	11-30-26
Evans, Linda (LDH)		04-04-23	11-30-26
Tate, Dorothy (LDH)**		01-23-24	11-30-26
Guray, Jr., Tancredo "Jun" (JD)		12-03-24	11-30-26
Witherspoon, Murphy (LDH)		01-07-25	11-30-26
Anson, Jr., Oscar (LDH)		01-23-24	11-30-26
Vacant (CH)			11-30-26
[Vacant] (JH)			11-30-26
Vacant (AR)			11-30-26
Vacant (LDH)	Alt. 1		11-30-26
Morrison, Chris (LDH)	Alt. 2	12-03-24	11-30-26
Vacant (LDH)	Alt. 3		11-30-26

III. SPECIAL COMMITTEE

[16] General Plan Advisory Committee

Established by Minute Action 10-03-17; Amended by Resolution No. 19-029; Amended by Resolution No. 21-031

Membership: 7 members; 2 alternates Meetings: Only when necessary

Staff Liaison: McKina Alexander, Senior Planner x1326

Support Staff: Planning Technician x1327

		<u>Appointed</u>	Term Expires
Mayor Lula Davis-Holmes (LDH		04-04-23	11-30-26
Councilmember Jim Dear (JD)		12-03-24	11-30-26
Brimmer, Charlotte (LDH)**		04-04-23	11-30-26
Dudley-Kimble, Monica (CH)		04-04-23	11-30-26
Gonzalez, Leonor (AR)		04-04-23	11-30-26
Hamilton, Dr. John (JH)		04-04-23	11-30-26
Sheriff Department Representat	ive (LDH)	04-04-23	11-30-26
Cottrell-Fulbright, Lisa (LDH)	Alt. 1	04-04-23	11-30-26
Lott, Aminika (LDH)	Alt. 2	04-04-23	11-30-26

IV. SPECIAL BOARD

[17] Carson Reclamation Joint Powers Authority (CRJPA)

Established by Resolution No. 15-01-CRJPA; Resolution No. 21-02-CRJPA

Membership: 5 members

Meetings: 1st Monday, 4:00 p.m. (Helen Kawagoe Council Chambers)

Staff Liaison: John Raymond, Executive Director x1773 Support Staff: Sylvia Rubio, Executive Assistant x1318

	<u>Appointed</u>	Term Expires
Authority Chair Lula Davis-Holmes	06-07-21	06-07-26
Vice Chair Cedric Hicks	06-07-21	06-07-26
Board Member Ray Aldridge, Jr.	01-26-21	01-26-26
Board Member Lillian Hopson	01-21-21	01-21-26
Board Member Dianne Thomas	01-21-21	01-21-26

V. COUNCIL SUB-COMMITTEES

[18]	Bingo/Fireworks/Refuse Ad Ho	c Committee
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Established by Minute Order 04-02-19

•	Appointed
Mayor Davis-Holmes	12-03-24
Councilmember Rojas	12-03-24

[19] Community Development/Housing/Logistics & Transit Standing Committee

Established by Minute Order 04-02-19

	Appointed
Mayor Davis-Holmes	12-03-24
Councilmember Hicks	12-03-24

[20] Dignity Health Sports Park/CSUDH/Community Center Standing Committee

Established by Minute Order 04-02-19

	<u>Appointed</u>
Councilmember Hicks	06-01-21
Mayor Pro Tempore Hilton	06-01-21

[21] Legislative Ad Hoc Committee

Established by Minute Order 02-16-21

	<u>Appointed</u>
Mayor Pro Tempore Dr. Hilton	12-03-24
Councilmember Hicks	12-03-24

[22] City Hall/Community Center Renovation Ad Hoc Committee

Established by Minute Order 01-26-21

•	<u>Appointed</u>
Mayor Davis-Holmes	01-26-21
Mayor Pro Tempore Hilton	01-26-21

[23] Economic Development/E-Commerce Ad Hoc Committee

Establised by Minute Order 03-02-21

	Appointed
Mayor Davis-Holmes	03-02-21
Councilmember Hicks	03-02-21

[24] Conditional Use Permit Ad Hoc Committee

Established by Minute Order 04-05-22

	<u>Appointed</u>
Mayor Davis-Holmes	04-05-22
Mayor Pro Tempore Hilton	04-05-22

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[25]	Housing Ad Hoc Committee Fatablished by Migute Order 03 46 34	
	Established by Minute Order 03-16-21	Appointed
	Mayor Pro Tempore Hilton Councilmember Hicks	12-03-24 12-03-24
	Councilmember Ficks	12-03-24
[26]	<u>Diversity, Equity and Inclusion Ad Hoc Committee</u> Established by Minute Order 09-07-21	
	Established by Militute Order 09-07-21	Appointed
	Mayor Pro Tempore Hilton	09-07-21
	Councilmember Rojas	03-01-22
[27]	Standard Management Procedures and Special Events Ad Hoc Committee Established by Minute Order 01-04-22	
	·	<u>Appointed</u>
	Mayor Davis-Holmes Mayor Pro Tempore Hilton	01-04-22 01-04-22
[20]	Cell 2 Settlement Ad Hoc Committee	
	Established by Minute Order 02-07-22 (Carson Reclamation Authority)	
	Authority Chair Lula Davis-Holmes	Appointed 02-07-22
	Board Member Dianne Thomas	02-07-22
[29]	School Safety Ad Hoc Committee	
,	Established by Minute Order 02-15-22	
	Mayor Pro Tempore Hilton	Appointed 12-03-24
	Councilmember Rojas	12-03-24
	Captain Jones Norman	12-03-24
[30]	Carson Finance and Audit Committee	
	Established by Minute Order 06-20-23	Appointed
	Mayor Davis-Holmes	06-20-23
	Councilmember Rojas Councilmember Hicks	06-20-23 02-18-24
[21]	Short-Term Rentals Ad Hoc Committee	
[31]	Established by Minute Order 03-02-21	
	Established by Minute Order 10-03-23	<u>Appointed</u>
	Mayor Davis-Holmes	10-03-23
	Mayor Pro Tempore Hilton	10-03-23
<u>[32]</u>	Special Event Ad Hoc Committee Established by Minute Order 06-06-24	
	·	Appointed
	Mayor Davis-Holmes Mayor Pro Tempore Dr. Hilton	06-06-24 06-06-24
[33]	LA '28 Olympics Ad Hoc Committee Established by Minute Order 07-16-24	

Mayor Davis-Holmes

Appointed 07-16-24

[34] Refinery Ad Hoc Committee

Established by Minute Order 12-03-24

Mayor Davis-Holmes 12-03-24
Councilmember Hicks 12-03-24

[35] Grocery Store Ad Hoc Committee

Established by Minute Order 06-18-24

Mayor Pro Tempore Hilton Member 06-18-24
Councilmember Hicks Member 06-18-24

[36] Gil Smith Memorial Ad Hoc Committee

Established by Minute Order 01-07-25

Mayor Davis-HolmesAppointedMayor Pro Tempore Dr. Hilton01-07-25

VI. CITY AFFILIATED ORGANIZATIONS

[37] California Contract Cities Association

Councilmember Hicks Delegate 12-03-24
Mayor Davis-Holmes Alt. 12-03-24

[38] Clean Power Alliance

Ord. No. 17-1633; LACCE Joint Powers Agreement (Authority)

Councilmember Hicks Delegate 11-15-22
Councilmember Rojas Alt. 1 12-03-24
Staff Member Reata Kulcsar Alt. 2 11-15-22

[39] County of Los Angeles Public Library Commission

Mayor Davis-Holmes Delegate Appointed 12-03-24

[40] County Sanitation Districts of Los Angeles (Dist. No. 8)*

Automatic designation of Mayor as Delegate per Health and Safety Code Section 4730. City Council as governing body, must select an alternate to act in place of presiding officer (Mayor) in absence, inability, or refusal to act.

Mayor Davis-HolmesDelegate01-26-21Mayor Pro Tempore HiltonAlternate12-03-24

[41] Greater Los Angeles County Vector Control District (Formerly SE Mosquito Abatement)*

The District's governing power is vested in its 35 members of the Board of Trustees. One trustee is appointed by each of the 34 cities and the County Board of Supervisors appoints one to represent unincorporated areas of Los Angeles County. To be appointed, the member must reside in and be a resident voter of the representative city (or county for county member) in the District. Board member duties and responsibilities include setting policy, establishing the budget, approving expenditures, and retaining legal counsel. The vector Trustee appointment and term are governed by the State Health and Safety Code and begin and end on the first Monday in January. Additionally, the State Health and Safety Code does not allow for alternate members to be appointed.

Councilmember Dear

Delegate

Appointed Term Expires 01-26-21

01-05-26

(effective 01-03-22)

[42] L.A. County City Selection Committee

Per Government Code Section 50270, the membership of each such City Selection Committee shall consist of the Mayor of each city within the county. Members of the LA County City Selection Committee include the Mayor of each city within Los Angeles County. Each city appoints an elected official as a delegate to the City Selection Committee; it usually is the Mayor. The term of office for each Member of the LA County City Selection Committee coincides with City Mayor terms, and the Committee meets three or four times a year, at the call of the Chairman. Their duties are to appoint City representatives to such Boards, Commissions and Agencies as may be required by law, i.e., LAFCO, South Coast Air Quality Management District, Los Angeles County Metropolitan Transportation Authority, Los Angeles County Hazardous Waste Management Advisory Committee; and to nominate for appointment Members to the California Coastal Commission. Nominations for the City Selection Committee appointees to the MTA are made by the Sector Subcommittees for the Sectors whose representatives' terms are expiring. The cities assigned to one of the four regions in Los Angeles County. Nominations for the City Selection Committee appointees to the MTA are made by the Sector Subcommittees for the Sectors whose representatives' terms are expiring. The cities assigned to one of the four regions in Los Angeles County (North County/San Fernando Valley, San Gabriel Valley, Southeast Long Beach and Southwest Corridor) shall meet as a Sector Subcommittee. Each candidate with a majority weighted vote will then be nominated from that Sector for consideration for appointment to the MTA.

		Appointed
Mayor Davis-Holmes	Delegate	01-26-21
Mayor Pro Tempore Hilton	Alt.	01-23-24

[43] League of California Cities

		<u>Appointed</u>
Councilmember Rojas	Delegate	03-01-22
Mayor Pro Tempore Hilton	Alt. 1	01-26-21
Mayor Davis-Holmes	Alt. 2	12-03-24

[44] League of California Cities (Los Angeles Co. Division)

		<u>Appointed</u>
Mayor Pro Tempore Hilton	Delegate	12-03-24
Councilmember Rojas	Alt. 1	01-26-21
Mayor Davis-Holmes	Alt. 2	12-03-24

[45] National League of Cities

		<u>Appointed</u>
Councilmember Hicks	Delegate	01-26-21
Councilmember Rojas	Alt. 1	12-03-24
Mayor Pro Tempore Hilton	Alt. 2	12-03-24

[46] South Bay Cities Council of Govts (Joint Powers Authority)

		<u>Appointed</u>
Councilmember Hicks	Delegate	01-26-21
Mayor Davis-Holmes	Alt.	12-03-24

[47] South Bay Workforce Investment Board

		<u>Appointed</u>	<u>lerm Expires</u>
Ted Cordova	Member	06-18-24	06-30-28
Jeffrey Jennison	Member	06-18-24	06-30-28
Janice Jimenez	Member	07-01-21	06-30-25
Tamala Lewis	Member	07-01-19	06-30-23
Tami Lorenzen-Fanselow	Member	07-01-19	06-30-23

[48] Southern California Association of Governments (SCAG)

		<u>Appointed</u>
Mayor Pro Tempore Hilton	Delegate	01-26-21
Mayor Davis-Holmes	Alt. 1	01-26-21
Councilmember Rojas	Alt. 2	12-03-24

[49] U.S. Conference of Mayors

		<u>Appointed</u>
Mayor Davis-Holmes	Delegate	01-26-21
Councilmember Rojas	Alt. 1	03-01-22
Councilmember Hicks	Alt. 2	01-26-21

[50] West Basin Water Association

		Appointed
Mayor Davis-Holmes	Delegate	12-03-24
Councilmember Hicks	Alt.	01-26-21

Appointed



Report to Honorable Mayor and City Council

Tuesday, March 4, 2025, 5:00 PM

ORDINANCE SECOND READING 29.

To: Honorable Mayor and City Council

From: Nora A. Garcia, Director of Public Safety & Emergency Management CMO Code Enforcement

Subject: SECOND READING AND ADOPTION OF ORDINANCE NO. 25-2504, ADDING CHAPTER 13 (ILLEGAL SPEED CONTESTS AND EXHIBITIONS OF SPEED) TO ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE TO PROHIBIT SPECTATORS AT ILLEGAL MOTOR VEHICLE SPEED CONTESTS OR EXHIBITIONS OF SPEED (CITY COUNCIL)

I. SUMMARY

On February 18, 2025, under discussion Item No. 26 of the City Council Agenda, the City Council voted 3-0 to introduce Ordinance No. 25-2504, adding Chapter 13 (Illegal Speed Contests and Exhibitions of Speed) to Article III (Public Safety) of the Carson Municipal Code to prohibit spectators at illegal motor vehicle speed contests and exhibitions of speed. This item transmits a request for the City Council to conduct a Second Reading and adopt Ordinance No. 25-2502.

II. RECOMMENDATION

- 1. CONDUCT a Second reading by title only and with full reading waived, and
- 2. ADOPT Ordinance No. 25-2504, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, ADDING CHAPTER 13 (ILLEGAL SPEED CONTESTS AND EXHIBITIONS OF SPEED) TO ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE TO PROHIBIT SPECTATORS AT ILLEGAL MOTOR VEHICLE SPEED CONTESTS OR EXHIBITIONS OF SPEED"

III. ALTERNATIVES

TAKE another action the City Council deems appropriate, consistent with the requirements of the law.

IV. BACKGROUND

The City of Carson has experienced an increasing number of illegal street races and exhibitions of speed, frequently as part of what is commonly referred to as "sideshows" or "street takeovers," which have become a persistent issue in recent years. These activities occur on public streets and highways, creating significant risks to public safety, disrupting pedestrian and vehicular traffic, and contributing to hazardous driving behavior, particularly when participants flee from law enforcement.

California Vehicle Code Section 23109-23109.2 already prohibits motor vehicle speed contests and exhibitions of speed, and allows law enforcement officers to arrest participants and to remove and seize their vehicles pursuant to Vehicle Code Sections 22650 et seq. These State laws also prohibit obstructing or placing barricades to facilitate a motor vehicle speed contest or exhibition of speed, and allow for removal of vehicles used to do so.

Despite the ongoing law enforcement efforts to address and curtail such illegal activity under these State laws, the presence of spectators continues to fuel the problem, making it more difficult to deter these events. Spectators not only encourage illegal behavior but also contribute to making the events larger and more dangerous. These events frequently attract hundreds of individuals, including juveniles and adults from across Southern California, compounding the risks involved and interfering with law enforcement. State laws prohibit aiding and abetting, but do not expressly prohibit spectating at such events.

The growing trend of spectators and participants attending these events has created a need for local measures targeted at prohibiting spectators. As a result, the proposed ordinance aims to prohibit spectators, defined as an individual who is present (i.e., within a proximity of 500 feet), either on a public street or highway, or on private property open to the general public without the consent of the property owner/operator, at an illegal motor vehicle speed contest or exhibition of speed, or at a location where preparations are being made for such activities, for the purpose of viewing, observing, watching, or witnessing the event as it progresses. The term "spectator" includes any participant in the event or other individual present at the event without regard to how they arrived at the event.

The proposed ordinance would make it a crime for any individual to be present as a spectator at an illegal motor vehicle speed contest or exhibition of speed, or at a location where preparations (as defined in the proposed ordinance) as being made for the same. The proposed ordinance also provides that as an alternative to criminal prosecution, LASD or City code enforcement officers may issue administrative citations which shall be in the amount of \$2,000 per violation, unless a higher amount is set by resolution of the City Council per CMC 1203.3(d).

This measure is designed to reduce the number of individuals involved in these events and discourage the organization of future contests. By addressing illegal speed contests and exhibitions of speed in this manner, the City Council would show that it is seeking to deter and minimize the dangerous conditions created by these events.

The primary objective of this ordinance is to protect the health and safety of both pedestrians and motorists. The adoption of this ordinance will strengthen the City's efforts to address illegal speed contests and exhibitions of speed, improving public safety by reducing both the occurrence of these events and their dangerous effects on the community.

Therefore, on February 18, 2025, under discussion Item No. 26 of the City Council Agenda, the City Council voted 3-0 to introduce Ordinance No. 25-2504, adding Chapter 13 (Illegal Speed Contests and Exhibitions of Speed) to Article III (Public Safety) of the Carson Municipal Code to prohibit spectators at illegal motor vehicle speed contests and exhibitions of speed. This item transmits a request for the City Council to conduct a Second Reading and adopt Ordinance No. 25-2502.

V. FISCAL IMPACT

There is no fiscal impact associated with the adoption of this Ordinance.

VI. <u>EXHIBITS</u>

1. Ordinance No. 25-2504

Attachments

1. Ordinance No 25-2504.pdf

ORDINANCE NO. 25-2504

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA, ADDING CHAPTER 13 (ILLEGAL SPEED CONTESTS AND EXHIBITIONS OF SPEED) TO ARTICLE III (PUBLIC SAFETY) OF THE CARSON MUNICIPAL CODE TO PROHIBIT SPECTATORS AT ILLEGAL MOTOR VEHICLE SPEED CONTESTS OR EXHIBITIONS OF SPEED

WHEREAS, the City Council of the City of Carson finds and declares that pursuant to California Vehicle Code ("CVC") Section 23109(a)-(c), engaging and/or aiding and abetting in motor vehicle speed contests and exhibitions of speed conducted on public streets and highways is illegal; and

WHEREAS, CVC Section 23109.2 provides that whenever a peace officer determines that a person was engaged in a motor vehicle speed contest or exhibition of speed on a highway or in an offstreet parking facility, the peace officer may immediately arrest and take into custody that person and may cause the removal and seizure of the motor vehicle used in that offense pursuant to CVC Chapter 10 (commencing with Section 22650), and a motor vehicle that is so seized may be impounded for not more than 30 days; and

WHEREAS, CVC Section 23109(d) makes it unlawful for any person to, for the purpose of facilitating or aiding or as an incident to a motor vehicle speed contest or exhibition upon a highway or in an offstreet parking facility, in any manner obstruct or place a barricade or obstruction or assist or participate in placing a barricade or obstruction upon a highway or in an offstreet parking facility; and

WHEREAS, California Vehicle Code Section 22651(h)(1) authorizes a peace officer or a regularly employed and salaried employee who is engaged in directing traffic or enforcing parking laws and regulations of a city to remove a vehicle when the officer arrests a person driving or in control of a vehicle for an alleged offense, including a violation of CVC Section 23109(d); and

WHEREAS, streets, highways and intersections within the City of Carson have been the site of continuing and escalating illegal street racing and exhibitions of speed over the past several years and are frequently part of events commonly referred to as "sideshows" or "street takeovers"; and

WHEREAS, such street racing and exhibitions of speed threaten the health and safety of the public, interfere with pedestrian and vehicular traffic and create a public nuisance; and

WHEREAS, these illegal motor vehicle speed contests and exhibitions of speed create an environment where persons engage in automobile performance demonstrations and other activities that include dangerous driving behavior for the entertainment of participants and spectators as well as reckless driving when fleeing law enforcement; and

WHEREAS, these illegal motor vehicle speed contests and exhibitions of speed attract hundreds of juveniles and adults from all areas of southern California on a regular basis to participate or to be a spectator at these events; and

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WHEREAS, the City Council of the City of Carson finds it is necessary and appropriate to take steps to protect public health and safety of pedestrians and motorists in, about, or upon public streets and highways so as to minimize any dangerous conditions caused by illegal motor vehicle speed contests and exhibitions of speed.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CARSON, CALIFORNIA DOES ORDAIN AS FOLLOWS:

SECTION 1. RECITALS. The foregoing recitals are true and correct, and are incorporated herein by this reference as findings of fact.

SECTION 2. AMENDMENT. A new Chapter 13 (Illegal Speed Contests and Exhibitions of Speed) is hereby added to Article III (Public Safety) of the Carson Municipal Code, to read in its entirety as follows:

"CHAPTER 13 ILLEGAL SPEED CONTESTS AND EXHIBITIONS OF SPEED

31300 Findings and Purpose.

A. The streets within the City have been the site of continuing and escalating illegal street races over the past several years despite efforts of local law enforcement agencies to prevent and otherwise abate this illegal activity through the enforcement of existing traffic laws. Illegal motor vehicle speed contests and exhibitions of speed are fueled by the presence of spectators and create an environment in which these, as well as other, illegal activities can flourish. Therefore, the intent and purpose of this Chapter is to discourage and deter the presence of spectators at illegal motor vehicle speed contest or exhibition of speed events in the City. In discouraging spectators, the act of organizing and participating in such illegal street races will be discouraged.

B. This Chapter is intended to complement State law governing the regulation of speed contests or exhibitions of speed by prohibiting spectators at illegal motor vehicle speed contest or exhibition of speed events.

31301 Definitions.

The following words, terms and phrases, when used in this Chapter, shall have the meanings ascribed to them in this Section, except where the context clearly indicates a different meaning:

A. "City" means the City of Carson.

- B. "Code Enforcement Officer" means any employee or agent of the City designated to enforce any provision of this Chapter.
- C. "Driver" means any person who drives a motor vehicle.
- D. "Highway" means a way or place of whatever nature, publicly maintained and open to the use of the public for purposes of vehicular travel. Highway includes street.
- E. "Illegal motor vehicle speed contest or exhibition of speed" means any speed contest or exhibition of speed referred to in California Vehicle Code Section 23109, subsections (a) and/or (c).
- F. "Motor vehicle" means a motor vehicle as defined in California Vehicle Code Section 415.
- G. "Preparations" means preparations for an illegal motor vehicle speed contest or exhibition of speed, including, but not limited to, situations in which:
- 1. A group of motor vehicles or individuals has arrived at a location for the purpose of participating in or being spectators at the event;
- 2. A group of individuals has lined one or both sides of a public street or highway for the purpose of participating in or being a spectator at the events;
- 3. A group of individuals has gathered on private property open to the general public without the consent of the owner, operator, or agent thereof for the purpose of participating in or being a spectator at the event;
- 4. One or more individuals has impeded the free public use of a public street or highway by actions, words, or physical barriers for the purpose of conducting the event:
- 5. Two (2) or more motor vehicles have lined up with motors running for an illegal motor vehicle speed contest or exhibition of speed;
- 6. One (1) or more drivers is revving the engine or spinning the tires of a motor vehicle; or
- 7. An individual is stationed at or near one (1) or more motor vehicles serving as a race starter.

- H. "Present" means within a proximity of five hundred (500) feet.
- I. "Scene" refers to the location of an illegal motor vehicle speed contest or exhibition of speed or the location of preparations for same.
- J. "Spectator" means any individual who is present, either on a public street or highway, or on private property open to the general public without the consent of the owner, operator, or agent thereof, at an illegal motor vehicle speed contest or exhibition of speed, or at a location where preparations are being made for such activities, for the purpose of viewing, observing, watching, or witnessing the event as it progresses. The term "spectator" includes any participant in the event or other individual present at the event without regard to whether the individual arrived at the event by driving a vehicle, riding as a passenger in a vehicle, walking, or arriving by some other means.

31302 Violation; Spectator at Illegal Motor Vehicle Speed Contest or Exhibition of Speed.

A. Violation.

- 1. Any individual who is present as a spectator at an illegal motor vehicle speed contest or exhibition of speed is guilty of a misdemeanor, except as otherwise provided in subparagraph (3) below.
- 2. Any individual who is present as a spectator at a location where preparations are being made for an illegal motor vehicle speed contest or exhibition of speed is guilty of a misdemeanor, except as otherwise provided in subparagraph (3) below.
- 3. The City Attorney/City Prosecutor shall have the authority to prosecute any violation of this Section as an infraction in the interests of justice. Additionally, the court may determine that the offense is an infraction, in which the case shall proceed as if the defendant has been arraigned on an infraction complaint.
- 4. Nothing in this Section prohibits law enforcement officers or their agents from being spectators at illegal motor vehicle speed contests or exhibitions of speed in the course of their official duties.
- B. <u>Admissible Evidence</u>. Notwithstanding any other provision of law, to prove a violation of this Section, admissible evidence may include, but is not limited to, any of the following:
 - 1. The time of day;

- 2. The nature and description of the scene;
- 3. The number of people at the scene;
- 4. The location of the individual charged in relation to any individual or group present at the scene;
 - 5. The number and description of motor vehicles at the scene;
 - 6. That the individual charged drove, walked or was transported to the scene;
- 7. That the individual charged has previously participated in an illegal motor vehicle speed contest or exhibition of speed;
- 8. That the individual charged has previously aided and abetted an illegal motor vehicle speed contest or exhibition of speed;
- 9. That the individual charged has previously attended an illegal motor vehicle speed contest or exhibition of speed;
- 10. That the individual charged previously was present at a location where preparations were being made for an illegal speed contest or exhibition of speed or where an exhibition of speed or illegal motor vehicle speed contest was in progress.

31303 Nonexclusive remedy; Administrative Citations.

This Chapter is not the exclusive regulation, remedy or penalty for participation in an illegal motor vehicle speed contest or exhibition of speed. It supplements and is in addition to the provisions of any and all other laws and regulations heretofore or hereafter enacted by the City, the State, or any other legal entity or agency having jurisdiction which may apply to a given act, including but not limited to California Vehicle Code Section 23109.2, California Vehicle Code Sections 22650 et seg., and California Penal Code Section 594. As an alternative to, or in addition to, a misdemeanor or infraction prosecution as referenced in Section 31302, and without the need for any conviction pursuant thereto, Code Enforcement Officers have the authority to cite spectators with administrative citations pursuant to Chapter 2.5 of Article 1 of this Code for violations of this Chapter, except that the fines pursuant to administrative citations for violations of this Chapter shall be assessed in the amount of two thousand dollars (\$2,000) per violation, unless a higher amount is set by resolution of the City Council pursuant to CMC 1202.3(d). For the avoidance of doubt, if any person damages City property while driving in or being present as a spectator at an illegal motor vehicle speed contest or exhibition of speed, the City shall have all rights and remedies available to it under applicable law to hold such

person responsible for and otherwise redress such damage in addition to any and all rights and remedies available to the City pursuant to this Chapter.

31304 Severability.

If any section, subsection, sentence, clause, phrase, or portion of this Chapter is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions thereof may be declared invalid or unconstitutional."

SECTION 3. SEVERABILITY. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance and each section, subsection, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions thereof may be declared invalid or unconstitutional.

SECTION 4. EFFECTIVE DATE. This ordinance shall be in full force and effect thirty (30) days after its adoption.

SECTION 5. CERTIFICATION. The City Clerk shall certify to the adoption of this ordinance, and shall cause the same to be posted and codified in the manner required by law.

PASSED, APPROVED a	and ADOPTED at a regular meeting of the City Council on this
day of, 2025.	
	Lula Davis-Holmes, Mayor
ATTEST:	
Dr. Khaleah K. Bradshaw, City C	lerk
APPROVED AS TO FORM:	
Sunny K. Soltani, City Attorney	
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