

# CITY OF CARSON 2014-2021 Housing Element

Prepared for the  
City of Carson by ESA





**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
DIVISION OF HOUSING POLICY DEVELOPMENT**

1800 Third Street, Suite 430  
P. O. Box 952053  
Sacramento, CA 94252-2053  
(916) 323-3177 / FAX (916) 327-2643  
www.hcd.ca.gov



June 28, 2013

Mr. Zak Gonzalez II  
Associate Planner  
City of Carson  
701 E. Carson Street  
Carson, CA 90745

Dear Mr. Gonzalez:

**RE: City of Carson's 5<sup>th</sup> Cycle (2013-2021) Draft Housing Element Update**

Thank you for submitting the City of Carson's draft housing element update received for review on May 2, 2013, along with additional revisions received on June 11 and June 24, 2013. Pursuant to Government Code Section 65585(b), the Department is reporting the results of its review.

The Department conducted a streamlined review of the draft housing element based on the City meeting all eligibility criteria detailed in the Department's Housing Element Update Guidance. Communications with Ms. Alexa Washburn and Ms. Arlene Granadosin, the City's consultants, facilitated the streamlined review.

The draft element meets the statutory requirements of State housing element law. This finding was based on, among other things, the element's identification of adequate sites to accommodate the City's regional housing need. The City is relying predominantly on sites located in the Boulevards at South Pacific Bay Specific Plan to accommodate its regional housing need for lower-income households. As a result, the implementation of Program 32 (Page 106) which commits the City to monitor development on these and other sites in the inventory on a project-by-project basis is critical to ensure sufficient capacity is maintained throughout the planning period. The City must monitor and report on the results of this and other programs through the annual progress report, required pursuant to Government Code Section 65400. The element will comply with State housing element law (Article 10.6 of the Government Code) once adopted and submitted to the Department, pursuant to Government Code Section 65585(g).

To remain on an eight year planning cycle, pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) the City must adopt its housing element within 120 calendar days from the statutory due date (October 15, 2013 for SCAG localities). If adopted after this date, the City will be required to revise the housing element every four years until adopting at least two consecutive revisions by the statutory deadline (Government Code Section 65588(e)(4)). For more information on housing element adoption requirements, please visit our website at: [http://www.hcd.ca.gov/hpd/hrc/plan/he/he\\_review\\_adoptionsteps110812.pdf](http://www.hcd.ca.gov/hpd/hrc/plan/he/he_review_adoptionsteps110812.pdf).

Public participation in the development, adoption and implementation of the housing element is essential to effective housing planning. Throughout the housing element process, the City should continue to engage the community, including organizations that represent lower-income and special needs households, by making information regularly available and considering and incorporating comments where appropriate.

The Department appreciates the hard work and dedication of Ms. Washburn and Ms. Granadosin in preparation of the housing element and looks forward to receiving Carson's adopted housing element. If you have any questions or need additional technical assistance, please contact Lindy Suggs, of our staff, at (916) 327-2641.

Sincerely,



Jennifer Seeger  
Housing Policy Manager

# **CITY OF CARSON**

## **2014 - 2021 HOUSING ELEMENT**

---

### **CITY COUNCIL**

Jim Dear, Mayor  
Elito M. Santarina, Mayor Pro Tempore  
Mike A. Gipson  
Lula Davis-Holmes  
Albert Robles

### **PLANNING COMMISSION**

Loa Pele Faletogo, Chair  
Olivia Verrett, Vice Chair  
Charlotte Brimmer  
John C. Goolsby  
Louie Diaz  
Joseph Gordon  
Joseph Piñon  
Amador Saenz  
Janice Schaefer

### **CITY MANAGER**

Jacki Acosta, Acting City Manager

### **COMMUNITY DEVELOPMENT DEPARTMENT**

#### **PLANNING DIVISION**

Sheri Repp-Loadsman, Planning Officer  
John Signo, AICP, Senior Planner  
Zak Gonzalez II, Associate Planner



# TABLE OF CONTENTS

I.	INTRODUCTION .....	7
A.	Purpose of the Housing Element .....	10
B.	Organization of the Housing Element.....	14
C.	Relationship To Other General Plan Elements.....	14
D.	Public Participation .....	15
E.	Sources of Information .....	16
II.	BACKGROUND INFORMATION.....	19
A.	Population Characteristics .....	19
B.	Household Characteristics.....	23
C.	Employment Characteristics .....	34
D.	Housing Stock Characteristics.....	36
E.	Preservation of Assisted Housing At Risk of Conversion .....	42
F.	Energy Conservation.....	44
III.	SUMMARY OF HOUSING NEEDS .....	47
IV.	CONSTRAINTS ON HOUSING PRODUCTION.....	51
A.	Infrastructure Constraints .....	51
B.	Environmental Constraints .....	52
C.	Market Constraints .....	54
D.	Governmental Constraints.....	57
V.	HOUSING RESOURCES .....	71
A.	Availability of Sites for Housing .....	71
B.	Financial Resources .....	75
C.	Administrative Resources.....	82
VI.	HOUSING PLAN .....	83
A.	Goals and Policies.....	83
B.	Affordable Housing Strategies and Programs .....	86
C.	Affordable Housing Implementation Strategies .....	97
APPENDIX A – Public Outreach Materials		
APPENDIX B – State Licensed Residential Care Facilities – City of Carson		
APPENDIX C – List of Vacant Sites Identified by Assessor’s Parcel Numbers		
APPENDIX D – Manufacturing Light (ML) and Manufacturing Heavy (MH) Zone Districts		
APPENDIX E – Boulevards at South Bay Specific Plan		
APPENDIX F – Preservation of Assisted Housing At-Risk of Conversion Analysis		

## LIST OF TABLES

Table 1 State Housing Element Requirements .....	12
Table 2 City Of Carson and Los Angeles County Historic Population Figures .....	20
Table 3 Carson and Los Angeles County Population Trends: 1990 – 2030 .....	20
Table 4 City of Carson Age Distribution: 2000 to 2010 .....	21
Table 5 City of Carson and Los Angeles County Race and Ethnicity: 2010 .....	22
Table 6 City Of Carson Household Characteristics: 2000-2010 .....	23
Table 7 City Of Carson Household Size: 1990-2010 .....	24
Table 8 City Of Carson Household Tenure: 1990-2010 .....	24
Table 9 City of Carson Overcrowding by Tenure: 2010 .....	25
Table 10 Carson and Surrounding Areas Median Household Income: 2000 and 2010 .....	26
Table 11 City Of Carson Household Income: 2010 .....	26
Table 12 City of Carson Income Groups: 2000 & 2010 .....	28
Table 13 City Of Carson Households Paying Greater Than 30% of Income for Shelter .....	29
Table 14 City of Carson Summary of Special Needs Groups .....	30
Table 15 City of Carson Housing Stock by Bedroom Mix .....	32
Table 16 City Of Carson Labor Force by Industry .....	35
Table 17 City Of Carson Employment by Occupation: 2010 .....	35
Table 18 Carson and Surrounding Areas Housing Growth: 2000-2010 .....	36
Table 19 City of Carson Housing Trends: 1990-2010 .....	37
Table 20 City of Carson Plumbing and Kitchen Facilities by Tenure: 2010 .....	38
Table 21 Carson and Surrounding Areas Housing Values: 2000-2013 .....	39
Table 22 City of Carson Housing Sales: November 2012 – February 2013 .....	39
Table 23 City of Carson Housing Affordability by Income Group .....	40
Table 24 Carson and Surrounding Areas Monthly Rents: 2010 .....	41
Table 25 City of Carson Monthly Rental Rates .....	41
Table 26 Los Angeles County Affordable Rent by Income Category: 2012 .....	42
Table 27 City of Carson Assisted Housing Inventory .....	43
Table 28 City of Carson Regional Housing Needs Assessment .....	47
Table 29 City of Carson Existing Housing Needs .....	49
Table 30 City of Carson and Los Angeles County Disposition of Loans: 2010 .....	57
Table 31 City Of Carson Residential Development Standards .....	59
Table 32 City of Carson Parking Requirements .....	60
Table 33 City of Carson Planning Entitlement Fees .....	65
Table 34 City of Carson Building Permit Fees .....	65
Table 35 Carson and Surrounding Areas Entitlement Fee Comparisons .....	66
Table 36 School Impact Fees .....	66
Table 37 Inventory of Vacant Sites Suitable for Residential Development <sup>1</sup> .....	74
Table 38 Resources Available for Housing and Community Development Activities .....	78
Table 39 Evaluation of 2007-2014 Affordable Housing Strategies and Programs .....	87
Table 40 City of Carson 2014 - 2021 Quantified Objectives .....	107
Table F-1 City of Carson Potential At-Risk Units .....	F-4
Table F-2 City of Carson 2013 Fair Market Rents .....	F-4
Table F-3 City of Carson Estimated Monthly Subsidy to Preserve “At-Risk” Units .....	F-5
Table F-4 City of Carson Replacement Cost by Unit Type .....	F-5
Table F-5 City of Carson Replacement Cost of “At-Risk” Units <sup>1</sup> .....	F-6

## LIST OF FIGURES

Figure 1 City of Carson Regional Location Map .....	9
Figure 2 City of Carson Census Tracts .....	18
Figure 3 Median Household Income by Census Tracts: 2010 .....	27



## I. INTRODUCTION

The City of Carson covers approximately 19.2 square miles in the southern area of Los Angeles County, as seen in the regional location map (see Figure 1). The City, located in the South Bay/Harbor area of the County, is bordered by Long Beach to the east, Compton to the north, Torrance to the west, and Los Angeles to the south and west. Unincorporated areas of Los Angeles County also surround Carson to the north, east and west. The western boundary of the City is formed by Interstate 110 (south of 190<sup>th</sup> Street/Victoria Street) and by Figueroa Street (north of 190<sup>th</sup> Street/Victoria Street). The northernmost boundary is Alondra Boulevard until it enters the City of Compton at Haskins Avenue. The majority of the City is located south of State Route 91. The southern boundary generally follows Lomita Boulevard, while the eastern boundary follows portions of Central Avenue, Wilmington Avenue, Interstate 710, Santa Fe Avenue and just west of the Union Pacific Railroad lines.

Though considered an urban city, Carson has an abundance of recreational activities. There are 16 City-operated parks in the City of Carson (including four mini-parks), as well as one county-operated park, five public swimming pools (including one county-operated), a county-operated golf course, four gymnasiums, and a 31,000 square foot Community Center.

### **City History**

The Suangna Native American village once stood at the location of the present day Congresswoman Juanita Millender-McDonald Community Center. The site was once part of a large village complex occupying the inner harbor area. Native Americans like the Suangna (or Tongva) established villages in the Rancho San Pedro area 6,000 years before the first white men arrived on the shores of Southern California.

Known to the Spanish as Gabrielino Indians (named after the Mission San Gabriel), they gathered shellfish, hunted wild game, and made a flour-like meal out of acorns from the oak trees which grew in the area. The Suangna villagers lived peacefully, traded with their neighbors, and made tools, weapons and grinding implements from stone and other natural materials. Many of these objects were discovered at this site in Carson.

In 1784, the village became part of the Rancho San Pedro (more generally known as the Dominguez Rancho), where some of the Indians worked at the ranch as vaqueros. By the end of the 19th century, the village was no longer inhabited.

In the 1760's, when the first European explorers set foot on Southern California soil, a Spanish soldier named Juan Jose Dominguez was part of the fabled Portola expedition. A few years later, when Franciscan missionaries began their journey on foot to establish the chain of California Missions, Juan Dominguez accompanied Father Junipero Serra as part of the small band of military men who helped to protect the padres.

In 1782, Señor Dominguez was rewarded with a gift from the Spanish governor of California: the very first land grant in the history of California - a vast expanse of 75,000 acres of land, which he named Rancho San Pedro. It stretched from the Los Angeles River all the way west to the Pacific Ocean, encompassing what today would be the cities of Carson, Torrance, Redondo Beach, Lomita, Wilmington, and parts of San Pedro.

The center of this vast landholding was the Dominguez Rancho homestead, located in what today is the eastern portion of Carson's sphere of influence (but not necessarily within city limits), known as Dominguez Hills. It is here that his nephew built the historic Dominguez Ranch Adobe in 1826, which still stands today as a proud monument to Carson's romantic past.

During the rancho period in Old California's history, vast herds of cattle roamed the hills and plains of the Los Angeles region, tended by vaqueros on horseback (cowboys, some of whom were recruited from the local Indian tribes), who marked the animals with the special lemon-shaped brand of the Dominguez Rancho.

The cattle hides were sold to ships which docked at the San Pedro harbor (as documented in Richard Henry Dana's masterpiece, "Two Years Before the Mast"), in return for dollars and merchandise the sailing ships brought from Europe. The rancho era lasted until the 1860's, when a disastrous series of droughts destroyed the cattle herds.

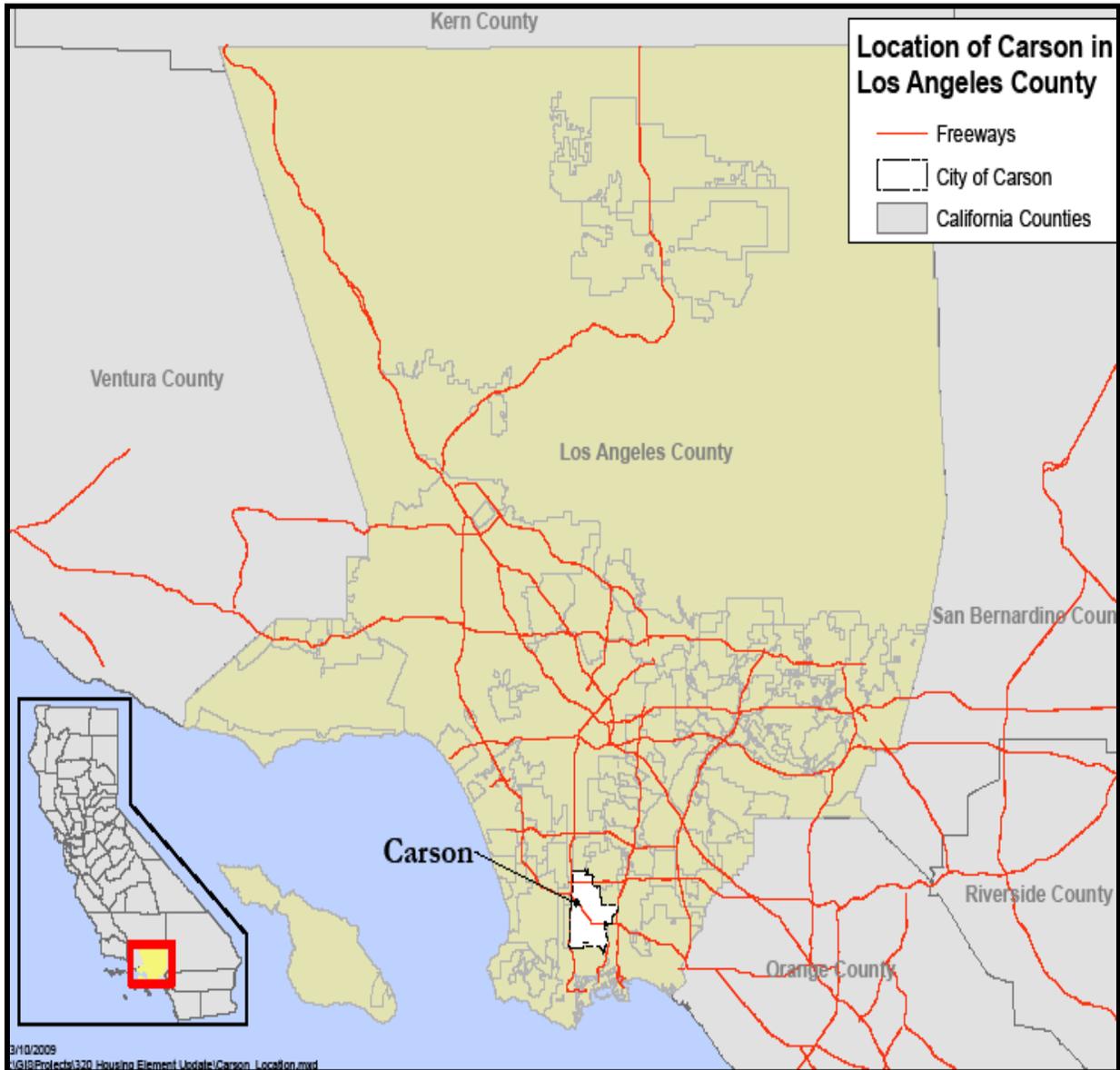
The Dominguez ranch home was also the site of a notable battle during the U.S. war with Mexico. The Battle of Dominguez Ranch took place on October 8th and 9th, in 1846. During the U.S.-Mexican War, a small handful of California troops, led by Jose Antonio Carrillo, successfully held off the invasion of La Pueblo de Los Angeles by American Marines, under the command of U.S. Navy Captain William Mervine.

By running horses across the dusty hills of Carson, and dragging a single small cannon to various sites, Carrillo and his troops fooled the Americans into believing that they had encountered a large enemy force, and forced them to temporarily withdraw. It was, of course, only a short-lived victory. The Americans, under Captain John Fremont, eventually seized the town, and California became part of the United States when Mexico and the U.S. signed a peace treaty (near what is now Universal Studios) on February 2, 1848.

Almost 200 years after the founding of Rancho San Pedro, 142 years after the Dominguez Adobe was built, and 58 years following the Great Air Meet of 1910, the citizens of the land "to the west of the Los Angeles River" finally took a long overdue step toward independence. After suffering decades of neglect as an unincorporated part of Los Angeles County, the citizens went to the polls on Tuesday, February 6, 1968 to vote on whether to officially incorporate their community as an independent city. Almost 10,000 of the 17,351 registered voters in Carson cast a vote that February morning.

When the ballots were counted, the vote was 6,301 to 3,834 in favor of incorporation, and the City of Carson was born.

**Figure 1**  
**City of Carson**  
**Regional Location Map**



## A. Purpose of the Housing Element

The Housing Element of the Carson General Plan sets forth the City's strategy to address the community's housing needs. This includes the preservation and enhancement of the community's residential character, the expansion of housing opportunities for all economic segments, and the provision of guidance and direction for local government decision-making in all matters relating to housing.

The Housing Element identifies programs aimed at meeting the identified housing needs of the City's population. Concerns of the Carson Housing Element include the identification of housing strategies and programs that focus on: 1) conserving and improving existing affordable housing; 2) providing adequate housing sites; 3) assisting in the development of affordable housing; 4) removing governmental constraints to the development of housing; and 5) promoting equal housing opportunities.

### California State Housing Element Law

California State Housing Element Law (California Government Code Article 10.6) establishes the requirements for Housing Elements of the General Plan. Specifically, California Government Code Section 65588 requires that local governments review and revise the Housing Element of their Comprehensive General Plans not less than once every five years.

The California State Legislature has identified the attainment of a decent home and suitable living environment for every Californian as the State's major housing goal. Recognizing the important role of local planning programs in the pursuit of this goal, the Legislature has mandated that all cities and counties prepare a housing element as part of their comprehensive General Plans. Table 1 summarizes these State requirements and identifies the applicable sections in the Carson Housing Element where these requirements are addressed.

Carson's Housing Element was last updated in 2010 and is currently being updated through the year 2021 as part of an extended update cycle for jurisdictions within the SCAG (Southern California Association of Governments) region. The Element sets forth a strategy to address the City's identified housing needs, including specific implementing programs and activities. The Housing Element is an 8-year plan, extending from 2014 to 2021. The other General Plan elements typically cover a 10- to 20-year planning horizon.

Various amendments have been made to Housing Element law since adoption of the City's current Housing Element. These include:

- **AB 162:** Requires the City, upon adoption of the Housing Element, to identify specific flood hazard zones in the Land Use Element and specific floodwater and groundwater recharge areas in the Conservation and Safety Elements.

- **SB 244:** Requires the City, upon the adoption of the Housing Element, to update the Land Use Element to include data and analysis, goals, and implementation measures regarding unincorporated island, fringe, or legacy communities and their infrastructure needs.
- **SB 812:** In addition to the existing special needs groups, the City must include an analysis of the housing needs for persons with developmental disabilities.
- **AB 1867:** Under certain conditions, the City can now count multi-unit homeownership units that have been converted to affordable units toward their RHNA allocation.
- **SB 375 Implications:** For jurisdictions that do not submit their adopted 2014-2021 Housing Element update within 120 days of the October 2013 deadline, their Housing Element updates revert to a four-year cycle.

The contents of this updated Housing Element comply with these amendments and all other requirements of Housing Element law.

### Environmental Review

The Housing Element Update is considered a General Plan Amendment, and is therefore subject to the California Environmental Quality Act (CEQA). In 2010, City Council certified the Initial Study/Negative Declaration (IS/ND) for the 2008-2014 Housing Element, which evaluated impacts. Since the 2014-2021 Housing Element Update includes minor changes to the previous Update, an addendum to the Negative Declaration has been prepared. This addendum demonstrates that the environmental analysis and impacts in the Negative Declaration for the 2008-2014 Housing Element Update remain substantively and support the finding that the proposed project does not raise any new issues.

Under the California Environmental Quality Act (CEQA), an Addendum to a certified Environmental Impact Report (EIR) or Negative Declaration is needed if minor technical changes or modification to the proposed project occur (CEQA Guidelines Section 15164). An addendum is appropriate only if these minor technical changes or modifications do not result in any new significant impacts of a substantial increase in the severity of previously identified significant impacts. The Addendum need not be circulated for public review (CEQA Guidelines Section 15164(c); however, an addendum is to be considered by the decision-making body prior to making a decision on the project (CEQA Guidelines Section 15164(d)).

Lastly, the adoption of the Element by itself would not result in any physical development. The Housing Element is a policy document rather than a plan to build structure on any particular site. Any future housing development in Carson will be subject to subsequent environmental review and remains subject to the requirements of CEQA.

## Regional Housing Needs Assessment

Section 65583 of the Government Code sets forth the specific components to be contained in a community's housing element. Included in these requirements is an obligation on the part of local jurisdictions to provide their “fair share” of regional housing need. Local governments and Councils of Governments (COGs) are required to determine the existing and future housing need and the allocation of said need must be approved by the California Department of Housing and Community Development (HCD). Carson is a member of the Southern California Association of Governments (SCAG) who is responsible for preparing the Regional Housing Needs Assessment (RHNA) for the six-county territory that it represents.

HCD established the planning period for the current Regional Housing Needs Assessment from January 1, 2014, to September 30, 2021. For the 2014-2021 planning period the City was allocated a total 1,698 housing units, including 447 for very low-income, 263 for low-income, 280 for moderate-income, and 708 for above moderate-income households.

**Table 1  
State Housing Element Requirements**

Required Housing Element Component	Current Housing Element Document Reference
<b>A . Housing Needs Assessment</b>	Section III
1. Analysis of population trends in Carson in relation to regional trends.	Section II-A
2. Analysis of employment trends in Carson in relation to regional trends.	Section II-C
3. Projection and quantification of Carson’s existing and projected housing needs for all income groups.	Section III
4. Analysis and documentation of Carson’s housing characteristics including the following: <ul style="list-style-type: none"> <li>a. level of housing cost compared to ability to pay;</li> <li>b. overcrowding;</li> <li>c. housing stock condition</li> </ul>	Section II-D & Section III Section II-B Section II-D

Required Housing Element Component	Current Housing Element Document Reference
5. An inventory of land suitable for residential development, including vacant sites, land having redevelopment potential, and an analysis of the relationship of zoning, public facilities, and services to these sites.	Section V-A
6. Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels.	Section IV-C
7. Analysis of existing and potential non-governmental and market constraints upon the maintenance, improvement, or development of housing for all income levels.	Section IV-B
8. Analysis of special needs households: persons with disabilities, persons with developmental disabilities, elderly, large families, female-headed households, and farmworkers.	Section II-B
9. Analysis concerning the needs of homeless individuals and families in Carson.	Section II-B
10. Analysis of opportunities for energy conservation with respect to residential development.	Section II-F
<b>B. Goals and Policies</b>	
1. Identification of Carson's goals and policies relative to maintenance, improvement, and development of housing.	Section VI-A
<b>C. Implementation Program</b>	
1. An implementation program should do the following:	Section VI-C
2. Identify adequate sites which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels.	Section V-A
3. Describe programs to assist in the development of adequate housing to meet the needs of low and moderate income households.	Section VI-A
4. Identify and, when appropriate and possible, remove governmental constraints to the maintenance, improvement, and development of housing in Carson.	Section VI-A

Required Housing Element Component	Current Housing Element Document Reference
5. Conserve and improve the condition of the existing and affordable housing stock in Carson.	Section VI-A
6. Promote housing opportunities for all persons.	Section VI-A
7. Preserve lower income households assisted housing developments.	Section VI-A

## B. Organization of the Housing Element

The City of Carson Housing Element is comprised of the following major components:

1. An analysis of the City's population, household and employment base, and the characteristics of the City's housing stock (Chapter II).
2. A summary of the present and projected housing needs of the City's households (Chapter III).
3. A review of potential constraints to meeting the City's identified housing needs (Chapter IV).
4. An evaluation of resources that can further the development of new housing (Chapter V).
5. A statement of the Housing Plan to address Carson's identified housing needs, including housing goals, policies and programs (Chapter VI).

## C. Relationship To Other General Plan Elements

The nine elements that comprise the Carson General Plan are required by law to be internally consistent. Together these elements provide the framework for development of those facilities, services and land uses necessary to address the needs and desires of the City's residents. To ensure that these needs are clearly addressed throughout the General Plan, the elements must be interrelated and interdependent.

The Housing Element is affected by development policies contained in the Land Use Element, which establishes the location, type, intensity and distribution of land uses throughout the City, and defines the land use build-out potential. In designating

residential development, the Land Use Element places an upper limit on the number and types of housing units constructed in the City. The acreage designated for a range of commercial and office uses creates employment opportunities for various income groups. The presence and potential for jobs affects the current and future demand for housing at the various income levels in the City.

The Circulation Element of the General Plan also affects the implementation of the Housing Element. The Circulation Element establishes policies for a balanced circulation system in the City. Consequently, the Housing Element must include policies that take into account the types of infrastructure essential for residential housing units in addition to mitigating the effects of growth in the City.

The last comprehensive General Plan Update was in 2004 and reflects current City policies. As such, this Housing Element Update builds upon the other General Plan elements and is entirely consistent with the policies and proposals set forth by the Plan. As portions of the General Plan are amended in the future, the Carson General Plan, including the Housing Element, will be reviewed to ensure internal consistency is maintained.

#### **D. Public Participation**

Section 65583 (c)(6)(B) of the Government Code states that, “The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort.” City residents will have several opportunities to recommend strategies, review, and comment on the Carson Housing Element as discussed below.

Prior to the submittal of the Housing Element for initial review, a community workshop with the Planning Commission was held on April 23, 2013. The community workshop sought to inform the Planning Commission, residents, and interested stakeholders of the 2014-2021 Housing Element update process. The goal of the workshop was to receive feedback related to the current and future housing needs of the City. Members of the Planning Commission asked clarifying questions on the definition of overcrowding and how “Hispanic” as an ethnic group differs from other races classified in the Census. Members of the Planning Commission also discussed the importance of maintaining the City’s mobile home parks and existing residential areas through various programs such as the Rent Control Ordinance, Foreclosure Crisis Program, and the Foreclosure Registration Program. A few members of the Planning Commission stressed the importance of helping homeowners prevent foreclosure.

The City identified key community stakeholders to be included in the Housing Element update process. The purpose of this task was to identify those individuals, groups, and organizations that should be included in the update process, acquaint them with the purpose and need for the Housing Element update, and invite them to participate in the update process. The community stakeholders contacted included local and regional business groups such as the Chamber of Commerce, grass roots community based

organizations, neighborhood associations, and civic groups. Additional stakeholders included housing service providers, mobile home park associations, neighborhood associations, health and human service providers, churches, and non- and for-profit affordable housing developers.

At the community workshop held on April 23, 2013, participants asked clarification questions on how the City can ensure that future housing units developed in the City will be kept affordable to lower income families – how will the affordability be maintained. The City’s mobilehome parks, which supply a number of affordable units, was discussed by the Planning Commission. Some Commissioners expressed the importance of conserving the affordability of mobilehome parks and preventing their conversion. Foreclosure was also extensively discussed by participants, citing that current City programs should not only address the blight caused by foreclosures but should also help residents from going into foreclosure on their properties.

Following public hearings conducted by the Planning Commission and the incorporation of comments from the public and Planning Commission, the draft Housing Element was submitted to the State Department of Housing and Community Development (HCD). HCD reviewed the draft Element for consistency with State Housing law. Following HCD’s finding that Carson’s 2014-2021 Housing Element was found in substantial compliance with Housing Element law, two public hearings were held on the Housing Element (one before the Planning Commission and one before the City Council). Notification was given through legal ads published in the local newspaper of general circulation in advance of each hearing and copies of the draft Element were made available for review at City Hall and the public library. In addition, copies of the Element were sent to the local school district.

Public hearings are held annually on the City’s participation in the Community Development Block Grant program. Housing rehabilitation and fair housing needs are a major expenditure in the Block Grant program, and projects are reviewed for consistency with the General Plan, including this Housing Element. Additionally, each year the Planning Commission and City Council annually conduct a public review of progress made in implementing the programs set forth in the Housing Element as part of the Annual Report prepared in accordance with Section 65400 of the California Government Code.

## **E. Sources of Information**

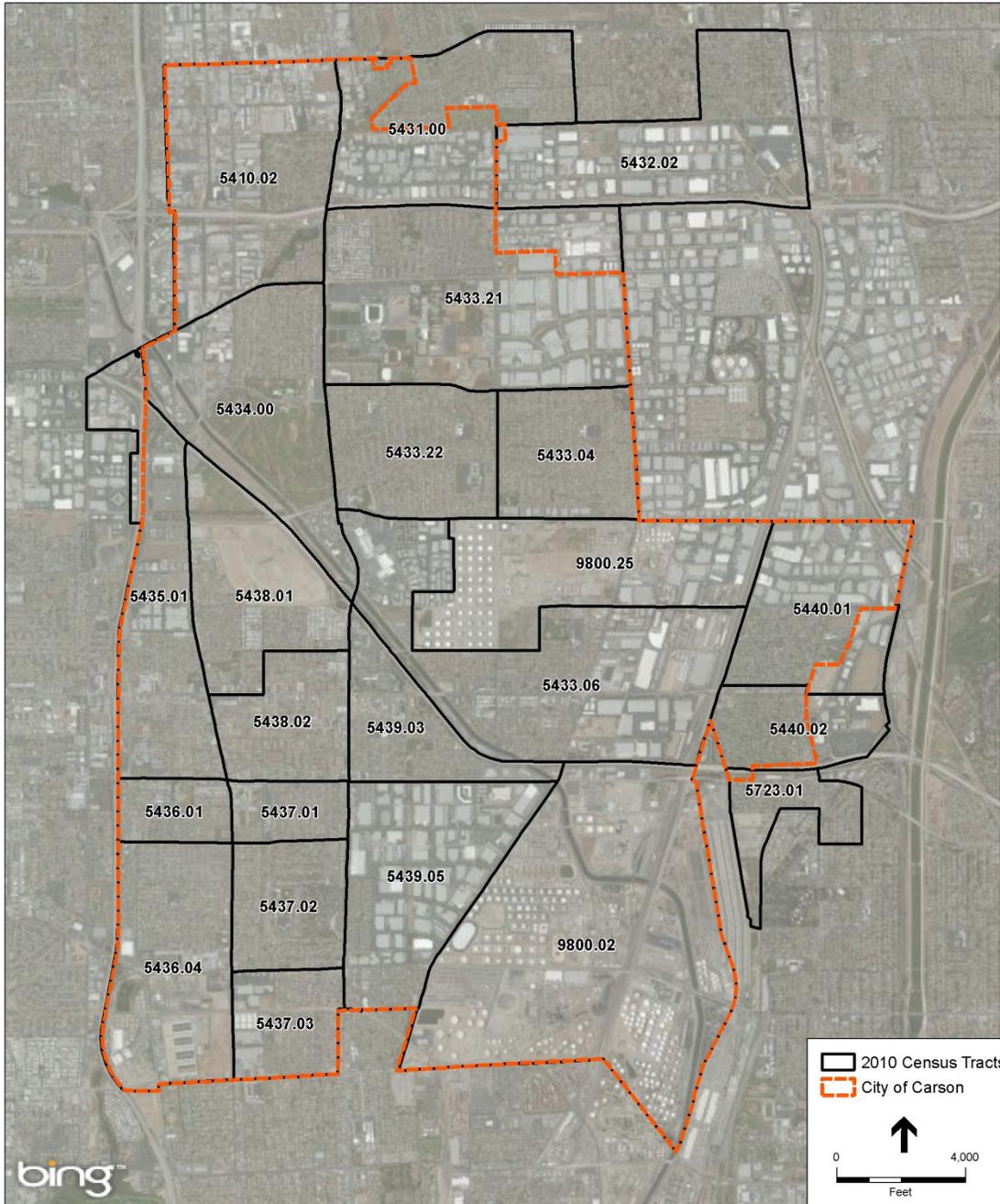
In preparing the Housing Element, various sources of information were consulted. The 2010 Census provides the basis for population and household characteristics. Although dated, no better source of information on demographics is widely accepted. In addition, the 2010 Census must be used in the Housing Element to ensure consistency with other Regional, State and Federal housing plans. However, several sources are used to provide reliable updates of the 2010 Census. These are listed below.

1. State Department of Finance, Demographic and Research Unit Population and Housing Estimates, 2010

2. SCAG Regional Housing Needs Assessment, 2012
3. Trulia.com 2012-2013 Rental and Sales Data
4. Data Quick Information Systems
5. City of Carson 2010-2015 Five Year Consolidated Plan and 2012-2013 Annual Action Plan
6. Southern California Association of Governments (SCAG) 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy
7. Home Mortgage Disclosure Act (HMDA) data for 2011
8. Los Angeles County Homeless Services Authority (LAHSA) Continuum of Care

In addition to providing information on the citywide level, selected information is also provided at the census tract level to allow comparison among different areas in Carson. Comparisons are made to illustrate diversity within the City across geographic areas. For example, comparisons are made across census tracts on 2010 median household income to illustrate the diversity of household income within the City. Figure 2 provides a census tract map for the City of Carson.

**Figure 2**  
**City of Carson Census Tracts**



## **II. BACKGROUND INFORMATION**

A successful strategy for improving housing conditions must be preceded by an assessment of the housing needs of the community and region. This section discusses the components of housing need, that is, the trends in the City's population, households, and employment base and the type of housing available. Since these changes have not occurred in a vacuum, the regional context is also presented.

The following analysis is broken down into six major subsections. Section A, Population Characteristics, analyzes the City of Carson in terms of individual persons and identifies any population trends that may affect future housing needs. Section B, Household Characteristics, analyzes Carson in terms of households, or living groups, to see how past and expected household changes will affect housing needs. Section C, Employment Characteristics, analyzes individual persons in Carson again, in terms of occupation and employment sources as this directly affects the need for and location of housing. Section D, Housing Stock Characteristics, analyzes the housing units in Carson in terms of availability, affordability, and condition. Section E, Preservation of Assisted Housing, identifies the assisted housing units in the City that are at-risk of conversion to market rate units since this directly affects the amount of affordable housing available. Finally Section F, Energy Conservation, reviews the City's energy conservation programs which affect utility costs that impact the affordability of housing. This information can be used to help identify programs that are needed to ensure that the existing and future housing stock meets the housing needs of every segment of the City's population. Analysis in each of these subsections provides a database upon which decisions concerning programs and policies for the provision of adequate housing in the City can be based.

### **A. Population Characteristics**

The 2010 population of Carson was estimated by the U.S. Census to be 91,714 persons. As illustrated in Table 2, Carson experienced a smaller increase in population growth between 2000 and 2010, at 2.2 percent, compared to the decade before. The rate of population growth between 1990 and 2000 was 6.8 percent. The population growth from 1980 to 1990 was 3.4 percent, suggesting a gradual slow down of population growth in the most recent decade. This trend is inconsistent with that seen in Los Angeles County where the highest rate of population growth of 18.5 percent was seen in the decade between 1980 and 1990. There was a more moderate rate of growth over the last two decades with a 7.4 percent rate of population growth between 1990 and 2000 and a 3.1 percent increase between 2000 and 2010.

**Table 2  
City Of Carson and Los Angeles County  
Historic Population Figures**

	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>
<b>Carson</b>	81,221	83,995	89,730	91,714
<b>Los Angeles County</b>	7,477,421	8,863,164	9,519,338	9,818,605

Sources: U.S. Bureau of the Census, 1980, 1990, 2000, and 2010 Census Reports.

The SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) growth projections for the City of Carson, Los Angeles County and surrounding cities are presented in Table 3. The largest growth rate over the 40 year period from 1990 to 2035 is projected for Los Angeles County at 28.1 percent. The second highest growth rate is projected for the City of Carson at 26.2 percent. The surrounding cities are projected to have lower growth rates with Long Beach at 24.4 percent, Torrance at 19.1 percent and Compton at 7.9 percent. The projected growth rate for the City of Carson from 2010 to 2020 of 6.3 percent is higher than what was seen over the previous decade. There is an increase in the projected growth rate for the City from 2020 to 2035 at an estimated 8.7 percent. In comparison, Los Angeles County is projected to have a growth rate of 6.0 percent from 2010 to 2020 and a 9.1 growth rate from 2020 to 2030.

**Table 3  
Carson and Los Angeles County  
Population Trends: 1990 – 2030**

<b>Jurisdiction</b>	<b>1990</b>	<b>2000</b>	<b>2010</b>	<b>2020</b>	<b>2035</b>	<b>% Increase</b>
Carson	83,995	89,730	91,714	97,500	106,000	26.2%
Los Angeles County	8,863,164	9,519,338	9,818,605	10,404,000	11,353,000	28.1%
Torrance	133,107	137,946	145,438	150,800	158,500	19.1%
Compton	90,454	93,493	96,455	96,900	97,600	7.9%
Long Beach	429,433	461,522	462,257	491,000	534,100	24.4%

Sources: U.S. Dept. of Commerce, Bureau of the Census, 1980, 1990, 2000, 2010 Census Reports; SCAG 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Integrated Growth Forecast

### Age Characteristics

With the increase in the City’s population from 2000 to 2010, there has been a measureable change in the age of the City’s population. The median age in Carson rose during this time period from 33.7 to 37.6 years of age (see Table 4). According to the 2010 Census, there was a decrease in the percentage of children in the 5 to 14 years age group, as compared with the 2000 population. In contrast, there was an increase in the percentage of young adults in the 20 to 24 years age group during the same time period. Comparing 2000 and 2010 there is a similar percentage of the population in the middle age group from 35 years to 59 years of age. Importantly, from 2000 to 2010,

there was an increase in the number of residents aged 60 years or older. The growing elderly population in Carson is consistent with a nationwide trend toward a growing elderly population.

**Table 4  
City of Carson  
Age Distribution: 2000 to 2010**

Age Cohorts	2000		2010	
	Number	Percent	Number	Percent
Under 5 years	6,192	6.9%	5,265	5.7%
5-9 years	7,570	8.4%	5,647	6.2%
10-14 years	7,543	8.4%	6,654	7.3%
15-19 years	7,021	7.8%	7,577	8.3%
20-24 years	6,057	6.8%	6,813	7.4%
25-34 years	12,107	13.5%	10,981	12.0%
35-44 years	13,475	15.0%	12,124	13.2%
45-54 years	11,393	12.7%	13,123	14.3%
55-59 years	4,688	5.2%	5,862	6.4%
60-64 years	4,123	4.6%	5,028	5.5%
65-74 years	5,889	6.6%	7,469	8.1%
75-84 years	2,899	3.2%	3,985	4.3%
85 years and over	773	0.9%	1,186	1.3%
Median Age	33.7 years		37.6 years	

Source: U.S. Department of Commerce, Bureau of the Census, 2000, 2010 Census Reports

### Race/Ethnicity Characteristics

Table 5 presents the race and ethnic make-up of Carson residents in 2010. As this table reveals, the City of Carson has a racially diverse population. While the largest racial component among the City's residents is Asian at 25.6 percent, there is a comparable White and Black population both comprising 23.8 percent of the City's total population. The 2010 Census also reported 0.6 percent of the population as American Indian and 2.6 percent as Native Hawaiian and Other Pacific Islander.

It should be noted that persons of Hispanic origin are now a self-designated category separate from race (see Table 5). In 2010, 38.6 percent of the City's population identified themselves as being of Hispanic origin. The Census treats race and ethnicity as separate and independent categories. This means that within the federal system everyone is classified as both a member of one of the race groups and also as either Hispanic or non-Hispanic (which is an ethnicity).

In 2000, the racial composition for the City of Carson was comprised of 25.7 percent White, 25.4 percent Black, 25.3 percent Asian/Pacific Islander and 18.0 percent reported as Other.

Compared to the 2000 Census, the 2010 Census indicates that there was a decrease in the White and Black populations, and an increase in the Asian population.

The City of Carson appears to be racially diverse when compared to Los Angeles County. The racial composition for Los Angeles County in 2010 was 50.3 percent White; 8.7 percent Black and 13.7 percent Asian with 21.8 percent of the population reporting some other race. Additionally, the Hispanic total for the County is higher than the City at 47.7 percent.

**Table 5  
City of Carson and Los Angeles County  
Race and Ethnicity: 2010**

Category	CITY OF CARSON		LOS ANGELES COUNTY	
	Number	Percent	Number	Percent
White	21,864	23.8%	4,936,599	50.3%
Black	21,856	23.8%	856,874	8.7%
American Indian	518	0.6%	72,828	0.7%
Asian	23,522	25.6%	1,346,865	13.7%
Native Haw. & Other Pacific Islander	2,386	2.6%	26,094	0.3%
Some Other Race	17,151	18.7%	2,140,632	21.8%
Two or More Races	4,416	4.8%	438,713	4.5%
<b>Total</b>	<b>91,714</b>	<b>100%</b>	<b>9,818,605</b>	<b>100%</b>
Hispanic Origin	35,417	38.6%	4,687,605	47.7%

Source: U.S. Department of Commerce, Bureau of the Census, 2010 Census Report.

## B. Household Characteristics

The characteristics of the population provide an essential component toward the understanding of growth and change in the City. In addition, information collected on the household level provides a good base for the analysis of a community's housing needs. The Bureau of the Census defines a household as all persons who occupy a housing unit, which may include single persons living alone, families related through marriage or blood, and unrelated individuals living together. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households.

In 2010, there were a total of 24,903 households in the City of Carson; a 1.03 percent increase in households from 2000 (see Table 6). Carson remains a predominantly family-oriented City with over 81 percent of its households comprised of families. About 14 percent of all households were single persons living alone, a slight increase over the 2000 estimate. The remaining 4 percent of the City's households fall within the "Other" category, representing individuals who share a housing unit and are not related by blood or marriage.

**Table 6**  
**City Of Carson**  
**Household Characteristics: 2000-2010**

Household Type	2000		2010	
	Number	Percent	Number	Percent
Family	20,243	82.1%	20,202	81.1%
Singles	3,506	14.2%	3,638	14.6%
Other	899	3.7%	1,063	4.3%
<b>Total</b>	<b>24,648</b>	<b>100.0%</b>	<b>24,903</b>	<b>100.0%</b>

Source: U.S. Dept. of Commerce, Bureau of the Census, 2000 Census Report and 2006-2010 American Community Survey

### Household Size

Household size is an important indicator in identifying sources of population growth, as well as, overcrowding in individual housing units. A city's average household size will increase over time if trends move toward larger families. In communities where the population is aging, the average household size may actually decline.

In 1990, the average household size in Carson was 2.71 persons per household. By the year 2000, the average household size had increased to 3.59 persons per unit. Over the next ten years, the average has continued to increase reaching 3.63 persons per household in 2010 (see Table 7). In comparison, the average household size for Los Angeles County has remained relatively consistent from 1990 to 2010 at approximately 2.9 persons per household.

**Table 7  
City Of Carson  
Household Size: 1990-2010**

	1990	2000	2010
<b>Carson</b>	2.71	3.59	3.63
<b>Los Angeles County</b>	2.91	2.98	2.97

Sources: U.S. Dept. of Commerce, Bureau of the Census 1990, 2000 Census Reports and 2006-2010 American Community Survey.

### Tenure by Household

Tenure, and the ratio between homeowner and renter households, can be affected by many factors including housing cost, housing type, housing availability, and job availability. From 1990 to 2010, generally, more than three quarters of the total households in the City owned their homes. In comparison less than half of all households in the County owned their homes, for the same timeframe. According to the 2010 Census, 76.2 percent of the households in the City of Carson owned their homes, as compared with 23.8 percent of the households that were renters.

**Table 8  
City Of Carson  
Household Tenure: 1990-2010**

	City of Carson		Los Angeles County	
<b>1990</b>				
<b>Category</b>	<b>Number</b>	<b>Percent</b>	<b>Number</b>	<b>Percent</b>
Owners	18,807	79.0%	1,440,830	48.2%
Renters	5,001	21.0%	1,548,722	51.8%
<b>2000</b>				
Owners	19,205	77.9%	1,499,744	47.9%
Renters	5,443	22.1%	1,634,030	52.1%
<b>2010</b>				
Owners	18,982	76.2%	1,552,091	48.2%
Renters	5,921	23.8%	1,665,798	51.8%

Source: U.S. Department of Commerce, Bureau of the Census, 1990, 2000 Census Reports and 2006-2010 American Community Survey

### Overcrowding

The Census defines overcrowded households as units with more than one (1) person per room, excluding bathrooms, kitchens, hallways, and porches. Severely overcrowded is identified as over 1.5 persons per room. .” In using this definition, a habitable room does

not necessarily mean a bedroom for each occupant. For example, a married couple with no children living in a one-bedroom apartment is not considered overcrowded because there are two people and two rooms (a bedroom and a living room). But, a couple living in a one-room efficiency housing unit would be considered overcrowded by these definitions. Likewise, a family of four living in a small two-bedroom apartment with a small kitchenette would be considered overcrowded, but a family of four living in a two-bedroom house (which would include a living room) with a large eat-in kitchen would not be considered overcrowded.

The 2010 Census indicated that 10.2 percent of the occupied housing in Carson was classified as overcrowded. This translates to approximately 2,548 households. As shown in Table 9, overcrowding was a greater problem for renters, with 16.7 percent of renter households reporting overcrowded conditions, as compared to 8.2 percent of owners. Similarly, the 2010 Census reported that 5.4 percent of renter households were living in severely overcrowded conditions, as compared with 2.0 percent of owner-occupied households.

**Table 9  
City of Carson  
Overcrowding by Tenure: 2010**

Tenure	Total Housing Units	Overcrowded Households		Severely Overcrowded Households	
		Number	Percentage	Number	Percentage
Renters	5,921	672	11.3%	319	5.4%
Owners	18,982	1,181	6.2%	376	2.0%

Source: U.S. Dept. of Commerce, Bureau of the Census 2006-2010 American Community Survey

The City's existing housing stock consists of primarily owner-occupied units that contain a greater number of bedrooms, compared to the rental housing stock. About 34 percent of the owner-occupied units consisted of four bedrooms or more. Only about 13.2 percent of the rental housing stock contained four or more bedrooms. Greater overcrowding conditions for renters compared to owners may reflect the need for larger units with a greater number of bedrooms within the rental housing stock.

### Income

A major factor determining the ability of a household to obtain adequate housing is income. Table 10 shows that in 2010, the median household income in Carson was \$68,425. This was higher than the County median income of \$55,476. While Carson's median income was less than that of Torrance (\$74,163) it was significantly higher than the median incomes of surrounding cities including Compton (\$43,201) and Long Beach (\$51,173), as indicated in Table 10. The average increase in income between 2000 and 2010 for each city is about 33 percent.

**Table 10  
Carson and Surrounding Areas  
Median Household Income: 2000 and 2010**

<b>Jurisdiction</b>	<b>2000 Median Income</b>	<b>2010 Median Income</b>	<b>Percent Increase</b>
Carson	\$52,584	\$68,425	30.1%
Torrance	\$56,489	\$74,163	31.3%
Compton	\$31,819	\$43,201	35.8%
Long Beach	\$37,270	\$51,173	37.3%
Los Angeles County	\$42,189	\$55,476	31.5%

Source: U.S. Dept. of Commerce, Bureau of the Census, 2000 Census Report and 2006-2010 American Community Survey.

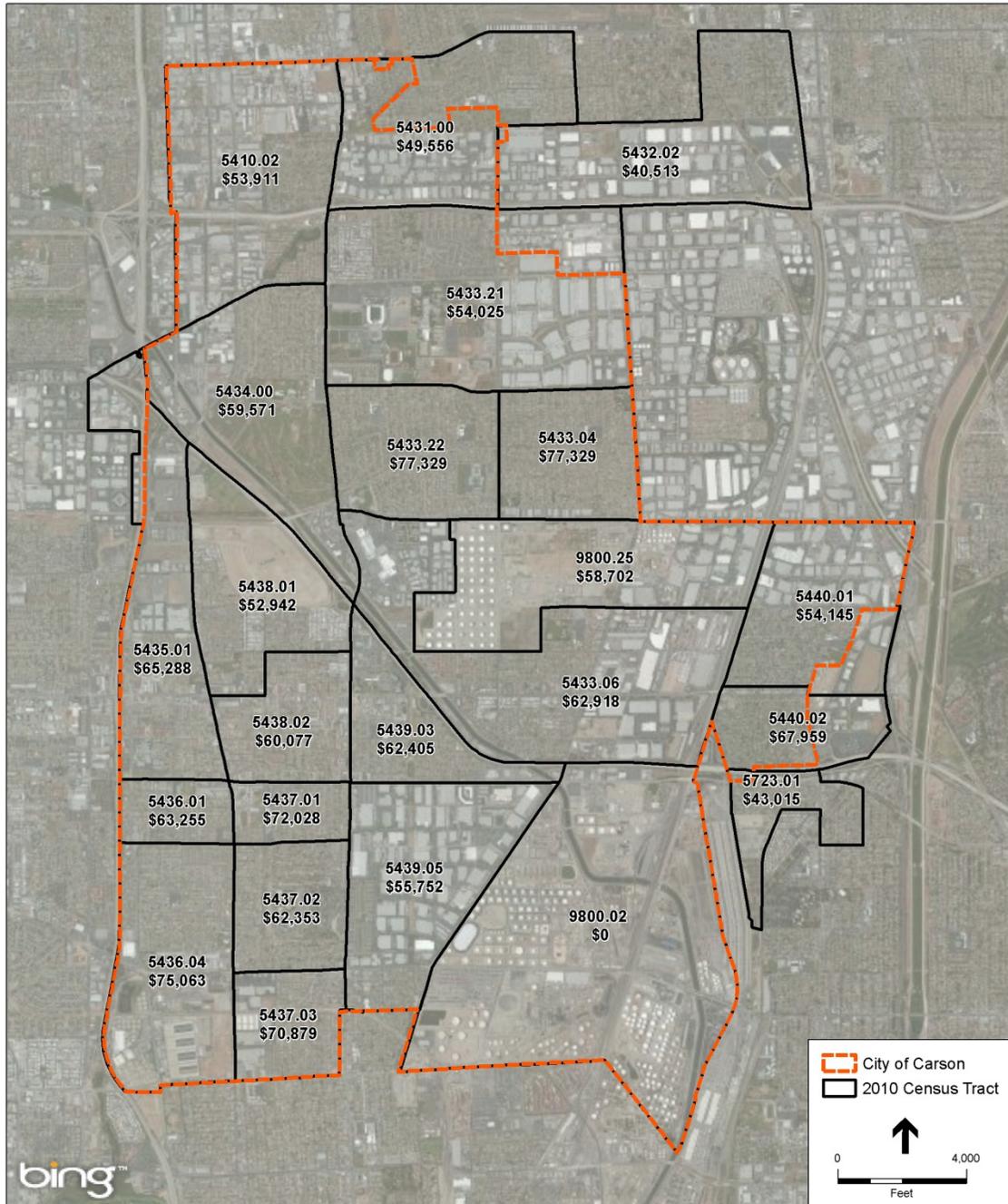
According to the 2010 Census, household income levels vary widely in the City of Carson. Table 11 presents the number and percentage of households within the City that fall within a series of ten income ranges. About 35 percent of the City's households earn annual incomes up to \$49,999. At the opposite end of the spectrum, about 45 percent of Carson's households earned \$75,000 or more annually. The largest income category was households earning between \$50,000 and \$74,999, comprising 20.3 percent of the population. Figure 3 illustrates the diversity of median household income across the City by census tract.

**Table 11  
City Of Carson  
Household Income: 2010**

<b>Income Range</b>	<b>Number of Households</b>	<b>Percent of Households</b>
Under \$10,000	857	3.4%
\$10,000 - \$14,999	785	3.2%
\$15,000 - \$24,999	1,867	7.5%
\$25,000 - \$34,999	2,092	8.4%
\$35,000 - \$49,999	3,026	12.2%
\$50,000 - \$74,999	5,065	20.3%
\$75,000 - \$99,999	3,790	15.2%
\$100,000 - \$149,999	4,945	19.9%
\$150,000 - \$199,999	1,576	6.3%
\$200,000 or more	900	3.6%
<b>Totals</b>	<b>24,903</b>	<b>100.0%</b>

Source: U.S. Dept. of Commerce, Bureau of the Census 2006-2010 American Community Survey.

**Figure 3**  
**Median Household Income by Census Tracts: 2010**



The U.S. Department of Housing and Urban Development, and the State Department of Housing and Community Development, have developed the following income categories and their definitions:

- Very Low Income - less than 50 percent of the County median.
- Low Income - between 51 and 80 percent of the County median.
- Moderate Income - between 81 and 120 percent of the County median.
- Above-Moderate Income - greater than 120 percent of the County median.

The City's 2000 and 2010 income distribution can be divided into these four income groups through interpolation, as presented in Table 12. Comparing the City's income distribution in these two years provides insight into the changing income characteristics of the City's population. The number of very low income households in Carson has increased by 1,044 during the 2000-2010 period, representing a 28.2 percent increase. The City also experienced a 13.2 percent decrease in upper income households during the period. The largest increase of any of the four income groups is moderate income households, which increased 54.1 percent during the 2000-2010 period. Of the City's 2010 households, 19.1 percent earned less than 50 percent of the area median income, as compared with 15.1 percent in 2000. Low income households have experienced a 28.8 percent decrease during the 2000-2010 period. Finally, the proportion of upper income households to total households decreased from approximately 52.7 percent to 45 percent, and the actual number of upper income households decreased by 1,763. The change in income distribution in the City, in particular the increase in moderate income households, may have resulted from an in-migration of median income individuals into the City.

**Table 12**  
**City of Carson**  
**Income Groups: 2000 & 2010**

Income Groups	2000		2010		Change 2000-2010	
	Number	Percent	Number	Percent	Number	Percent
Very Low Income (0 - 50%)	3,707	15.1%	4,751	19.1%	1,044	28.2
Low Income (51% - 80%)	3,966	16.1%	2,823	11.3%	-1,143	-28.8
Moderate Income (81% - 120%)	3,971	16.1%	6,118	24.6%	2,147	54.1
Above Moderate Income (> 120%)	12,974	52.7%	11,211	45.0	-1,763	-13.6
Totals:	24,618	100.0%	24,903	100.0%	285	1.2

Source: U.S. Dept. of Commerce, Bureau of the Census, 2000 & 2010 Census Report.  
Based on Los Angeles County 2000 Median Income of \$42,189 and 2010 Median Income of \$55,476

## Housing Affordability

State and Federal standards for housing overpayment are based on an income-to-housing cost ratio of 30 percent and above. Households paying greater than 30 percent of their income have less income available for other necessities such as food, clothing, utilities, and health care. It is recognized, however, that moderate and above moderate income households are generally capable of paying a larger proportion of their income for housing, and therefore estimates of housing overpayment generally focus on lower income groups.

The distinction between renter and owner housing overpayment is important because, while homeowners may over-extend themselves financially to afford the option of home purchase, the owner always maintains the option of selling the home. Renters, on the other hand, are limited to the rental market, and are generally required to pay the rent established in that market. The CHAS Data Set has broken down housing overpayment by housing tenure, as presented in Table 13. According to the 2005-2009 CHAS Data Set provided by HUD, an estimated 6,060 of Carson's lower income households, consisting of Extremely Low Income, Very Low Income and Low Income groups, were paying more than 30 percent of their income on rent or mortgage payments. Of these overpaying households, 1,870 are classified as Extremely Low Income, 1,815 are Very Low Income and 2,375 are Low Income. The cost burden of paying more than 30 percent of household income on housing costs is greater for renters in the Extremely Low and Very Low Income groups compared with owners. Approximately 70.8 percent of renters in these income groups were overpaying for housing costs compared with approximately 26.5 percent for owners. These changes in the Low Income and Moderate and Above Moderate Income groups, where a higher percentage of owners are paying over 30 percent for their housing costs, compared with renters.

**Table 13**  
**City Of Carson**  
**Households Paying Greater Than 30% of Income for Shelter**

<b>Household Tenure</b>	<b>Extremely Low Income</b>	<b>Very Low Income</b>	<b>Low Income</b>	<b>Moderate and Above</b>	<b>Total</b>
Owner	985 (12.8%)	1,060 (13.7%)	1,930 (25.0%)	3,750 (48.5%)	7,725
Renter	885 (38.2%)	755 (32.6%)	445 (19.2%)	230 (9.9%)	2,315
<b>Total</b>	<b>1,870</b>	<b>1,815</b>	<b>2,375</b>	<b>3,980</b>	<b>10,040</b>

Source: 2005-2009 CHAS Data Book

## Special Needs Groups

Certain segments of the population may have a more difficult time finding decent, affordable housing due to special circumstances. In Carson, these "special needs" groups include the elderly, persons with disabilities, persons with developmental disabilities, extremely low income households, large households, female-headed households, farmworkers, and the homeless. The number of special needs households and/or persons in Carson is summarized in Table 14.

**Table 14**  
**City of Carson**  
**Summary of Special Needs Groups**

<b>Needs Group</b>	<b>Number of Households/Persons</b>	<b>Percent of Total Households/Population</b>
Elderly Persons (65+)	11,458	12.5%
Persons with Disabilities (Physical Disability)**	5,486	6.0%
Persons with Developmental Disabilities	1,135	1.2%
Extremely Low Income (less than 30% MFI)	1,642	6.6%
Large Households(5 or more persons)	5,700	22.9%
Female-headed Households	4,638	18.6%
Farmworkers***	178	0.19%
Homeless Persons*	21	0.02%

Source: U. S. Dept. of Commerce, Bureau of the Census, 2010 Census Report.

\* 2013 Los Angeles Homeless Services Authority (LAHSA) Greater Los Angeles Homeless Count

\*\* Census data that represents persons with self-care and an independent living difficulty (18 yrs. and over)

\*\*\*Persons employed in Agriculture, forestry, fishing and hunting, and mining

**Elderly:** The special needs of many elderly households result from their lower, fixed incomes, physical disabilities, and dependence needs. An estimated 11,458 elderly persons (65 years and over) resided in Carson in 2010, representing 12.5 percent of the total population. The proportion of elderly can be expected to increase as those persons in the middle age groups grow older. Escalating housing costs, particularly in the rental market, severely impact housing affordability for the elderly, who are usually on fixed incomes. In the City of Carson, however, approximately 85 percent of elderly households are home owners while only 15 percent are renters. According to the 2010 Census, there are 971 seniors whose incomes fell below the poverty level in Carson. Housing needs of the elderly can be addressed through conservation of existing mobilehome parks, congregate housing, rental subsidies, housing rehabilitation assistance, and other types of homeowner assistance for seniors in single-family and mobilehomes.

**Persons with Disabilities:** Physical disabilities can hinder access to housing units of traditional design as well as limit the ability to earn adequate income. In 2010, approximately 6 percent of Carson's population reported having a physical disability. Housing opportunities for persons with physical disabilities can be maximized through the provision of affordable,

barrier-free housing. Special modifications include units with access ramps, wider doorways, assist bars in bathrooms, lower cabinets, and elevators. This is accomplished through compliance with the Federal Americans with Disabilities Act (ADA) and the 2007 Title 24 Part 2, California Building Code regulations.

**Persons with Developmental Disabilities:** According to Section 4512 of the California Welfare and Institutions Code a “developmental disability” means a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism. This term shall also include disabling conditions found to be closely related to mental retardation or to require treatment similar to that required for individuals with mental retardation, but shall not include other handicapping conditions that are solely physical in nature.

Many persons with developmental disabilities can live and work independently within a conventional housing environment. Individuals who have more severe developmental disabilities require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for persons with developmental disabilities is the transition from the person’s living situation as a child to an appropriate level of independence as an adult.

The State Department of Developmental Services (DDS) currently provides community based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Harbor Regional Center and the South Central Los Angeles Regional Center are the two regional centers currently providing point of entry services to people with developmental disabilities in the City of Carson. Table 14 provides information from the Harbor Regional Center and the South Central Los Angeles Regional Center on the number of individuals with developmental disabilities in Carson. In 2013, there were approximately 1,135 individuals actively utilizing services at these two regional centers for a developmental disability.

To assist with any housing needs for persons with developmental disabilities, the City will implement programs to coordinate housing activities and outreach with the Harbor Regional Center and the South Central Los Angeles Regional Center and encourage housing providers to designate a portion of new affordable housing developments for persons with disabilities, especially persons with developmental disabilities, and pursue funding sources designated for persons with special needs and disabilities.

Large Households: Large households are identified as a group with special housing needs based on the limited availability of adequately sized, affordable housing units. Large households are often of lower income, frequently resulting in the overcrowding of smaller dwelling units and in turn accelerating unit deterioration. In addition, large families often have difficulty finding rental units which qualify for the Section 8 Rental Assistance Program due to the larger units exceeding maximum rent limits, combined with the reluctance of some landlords to rent to large families. Approximately 22.9 percent of

Carson's households in 2010 had five or more members, translating to 5,700 households. This represents a slight decrease from 2000 when large households comprised 28.4 percent of the City's total households.

According to the 2010 Census, there is a disparity between the number of larger rental units available in the City and the number of large households in Carson. For example, as shown in Table 15, only about 15.2 percent of the City's rental units have four or more bedrooms, despite the fact that the average household size of renter-occupied units is higher at 3.74 persons per household compared to 3.62 persons per unit for owner-occupied units. About 38.4 percent of owner occupied units contain four or more bedrooms. The housing needs of large households can be addressed through the expansion of existing smaller units, and the provision of new, affordably-priced larger units. The fact that the majority of unit overcrowding occurs in the City's rental housing stock indicates the need for larger rental units and/or rental subsidies to allow for large households to afford adequately sized units.

**Table 15**  
**City of Carson**  
**Housing Stock by Bedroom Mix**

#Bedrooms	Rental Units	Owner Units	Total
0	163	38	201
1	1,064	229	1,293
2	2,154	2,804	4,958
3	1,901	8,428	10,329
4	904	6,010	6,914
5+	46	1,155	1,201
Total:	6,232	18,664	24,896

Source: U.S. Dept. of Commerce, Bureau of the Census 2008-2010 American Community Survey

**Female-Headed Households:** Female-headed households tend to have lower incomes, thus limiting housing availability for this group. In 2010, 18.6 percent of Carson's households were headed by women, representing a total of 4,638 female-headed households. Of these, approximately 1,749 (37.7 percent) have dependent children under 18 years of age. While there is no definitive data regarding the housing tenure of this group, it can be assumed that low incomes preclude the option of homeownership for most female-headed households. According to 2010 Census data, about 27 percent of those female-headed households with children under the age of 18 years live below the poverty level in Carson. Thus, providing housing opportunities for female-headed households relates both to affordability and services related to the care of children, such as day care, schools, and recreational facilities.

**Extremely Low Income Households:** The 2005-2009 CHAS Data Set reported that Carson had a total of 985 renter households and 885 owner households that were extremely low income. The combined total of 1,870 households represents about 7.5 percent of the City's households. Extremely low income households represent the highest need group in terms of affordable housing as the greatest amount of subsidies are needed to assist this group.

Farmworkers: The special housing needs of many farmworkers stem from their low wages and the insecure nature of their employment. The 2010 Census identified 178 farmworkers in Carson. Like other lower income individuals, the housing needs of farmworkers can be addressed through the provision of affordable housing opportunities.

Homeless: Throughout the country, homelessness has become an increasing problem. Factors contributing to the rise in homelessness include the general lack of housing affordable to low and moderate income persons, increases in the number of persons whose incomes fall below the poverty level, reductions in public subsidy to the poor, and the de-institutionalization of the mentally ill.

The Los Angeles County Homeless Services Authority (LAHSA) is a joint powers authority created by the City and the County of Los Angeles for the purpose of planning, coordinating, and managing resources for homeless programs. LAHSA is the lead agency for developing a Continuum of Care (COC) strategy for the region to meet the needs for emergency shelters for homeless persons and to provide services and housing to transition homeless from emergency housing to transitional and permanent housing. For a variety of services, Los Angeles County is divided into eight Service Planning Areas (SPAs). LAHSA utilizes these SPAs in planning, coordinating, and managing resources for homeless programs. The City of Carson is located in SPA 8—South Bay.

During the 2013 Greater Los Angeles Homeless Count, volunteers observed 21 homeless individuals in the City of Carson. LAHSA is currently in the process of generating the average number of homeless persons that reside in cars, vans, campers/RVs, tents and make-shift shelters, which will be multiplied by the number of the subject vehicles/shelters observed within the City during the night of the Homeless Count (January 29, 2013 from 8:45 pm to 1:00).

The Los Angeles County COC has described six strategies to prevent homelessness which include: (1) Maintain the existing capacity to serve homeless residents and build new capacity where it is needed; (2) Address the structural causes of homelessness; (3) Ensure rapid reconnection with housing for people who become homeless; (4) Bring homeless residents into the mainstream of society; (5) Respect the individualized nature of problems that make people homeless and the need for individual solutions; and (6) Call on all communities to participate fairly in funding and hosting homeless services and affordable housing, and create new, on-going funding streams dedicated to supporting homeless programs. Most of the prevention activities in the Los Angeles COC are programs administered by mainstream agencies that provide the following support: (1) County General Relief funding; (2) CalWORKS Program to help welfare recipients obtain employment; (3) Social Security Income (SSI) provides elderly and persons with disabilities with monthly stipends, and provides survivor benefits to surviving spouses with dependent children under age 16; (4) Food Stamps provide for a substantial portion of a household's food budget; (5) Section 8 subsidies which enables families or individuals with disabilities earning very low incomes to live in decent, safe and sanitary housing; and (6) Rental Assistance programs that provide rent payments to prevent homelessness.

Support services are also necessary to address the needs of homeless persons. Support services include case management, life skills, alcohol and drug abuse treatment, mental health

treatment, AIDS-related treatment, education, employment assistance, childcare, transportation, housing placement, medical and dental care, and other services. Supportive services are accessed at all levels of the COC. Generally, non-profit service providers target a particular community and population with appropriate social services. Services are accessed in different ways through various homeless programs. For example, job development programs are available to residents of housing programs or may be referred by case managers. Life skills training programs are typically accessed through residential programs offering case management services. Childcare services are often accessed through emergency and transitional shelters that sponsor on- and off-site childcare. Substance abuse programs often receive referrals from Drop-In Centers, Access Centers, LAHSA Emergency Response Team, the court system, Veterans Administration, health and mental health care systems, emergency shelters, transitional shelters and through self-referral. Most services are accessed directly through residential programs that offer these services, or by referral to an off-site program. Mental health services are also an important part of many transitional and permanent programs offered by non-profit providers of the COC.

### **C. Employment Characteristics**

The City of Carson is a major industrial/warehouse hub for Los Angeles County. More than half of the City's land is in industrial use. Other major land uses in the City are residential (30 percent), commercial (6 percent), and open space/public use (8 percent). An Advisory Services Panel Report prepared by the Urban Land Institute in June 2002, indicated that while there could be continued demand for industrial space, the City also has an opportunity for major retail development supported by the income levels in the City and household growth. The retail development proposed in the report can be expected to create demand for new high-quality office space and to increase demand for existing office space.

One of the factors that can contribute to an increase in the demand for housing in an area is an expansion of the employment base. The 2006-2010 American Community Survey classified 46,745 persons living within Carson as being part of the labor force. Of this total, 46,740 persons were in the civilian labor force with a total of 42,370 persons employed. In the 2010 Census, the unemployment rate was 9.3 percent in Carson, which was above the County unemployment rate of 8.7 percent for the same period. The civilian labor force employed in the categories listed in Table 16 numbered 42,370 persons in 2010. About 24.9 percent of the City's residents were employed in educational, health and social services and about 15 percent in the manufacturing sector. The next two categories in which Carson residents were employed include: retail trade (11 percent) and transportation, warehousing, and utilities (10 percent).

**Table 16**  
**City Of Carson**  
**Labor Force by Industry**

<b>Industry</b>	<b>Persons</b>	<b>Percent</b>
Agriculture, forestry, fishing and hunting , and mining	140	0.3%
Construction	1,557	3.7%
Manufacturing	6,337	15.0%
Wholesale trade	1,452	3.4%
Retail trade	4,647	11.0%
Transportation, warehousing, and utilities	4,216	10.0%
Information	855	1.9%
Finance, insurance, real estate, and rental and leasing	2,228	5.3%
Professional, scientific, management, administrative	3,582	8.5%
Educational, health and social services	10,564	24.9%
Arts, entertainment, recreation, accommodation and food	3,011	7.1%
Other services (except public administration)	1,745	4.1%
Public Administration	2,036	4.8%
Total:	42,370	100%

Source: U.S. Dept. of Commerce, Bureau of the Census, 2006-2010 American Community Survey.

Table 17 provides employment by occupation for the City of Carson, based on the 2010 Census. Management, business, science, and arts occupations comprised 29.4 percent of the labor force. The next two highest occupational categories were sales and office occupations at 29.2 percent and service occupations at 17.9 percent. Another consideration of employment opportunities within the City is through a "jobs-housing balance" test. The State Legislature established Government Code Section 65890.1, the intent of which is to encourage land use patterns which balance the location of employment-generating uses with residential uses. A balanced community would have a match between employment and housing opportunities enabling most residents to also work in the community. Using data from SCAG's 2012 Integrated Growth Forecast, comparing the estimated number of jobs in Carson to the number of housing units indicates a jobs-housing ratio 2.03:1.00 for the City. The fact that this ratio exceeds 1.0 indicates that Carson is providing more jobs than it is housing, reflective of the City's stature as an employment center.

**Table 17**  
**City Of Carson**  
**Employment by Occupation: 2010**

<b>Occupation</b>	<b>Number</b>	<b>Percent</b>
Management, professional, and related occupations	12,474	29.4%
Service occupations	7,595	17.9%
Sales and office occupations	12,376	29.2%
Natural resources, construction, and maintenance occupations	2,837	6.8%
Production, transportation, and material moving occupations	7,088	16.7%
Total	42,370	100%

Source: U.S. Dept. of Commerce, Bureau of the Census, 2006-2010 American Community Survey.

## D. Housing Stock Characteristics

With a 2010 housing stock of 25,990 units, Carson represents a mid-sized community in Los Angeles County. During the period of 2000-2010, Carson grew in the number of housing units at a rate of 2.6 percent. The County grew at the highest rate of 5.3 percent. SCAG estimates reflect continued growth in the City of Carson with projected household totals increasing from 25,990 in 2010 to 27,400 in 2020 and 29,600 in 2035. This indicates an approximate 13.9 percent projected increase in the number of households over the next 25 years.

**Table 18  
Carson and Surrounding Areas  
Housing Growth: 2000-2010**

Number of Housing Units			
Jurisdiction	2000	2010	Percent Increase 2000-2008
Carson	25,337	25,990	2.6%
Torrance	55,967	58,377	4.3%
Compton	23,795	24,523	3.1%
Long Beach	171,632	176,032	2.6%
Los Angeles County	3,270,909	3,445,076	5.3%

Source: U.S. Dept. of Commerce, Bureau of the Census, 2000 Census Report and 2008-2010 American Community Survey

### Housing Type and Tenure

In order to determine the extent of housing need in the City of Carson, the analysis must include not only population, household, and employment characteristics, but also the type of housing available. Housing need is defined as the difference between the type of housing required by the City's existing and projected population and the type of housing available. The size, price, and condition of existing units are the major factors in determining suitability. The City's 2010 housing stock is comprised of 80 percent single-family, 10.9 percent multi-family, and 9.3 percent mobilehome and other (boat, RV, van, etc.) units. The City continues to be a predominantly single family dwelling community. The City's multi-family housing stock decreased by 45 units from 2000-2010, representing a 1.6 percent decrease as seen in Table 19. From 2000-2010 the greatest increase in housing type was in single family dwellings with an increase of 791 units, representing a four percent increase.

**Table 19**  
**City of Carson**  
**Housing Trends: 1990-2010**

Housing Type	Number of Housing Units			Change 1990-2000		Change 2000-2010	
	1990	2000	2010	Number	Percent	Number	Percent
Single-Family	19,149	19,956	20,747	807	4.2%	791	4.0%
Multi-Family	2,672	2,876	2,831	204	7.6%	-45	-1.6%
Mobilehomes and Other (Boat, RV, Van, etc.)	2,620	2,505	2,412	-115	-4.4%	-93	-3.7%
<b>Totals:</b>	<b>24,441</b>	<b>25,337</b>	<b>25,990</b>	<b>896</b>	<b>7.4%</b>	<b>653</b>	<b>2.6%</b>

Sources: U.S. Dept. of Commerce, Bureau of the Census, 1990 and 2000 Census Report; and 2008-2010 American Community Survey

The tenure distribution of a community's housing stock (owner versus renter) influences several aspects of the local housing market. Residential mobility is influenced by tenure. Owner-occupied housing evidences a much lower turnover rate than rental housing. Housing overpayment, while faced by many households regardless of tenure, is far more prevalent among renters. Tenure preferences are primarily related to household income, composition, and the age of the householder.

The housing stock in Carson has historically been majority owner-occupied units. As seen in Table 8, the ratio of owner-occupied to renter-occupied units remained fairly stable at about 76 percent owners to 24 percent renters from 2000 to 2010. The percentage of owner-occupied housing in the City during 2010 was 76.2 percent owners with 23.8 percent renters. While the City must continue to provide for the demand for owner occupied housing, there must be an understanding of the needs for rental housing in the City as well.

### Vacancy Rate

According to the 2010 Census, the vacancy rate for ownership units was 1.5 percent and 1.9 percent for rentals, with an overall vacancy rate of 1.7 percent for both types of units.

### Housing Conditions

The accepted standard for major housing rehabilitation needs is normally a 30-year timeframe. As indicated in the 2010 Census, more than 90 percent of Carson's housing stock was 30 years or older in 2010. This would indicate the potential need for rehabilitation and continued maintenance of more than 23,458 dwelling units based on age alone. The 2010 Census reveals that on a smaller scale, 29 housing units in the City lack complete plumbing facilities and 60 housing units lack complete kitchen facilities.

Precise quantification of housing rehabilitation needs are difficult to estimate. Housing is considered substandard when physical conditions are determined to be below the

minimum standards of living, as defined by Section 1001 of the Uniform Housing Code. A housing unit is considered substandard if any of the following conditions exist:

- Inadequate sanitation
- Structural hazards
- Nuisances
- Faulty weather protection
- Fire hazards
- Inadequate maintenance
- Overcrowding
- Hazardous wiring, plumbing or mechanical equipment

Households living in substandard conditions are considered as being in need of housing assistance even if they are not actively seeking alternative housing arrangements. In addition to structural deficiency and standards, the lack of certain infrastructure and utilities often serves as an indicator of substandard conditions. According to the 2010 Census, there were 29 rental units (0.5 percent) lacking complete plumbing facilities (Table 20)) and 60 rental units (0.1 percent) without complete kitchen facilities. There were no owner occupied units lacking complete plumbing or complete kitchen facilities.

**Table 20**  
**City of Carson**  
**Plumbing and Kitchen Facilities by Tenure: 2010**

	Owner		Renter	
	Number	Percent	Number	Percent
<b>Total Units</b>	<b>18,664</b>	<b>100%</b>	<b>6,232</b>	<b>100%</b>
Complete Plumbing Facilities	18,664	100%	6,203	99.5%
Lacking Complete Plumbing Facilities	0	0%	29	0.5%
Complete Kitchen Facilities	18,664	100%	6,172	99.0%
Lacking Complete Kitchen Facilities	0	0%	60	0.1%

Source: U.S. Dept. of Commerce, Bureau of the Census, 2008-2010 American Community Survey

### Housing Costs

The cost of housing determines whether or not a household will be able to obtain an adequately-sized unit in good condition in the area in which they wish to locate. In 2000, the median home value in the City of Carson was \$183,200, which was lower than most of the surrounding cities. Carson’s median home value was higher than the City of Compton (\$136,200), but lower than the City of Torrance (\$320,700), City of Long Beach (\$210,000) and County of Los Angeles (\$209,300). Housing costs rose dramatically in the middle of the 2000-2010 decade. Reflecting both a dramatic increase in housing costs seen in the middle of the 2000-2010 decade, and a more recent decline in housing costs over the last year and a half, Table 21 provides current median housing costs for the City of Carson

and the surrounding cities, as well as the countywide total for Los Angeles County. Carson's median housing cost of \$333,500 in January 2013 remains higher than the City of Compton (\$196,000). The median housing cost for Los Angeles County in January 2013 was \$350,000.

**Table 21**  
**Carson and Surrounding Areas**  
**Housing Values: 2000-2013**

Jurisdiction	2000 Median Housing Value	January 2013 Median Housing Value
Carson	\$183,200	\$333,500
Torrance	\$320,700	\$493,000
Compton	\$136,200	\$196,000
Long Beach	\$210,000	\$399,000
Los Angeles County	\$209,300	\$350,000

Source: U.S. Dept. of Commerce, Bureau of the Census 2000 Census Report; Los Angeles Times, January 2013.

To obtain detailed information on housing sales activity in the City, recent housing sales were tracked on Trulia.com over the period of November 2012 to February 2013. Table 22 provides a sample of these sold housing units. According to this data, a total of 132 homes were sold in the City during this period. Single-family home sales prices in Carson range from a low of \$90,045 to a high of \$458,000. The median price for a single family home in Carson was \$333,500 in January 2013. A total of 24 condominium (Condo) units were sold in the City during this period. Condo sales prices in Carson range from a low of \$110,000 to a high of \$372,000. The median price for a condo in Carson was \$190,000.

**Table 22**  
**City of Carson**  
**Housing Sales: November 2012 – February 2013**

Unit Type	Bedrooms	Price Sold
Condo	2-bdr	\$110,000
Condo	3-bdr	\$179,000
Condo	2-bdr	\$149,000
Condo	4-bdr	\$285,000
Condo	3-bdr	\$226,000
Single-Family	3-bdr	\$275,000
Single-Family	3-bdr	\$375,000
Single-Family	4-bdr	\$250,000
Single-Family	3-bdr	\$395,000
Single-Family	5-bdr	\$355,000

Source: Trulia.com, February 2013

The costs of home ownership and rent can be compared to a household's ability to pay for housing, using the 2012 HUD-established Area Median Family Income (MFI) limit for Los Angeles County of \$64,800. Table 23 illustrates maximum affordable mortgage payments and rents for a four-person household in Los Angeles County. Affordable

housing cost is based on a maximum of 30 percent of gross household income devoted to mortgage or rental costs. These maximum affordable costs would be adjusted downward for smaller households, or upward for larger households.

According to the table, very low income households can afford a maximum home price of \$151,790, while low income households can afford a maximum home price of \$219,026 and moderate income households can afford a maximum home price of \$379,195. Comparing the median sales price for a three bedroom single family home in Carson (\$306,450, according to Trulia.com) with the City's income structure, it is evident that a three bedroom home in the City is only affordable to moderate income households. A three bedroom single family home is clearly not affordable to very low or low income households. Two and three bedroom condos in the City would be affordable to moderate income households. Clearly this demonstrates that housing in a high cost area like Southern California is only affordable to some income groups if there is a range of housing types available, buyers carry equity over from a previously owned home, and buyers have a large amount of cash for a down-payment or subsidies are available to make housing affordable.

**Table 23**  
**City of Carson**  
**Housing Affordability by Income Group**

Income Group	AMI adjusted by Size		Affordable Payment		Housing Costs		Maximum Affordable Price	
			Renter	Owner	Utilities	Taxes & Insurance <sup>(a)</sup>	Owner <sup>(b)</sup>	Renter
<b>Extremely Low (0-30% MFI)</b>	<b>30% AMI</b>							
Two Person (1 bedroom)	\$13,293		\$332	\$332	\$50	\$80	\$47,112	\$282
Three Person (2 bedrooms)	\$15,192		\$380	\$380	\$75	\$90	\$50,017	\$305
Four Person (3 bedrooms)	\$17,091		\$427	\$427	\$100	\$95	\$54,086	\$327
Five Person (4 bedrooms)	\$23,325		\$583	\$583	\$125	\$100	\$83,390	\$458
<b>Very Low (30-50% MFI)</b>	<b>50% AMI</b>							
One Person (Studio)	\$12,650		\$316	\$316	\$50	\$115	\$35,219	\$266
Two Person (1 bedroom)	\$21,075		\$527	\$527	\$50	\$115	\$84,263	\$477
Three Person (2 bedrooms)	\$33,725		\$843	\$843	\$100	\$130	\$142,767	\$743
Four Person (3 bedrooms)	\$32,400		\$810	\$810	\$125	\$140	\$126,904	\$685
Five Person (4 bedrooms)	\$38,875		\$972	\$972	\$175	\$145	\$151,790	\$797
<b>Low (50-80% MFI)</b>	<b>60% AMI</b>	<b>70% AMI</b>						
One Person (Studio)	\$15,180	\$17,710	\$443	\$443	\$48	\$150	\$57,107	\$395
Two Person (1 bedroom)	\$25,290	\$29,505	\$738	\$738	\$85	\$165	\$113,544	\$653
Three Person (2 bedrooms)	\$40,470	\$47,215	\$1,180	\$1,180	\$125	\$190	\$201,504	\$1,055
Four Person (3 bedrooms)	\$38,880	\$45,360	\$1,134	\$1,134	\$175	\$210	\$174,406	\$959
Five Person (4 bedrooms)	\$46,650	\$54,425	\$1,361	\$1,361	\$200	\$220	\$219,026	\$1,161
<b>Moderate Income (81-120% MFI)</b>	<b>110% AMI</b>							
One Person (Studio)	\$27,830		\$696	\$812	\$135	\$405	\$63,268	\$561
Two Person (1 bedroom)	\$46,365		\$1,159	\$1,352	\$135	\$405	\$189,149	\$1,024
Three Person (2 bedrooms)	\$74,195		\$1,855	\$2,164	\$157	\$475	\$356,734	\$1,698
Four Person (3 bedrooms)	\$71,280		\$1,782	\$2,079	\$211	\$571	\$302,009	\$1,571
Five Person (4 bedrooms)	\$85,525		\$2,138	\$2,494	\$238	\$628	\$379,195	\$1,900

Source: Compiled by ESA.

Notes:

Property taxes and insurance based on averages for the region.

Calculation of affordable home sales prices based on a down payment of 20%, annual interest rate of 5%, 30-year mortgage, and monthly payment 30% of gross household income. 3. Based on 2012 Los Angeles County MFI \$64,800 and 2012 HCD State Income Limits 4. Monthly affordable rent based on payments of no more than 30% of household income.

## Rental Housing

In 2010, the median monthly rent in Carson was \$1,089. Table 24 illustrates that rents in Carson held a higher value relative to the surrounding cities of Compton (\$825) and Long Beach (\$945), and were also higher than Los Angeles County (\$1,017). The neighboring City of Torrance had a higher median rent at \$1,286. The cost of rental housing in the City may be maintained at a relatively higher level because rental housing in the City represents only about 25 percent of the entire housing stock.

**Table 24**  
**Carson and Surrounding Areas**  
**Monthly Rents: 2010**

Jurisdiction	Median Monthly Contract Rent
Carson	\$1,089
Torrance	\$1,286
Compton	\$825
Long Beach	\$945
Los Angeles County	\$1,017

Source: U.S. Dept. of Commerce, Bureau of the Census 2010 Census Report.

In order to update information on rental costs in Carson, data has been compiled from internet listings on Craig's List and Trulia. Table 25 presents results of the rental survey by unit type, including apartments, condominiums/townhomes, and single-family homes.

**Table 25**  
**City of Carson**  
**Monthly Rental Rates**

Unit Type and Bedrooms	Units Advertised	Rental Range	Median Rent
<b>Apartments</b>			
1 bedroom	4	\$1,400-\$1,700	\$1,550
2 bedrooms	10	\$1,245-\$2,200	\$1,700
3 bedrooms	5	\$1,600-\$2,300	\$2,010
<b>Condominiums/Townhomes</b>			
1 bedroom	1	\$1,050	\$1,050
2 bedrooms	5	\$1,650-\$2,000	\$1,850
3 bedrooms	3	\$1,400-\$1,725	\$1,560
<b>Single-Family Homes</b>			
1 bedroom	1	\$1,050	\$1,050
2 bedrooms	3	\$1,695-\$2,000	\$1,850
3 bedrooms	12	\$1,595-\$2,995	\$2,300
4 bedrooms	2	\$2,475-\$2,600	\$2,550

Source: Trulia.com and Craigslist.com, City of Carson rental survey 2013

Using the guideline that a household should not spend more than 30 percent of their income on housing, the rental rates in the City of Carson are not affordable to the City's very low and low income four-person households. The affordable monthly rental payments for these groups are \$685 for the very low income group and \$959 for the low income group. Rental units in the City may begin to become affordable for the low income group when lower cost housing units are available. This also holds true for the moderate income group. The affordable monthly payment for the moderate income group is \$1,571 and rental units at the lower range of three bedroom units are available at \$1,400 per month.

**Table 26**  
**Los Angeles County**  
**Affordable Rent by Income Category: 2012**

Income Group	Income	Monthly Affordable Rent	Utility Allowance	Affordable Monthly Payment
Very Low (0-50% MFI)	\$32,400	\$810	\$125	\$685
Low (51-80% MFI)	\$45,360	\$1,134	\$175	\$959
Moderate (81-120% MFI)	\$71,280	\$1,782	\$211	\$1,571

Note: Calculation of affordable rent is based on a monthly payment of 30 percent of Los Angeles County Median Family Income (MFI) of \$64,800 for 2012 for a four-person household.

## E. Preservation of Assisted Housing At Risk of Conversion

As required by Government Code Section 65583, the City must analyze the extent to which low income, multi-family rental units are at risk of becoming market rate housing and, if necessary, develop programs to preserve or replace these assisted housing units. There are in the City of Carson several low to moderate-income housing projects that have existing affordability controls that are listed in Table 27, comprising the assisted housing inventory for the City of Carson. Consistent with the requirement to analyze the impacts of the potential conversion of these units to market-rate units, an analysis of the preservation of assisted housing at risk of conversion is presented in Appendix F.

The City has an ongoing housing program to facilitate the preservation of at risk housing units. The City has provided funding assistance in the past, through Redevelopment Low- and Moderate-Income Housing Funds, to assist in the development of a variety of affordable housing projects. With the dissolution of the Redevelopment Agency, the City's Housing Authority and Successor Agency are responsible for all remaining obligations and programs, including the Low- and Moderate-Income Housing Funds. As Table 27 shows, there are two housing developments at-risk of conversion to market rate within the 2014-2021 planning period, and an additional two housing developments at-risk of converting to market rate during the period 2021-2024. The City currently implements a program that serves as an early warning system to monitor all at risk units in the City. Owners of such units will be contacted to assess their intent to prepay federally-assisted mortgages or renew or opt-out of project-based Section 8 contracts. The owners will be encouraged to consider renewal of HUD Section 8 contracts. Owners who want to opt-out of a

Section 8 contract, prepay a HUD subsidized mortgage or sell their property upon the expiration of the rental subsidy will be encouraged to provide 18-24 months advance notice to tenants. Through the program, tenants will be informed of the potential conversion of their units to market rate, and they will be educated on the potential tenant purchase of units. The City will, when possible, allocate local funds or support efforts to secure other potential sources of funding to provide gap financing for non-profit housing developers for mortgage refinancing, acquisition and in an effort to preserve affordable units.

**Table 27**  
**City of Carson**  
**Assisted Housing Inventory**

<b>Project Name, Address &amp; Telephone Number</b>	<b>Address</b>	<b>Types of Project-Based Govt. Assistance</b>	<b>Earliest Potential Conversion Dates</b>	<b>Total # Units in Project</b>	<b># of Units Subj. to Conversion</b>	<b>Tenant</b>	<b>Bdrm.</b>	<b>Reported Condition</b>
Carson Gardens Retirement Apts.	21811 So. Main St. Carson, CA 90745	HUD 221 D4	2020	101	101	Senior	1 & 2	Good
El Camino Village Senior Complex	21735 So. Main St. Carson, CA 90745	Housing Authority Funds	2022	45	0	Senior	0,1,2	Poor
Avalon Courtyard Senior Project	22121 So. Avalon Blvd. Carson, CA 90745	Low Income Housing Tax Credits/Housing Authority Funds	2024	92	0	Senior	0,1,2	Very Good
Carson Terraces Senior's	632 E. 219 <sup>th</sup> Carson, CA 90745	Low Income Housing Tax Credits/Housing Authority Funds	2029	62	0	Seniors	0,1,2	Very Good
Villagio	545 E. Carson St. Carson, CA 90745	Low Income Housing Tax Credits/Housing Authority Funds	2040	148	0	Family	1,2,3,4	Very Good
Grace Manor Apartments	223 <sup>rd</sup> & Grace Carson, CA 90745	HUD Section 236	2020	38	38	Family	1,2,3	Very Good
Gateway at City Center	708 E. Carson Street	Redevelopment Housing Funds/Housing Authority	2066	85	85	Senior	1	Very Good
Via 425	425 E. Carson Street	Redevelopment Housing Funds/Housing Authority	2067	65	65	Family	1,2,3	Very Good
Magnolia Walk (For Sale Affordable Housing)	2535 E. Carson Street	Housing Authority	2057	12	12	Family	3	Very Good

Source: City of Carson Community Development Department

## F. **Energy Conservation**

The affordability of housing can be reduced by increases in utility costs. The City of Carson has opportunities to directly affect energy use within its jurisdiction. In addition to compliance with the California building standards of the International Building Code and Title 24 of the California Administrative Code related to energy conservation, the City has set forth goals and policies which encourage the conservation of non-renewable resources in concert with the use of alternative energy sources to increase energy self-sufficiency. In large part, energy savings and utility bill reductions can be realized through the following energy design standards:

Glazing - Glazing on south facing exterior walls allow winter sunrays to warm the structure. Avoidance of this technique on the west side of the structure prevents afternoon sunrays from overheating the unit.

Landscaping - Strategically placed vegetation reduces the amount of direct sunlight on the windows. The incorporation of deciduous trees in the landscaping plans along the southern area of units reduces summer sunrays, while allowing penetration of winter rays to warm structures.

Building Design - The implementation of roof overhangs above southerly facing windows shield the structure from solar rays during the summer months.

Cooling/Heating Systems - The use of attic ventilation systems reduces attic temperatures during summer months. Solar heating systems for swimming pool facilities save on energy costs. Natural gas is conserved with the use of flow restrictors on all hot water faucets and shower heads.

**Weatherization Techniques** - Weatherization techniques such as insulation, caulking, and weather-stripping can reduce energy use for air-conditioning up to 55 percent and for heating as much as 40 percent. Weatherization measures help to seal a dwelling unit to guard against heat gain in the summer and prevent heat loss in the winter. Due to the wide range of temperatures experienced in the summer and winter months in Carson, the California Building Standards of the International Building Code require dual-paned windows in new construction, which reduces heat loss in winter and cooling loss during summer.

**Efficient Use of Appliances** - Each residence contains a different mixture of appliances. Regardless of the mix of appliances present, appliances can be used in ways which increase their energy efficiency. Unnecessary appliances can be eliminated, and proper maintenance and use of the stove, oven, clothes dryer, clothes washer, dishwasher, and refrigerator can also reduce energy consumption. New appliance purchases of air-conditioning units and refrigerators can be made on the basis of efficiency ratings. The State prepares a list of air-conditioning and refrigerator models that detail the energy efficiency ratings of the products on the market.

Efficient Use of Lighting - The costs of lighting a home can be reduced through purchase of light bulbs which produce the most lumens per watt, avoidance of multi-bulb fixtures, and use of long life bulbs and clock timers on security lighting.

Load Management - The time of day when power is used can be as important as how much power is used. Power plants must have enough generating capacity to meet the highest level of consumer demand for electricity. Peak demands for electricity occur on summer afternoons. Therefore, reducing use of appliances during these peak load hours can reduce the need for new power plants just to meet unusually high power demands.

**Southern California Edison Customer Assistance Programs** - Southern California Edison (SCE) offers a variety of energy conservation services including the Energy Management Assistance Program (EMA). This program is designed to help lower income, elderly, permanently handicapped, and non-English speaking customers conserve and reduce their electricity costs. EMA participants must meet income qualifications as well as provide proof of income. SCE also offers a variety of rebate programs to install energy efficient appliances, lighting, heating and cooling systems, and pool pumps. SCE also provides a Multi-Family Energy Efficiency Rebate Program offering rebates for improvements to multi-family units and a Multifamily Affordable Solar Housing (MASH) Program offering financial incentives for installing eligible photovoltaic (PV) systems in multifamily housing. The various programs offered by SCE are briefly described below.

**Energy Management Assistance Program (EMA)** - Eligible customers may receive assistance through the EMA program to pay for the cost of purchasing and installing energy efficient appliances and equipment.

- An energy efficient wall or window mounted air conditioner.
- An energy efficient evaporative cooler (also known as a “swamp cooler”).
- A replacement energy efficient central air conditioner.
- A replacement energy efficient refrigerator.

Energy Star Lighting - This program is designed to help customers lower the cost of meeting their basic lighting needs. SCE works with manufacturers and retailers to make possible special discount prices on specific Energy Star qualified lighting products.

- Indoor lights are replaced with compact florescent light bulbs, which use up to 75% less energy and provide service up to 10 times longer than traditional incandescent bulbs.
- Replacement of outdoor fixtures with CFL’s may also be provided.

Home Energy Efficiency Rebate Program (HEER) - This program offers programs for the reduction of utility costs through:

- Rebates on the installation of energy saving refrigerators and electric water heaters.

- Rebates on the installation of energy saving room air conditioners, whole house fans, and evaporative “swamp” coolers, and the installation of energy efficient roofing materials.
- Reduction of energy bills by enrolling in an energy reduction program which allows Southern California Edison to interrupt service to air conditioners during emergency periods.
- Rebates on recycling old refrigerators and freezers.

**Multifamily Energy Efficiency Rebate Program** - The Residential Multifamily Energy Efficiency Rebate Program offers property owners and managers incentives on a broad list of energy efficiency improvements in lighting, HVAC, insulation and window categories. These improvements apply to the retrofit of existing multifamily properties of two or more units.

Multifamily Affordable Solar Housing (MASH) Program - The MASH Program is part of the California Solar Initiative. It offers incentives for installing eligible PV systems for qualifying multifamily affordable housing. It is designed to subsidize PV systems in multifamily housing which will offset electricity loads and provide economic benefits for housing property owners and managers as well as building tenants.

**Southern California Gas Company Rebate Programs** - The Southern California Gas Company (SoCal Gas) offers rebate programs for residential customers to increase energy efficiency and reduce energy costs. The programs involve rebates for the installation of qualified energy saving appliances and home improvements to increase energy efficiency in single-family homes. SoCal Gas also offers multi-family housing cash rebates for the installation of qualified energy-efficient products in apartment dwelling units and in the common areas of apartment and condominium complexes, and the common areas of mobile home parks.

**South Bay Environmental Services Center** - The South Bay Environmental Services Center (SBESC) partners with local agencies and utility providers. The SBESC acts as a central clearinghouse for energy efficiency information and resources. The purpose of the organization is to help significantly increase the availability of information and resources to the people in the South Bay region to help them save water, energy, money, and the environment. The SBESC assists public agencies including cities, schools, and special districts as well as businesses and residents of the South Bay to best utilize the many resources available to them through a wide variety of statewide and local energy efficiency and water conservation programs. SBESC recently expanded their services through implementation of an Energy Efficiency Plus (EE+) program to deliver energy savings to local public agencies, including the City of Carson.

### III. SUMMARY OF HOUSING NEEDS

California’s Housing Element law requires that each city and county develop local housing programs designed to meet its “fair share” of existing and future housing needs for all income groups, as determined by the jurisdiction’s Council of Governments and the State Department of Housing and Community Development. This “fair share” allocation concept seeks to ensure that each jurisdiction accepts responsibility for the housing needs of not only its resident population, but also for the jurisdiction’s projected share of regional housing growth across all income categories. Regional growth needs are defined as the number of newly constructed units needed to accommodate the projected increase in households, in addition to the number of units that would have to be added to compensate for anticipated demolitions and changes to achieve an “ideal” vacancy rate.

In the six-county southern California region, of which Carson is a part, the Council of Governments responsible for assigning these regional housing needs to each jurisdiction is the Southern California Association of Governments (SCAG). The regional growth allocation process begins with the State Department of Finance’s projection of statewide housing demand for a multi-year planning period, which is then apportioned by the State Department of Housing and Community Development (HCD) among each of the State’s official regions.

SCAG has developed the Final Regional Housing Needs Allocation (RHNA) Plan for the 2014-2021 period. SCAG’s adopted 2012 Final RHNA figures identify an overall construction need of 1,698 new units in Carson. Table 28 shows the income breakdown of these units. According to the residential sites inventory, the City has designated adequate sites to provide for the City’s share of the 2014-2021 regional housing growth needs. In addition, the City supports a variety of programs to encourage the provision of housing for lower income households, as presented in the Housing Plan section of this Element.

**Table 28**  
**City of Carson**  
**Regional Housing Needs Assessment**

Income Level	Total Construction Need	Percent by Income Level
<i>Extremely Low Income (&lt;50% MFI)<sup>(a)</sup></i>	224	-
Very Low Income (0-50% MFI)	447	26.3%
Low Income (51-80% MFI)	263	15.5%
Moderate Income (81-120% MFI)	280	16.5%
Above Moderate Income (>120% MFI)	708	41.7%
Total	1,698	100%

Source: SCAG Regional Housing Needs Assessment, 2012.

Notes:

<sup>(a)</sup> The need for Extremely Low-Income households is assumed to be 50 percent of the Very Low-Income housing need

While the RHNA focuses on Carson’s 8-year future housing needs, the City must also address the housing needs of existing residents.

Presented below is a summary of the major existing housing need categories, in terms of income groups, as defined by Federal and State law. The City also recognizes the special status of extremely low, very low and low income households, which in many cases are also elderly, single-parent, or large family households. City housing programs focus on these households. Table 29 presents the 2005-2009 HUD Community Housing Affordability Strategy (CHAS) data set. As summarized in Table 29, the groups most in need of housing assistance include the following:

**Households with Any Problems:** A continuing priority of communities is enhancing or maintaining their quality of life. A key measure of quality of life in a community is the extent of “housing problems.” The Department of Housing and Urban Development and SCAG have developed an existing needs statement that details the number of households which are paying a disproportionate share of their income for housing, are living in overcrowded units, or are living in substandard housing, as discussed.

**Overpayment:** Refers to a household paying more than 30 percent of its gross income for housing (either mortgage or rent), including costs for utilities, property insurance, and real estate taxes as defined by the Federal Government. According to SCAG estimates, 10,040 Carson households are paying more than 30 percent of their income for housing, or about 40 percent of the City’s households. Close to 90 percent of the renter household who are overpaying for housing are lower income and about 51 percent of the owner households who are overpaying are lower income households (80% or less MFI).

**Any Housing Problem:** Refers to cost burden greater than 30% of income and/or overcrowding within a housing unit which is occupied by more than one person per room, excluding kitchens, bathrooms, hallways, and porches, as defined by the Federal Government. According to 2005-2009 CHAS data set, approximately 53 percent of renter households and approximately 45 percent of owners experience some housing problem in Carson.

**Substandard Units:** Based on the 2000 Census there is 89 housing units in the City that lack either plumbing or kitchen facilities. This is a rough measure of substandard housing units in need of repair or replacement, representing 0.3 percent of the City’s housing stock. A majority of these units may require rehabilitation.

**Table 29  
City of Carson  
Existing Housing Needs**

Housing Need	Less Than 30%	30 to 50%	50 to 80%	Greater Than 80%	Total
<b>All Households</b>					
Renters		990	1,420	2,045	5,505
Owners	1,395	1,815	3,220	12,795	19,225
Total Households	2,445	2,805	4,640	14,840	24,730
<b>Households with any Housing Problems</b>					
Renters	885	805	790	420	2,900
Owners	985	1,105	2,040	4,515	8,645
Total Households	1,870	1,910	2,830	4,935	11,545
<b>Households with Overpayment</b>					
Renters	885	755	445	230	2,315
Owners	985	1,060	1,930	3,750	7,725
Total Households	1,870	1,815	2,375	3,980	10,040
<b>Substandard Housing</b>					
Suitable for Rehab					89
Needs Replacement					0
Total Units					89
<b>Special Needs</b>					
Elderly Persons					11,458
Persons with Disabilities					5,486
Persons with Developmental Disabilities					1,135
Extremely Low Income					1,642
Large Families					5,700
Female-headed Households					4,638
Farmworkers					178
Homeless Persons*					21

Source: 2010 U.S. Census Report  
2005-2009 HUD CHAS Data Set

Note: Special needs figures cannot be totaled because categories are not exclusive of one another.

\*Homeless figure based on estimates from the 2013 LAHSA Greater Los Angeles Homeless Count

Special Needs Groups: Certain households in Carson may have a more difficult time finding decent, affordable housing, including the elderly, persons with disabilities and persons with developmental disabilities, extremely low income households, large families, female-headed households, farmworkers, and the homeless. The special needs of elderly households result from their limited and fixed incomes, physical disabilities and dependence needs. Female-headed households also tend to have lower incomes, thus limiting housing availability for this group, while the special housing needs of farmworkers often stem from their low wages and the transitional nature of their employment. It is extremely low income persons who are the highest need group because they require the deepest subsidies to make housing affordable.

Carson has been able to satisfy some of the needs of various special needs residents in the City through the licensing of group homes and other similar facilities that can accommodate special needs housing. For example, there are currently 58 licensed adult residential care facilities in Carson which accommodate 6 or fewer adults. One exception is the Olivia Isabel Manor adult residential care facility which accommodates 110 residents. There are also six

group homes in Carson, each accommodating 6 adults. There are, in addition, 24 residential care facilities for the elderly, each accommodating 6 adults, with the exception of the Carson Senior Assisted Living Facility which accommodates 230 residents. Finally, there are three small-family homes in Carson, each accommodating 6 persons or less. All of these types of facilities and their locations are included in Appendix B.

Special needs groups can further be served by the City by making more affordable housing available. Homeless persons require special needs housing such as emergency shelters to meet their immediate needs and transitional housing to stabilize their lives and move them toward permanent housing. Housing needs for persons with physical disabilities must be met through making housing accessible. Finally, large related households have special housing needs for larger housing units of adequate size, which commonly may be of limited availability and affordability. Large households are often of lower income, which can result in occupying units of inadequate size with overcrowding as the result. The extent of each of these special needs groups in Carson is shown in Table 29.

These specific areas - expected growth, overpayment for housing, overcrowding, substandard housing, and households with special needs - are areas where the City can target its efforts toward realizing its goal for the provision of adequate housing. In addition, through efforts to increase homeownership for first-time homebuyers the City can not only address housing affordability, but it can also assist in neighborhood stabilization. As part of a comprehensive approach to housing in Carson, the City can focus on promoting a range of housing types, particularly newer, larger units to meet the needs of its resident and business population.

## **IV. CONSTRAINTS ON HOUSING PRODUCTION**

While the City of Carson recognizes the need for sound, affordable housing for all of its residents the City itself does not produce housing. The City does, however, have resources at its disposal to encourage the development of affordable housing for its residents. Although there are physical constraints to new residential development at certain locations (such as locations previously contaminated with hazardous wastes) and laws and regulations (Subdivision Map Act and the International Building Code) which impact the cost and amount of housing produced, these factors have not prevented the City from achieving its past housing production goals.

The physical constraints to residential development in Carson can be divided into two types: infrastructure constraints and environmental constraints. In order to accommodate future residential development, improvements may be necessary in infrastructure and public services related to man-made facilities such as sewer, water, and electrical services. Portions of Carson are also constrained by a variety of environmental hazards and resources that may affect the development of lower priced residential units. Although these constraints are primarily physical and hazard related, they are also associated with the conservation of the City's natural resources.

### **A. Infrastructure Constraints**

Water services, sewage facilities, and public services are of critical importance to a city. The provision and maintenance of these facilities enhance the safety of neighborhoods and serve as an incentive to homeowners to maintain their homes. Alternatively, when these public improvements are left to deteriorate or their use is overextended, neighborhoods can become neglected and show early signs of deterioration.

#### **Water Services**

The City of Carson receives water service from two water purveyors: the California Water Service Company (Cal Water) Dominguez District and the Southern California Water Company (SCWC), Southwest District. SCWC serves approximately 13 percent of the City of Carson with the other 87 percent served by Cal Water. Water is also provided to the City from groundwater sources and treated surface water is purchased from the Metropolitan Water District (MWD) respectively to serve residential development within the Carson city limits.

Upon requests for new customer service, a site-specific evaluation of the existing water system's capacity to serve is completed. If additional water supplies and/or water system facility improvements are required, the developer may be required to pay the cost of all or portions of the needed improvements. Currently SCWC is discussing the addition of a second MWD connection within the City of Carson area and/or increasing the capacity of its existing connection.

In accordance with Section 65589.7 of the California Government Code, the draft Housing Element was submitted to the California Water Service Company (Cal Water) Dominguez District and to the Southern California Water Company (SCWC), Southwest District. These entities/agencies have given priority to proposed lower income housing when allocating available water supply and wastewater treatment capacity.

### **Sewer Services**

The City of Carson owns the local sanitary sewers within the City. The Los Angeles County Department of Public Works Consolidated Sewer Maintenance District (CSMD) maintains these sewers lines. The CSMD collects user fees for operation and maintenance of existing local sewer lines. In addition, the trunk lines and treatment plant within the City are owned and operated by the County Sanitation Districts of Los Angeles County (CSDLAC). Wastewater generated within the City is treated at the Joint Water Pollution Control Plant (JWPCP) located at 24501 South Figueroa Street in Carson. The JWPCP has a design capacity of 385 million gallons per day (mgd) and processes an average flow of 329.3 mgd. The design capacities of the Districts' wastewater treatment facilities are based on regional growth forecasts adopted by the Southern California Association of Governments (SCAG). All expansion of Districts' facilities must be sized and service phased in a manner that would be consistent with SCAG's regional growth forecasts. The available capacity of the Districts' treatment facilities would be limited to levels associated with the approved growth identified by SCAG.

### **Public Services**

Future residential growth in Carson will require additional public service personnel if the existing levels of service for law enforcement, fire protection, and other essential services are to be maintained. The nature and characteristics of future population growth will, to a large extent, determine which services will require additional funding to meet the City's future needs.

## **B. Environmental Constraints**

Although there are environmentally sensitive areas within the City, they do not represent serious constraints to development due to the abundance of vacant land in non-sensitive areas of the City.

### **Hazardous Materials**

The City of Carson has a relatively long history of urban use, including industrial, commercial, and oil field development dating back to the early 1920s. Many of these uses have involved the use, storage, and/or generation of hazardous materials that were and continue to be required for even the most routine industrial and manufacturing

processes. As a result of this long history of industrial and commercial development and the fact that waste management practices and regulations were either not in place or not up to current standards, there are several sites within the City that have the potential to have been impacted by previous releases of contaminated materials. Any future development proposed on or near these sites should be carefully studied and a landfill gas control plan and monitoring system may be required for safety.

### Oil Production Hazards

Development within or adjacent to an oil field could result in construction of structures over abandoned wells. If the wells are leaking, methane and hydrogen sulfide gas could migrate upward and could accumulate beneath developed areas where concrete and asphalt surfaces prevent the natural migration of the methane gas to the atmosphere. Migration of gas through cracks in concrete foundations into the interior of structures could create the potential for an explosion and/or fire. Any future development proposed on or near these sites should be carefully studied and a landfill gas control plan and monitoring system may be required for safety.

Soil Contamination Hazards: Oil contaminated soil is known to occur in oil fields and particularly adjacent to oil wells. Unrefined oil contains a variety of hazardous constituents, including polyaromatic hydrocarbons (PAH), which are carcinogens, benzene, toluene, xylene, ethylbenzene and heavy metals; however, it should be noted that all oil contaminated soil is considered hazardous under Federal and State standards. Due to the historic drilling activities within the City, contaminated soils may exist in the City. Any future development proposed on or near these sites should be carefully studied and a landfill gas control plan and monitoring system may be required for safety.

### Landfill Hazards

The City currently has 15 inactive sanitary landfills and no active landfills. Although none of these landfills currently accepts materials that decompose chemically or biologically, some of these sites may produce landfill gases. Other sites will probably not produce landfill gases since they contain non-water soluble, non-decomposable inert solids. Additionally, some areas of the City are sites of previous organic landfill activity and may be subject to decomposition and the production of landfill gases. Any future development proposed on or near these sites should be carefully studied and a landfill gas control plan and monitoring system may be required for safety.

### Noise Exposure

Residential land uses are considered the most sensitive to loud noise. Major noise generators in the City are vehicular traffic including vehicular-generated noise along Interstate 405 (I-405), State Route 91 (SR-91), and primary and major arterial roadways. Additionally, the Compton and Long Beach Airports, as well as railroad

operations within the City contribute to the noise environment. Residential development near these major noise generators (excluding sonic booms) requires consideration of special noise attenuation measures, which could add to the cost of development.

Another major noise exposure to residential units/residents exists on Alameda Street between Dominguez and the I-405 Freeway. Noise sources originate from Union Pacific activities in the Union Pacific rail yard west of Alameda Street, freight trains on the Alameda corridor, and diesel trucks traveling along Alameda Street that move goods and materials from the Long Beach and Los Angeles Ports. Noise levels in these areas have been monitored reaching up to 71dBA within a 24 hour Ldn (day and night reading) period. These noise levels are projected to increase with planned expansions of the SR-47 Expressway and the replacement of the Schuyler Heim Bridge. The city is working with ACTA (Alameda Corridor Transportation Authority) and Cal-trans to provide adequate mitigation to reduce residential/resident's exposure to noise levels exceeding State sensitive noise receptor standards.

In January 2012, the City of Carson provided comments to the Southern California International Gateway (SCIG) project Draft EIR. The comment letter noted that Carson will be impacted by the approximately two million truck trips generated by the proposed SCIS facility. The City of Carson expressed that the Draft EIR did not discuss potential impacts to Carson, including, but not limited to, residents and businesses located east of Alameda Street between the 405 Freeway and Dominguez Street. The City of Carson has indicated to the Port of Los Angeles that the project's EIR should analyze project and cumulative noise impacts, air quality impacts, and health risks within Carson and identify mitigation measures to reduce potential adverse impacts to residents and businesses.

## **C. Market Constraints**

Market conditions, and governmental programs and regulations affect the provision of adequate and affordable housing. Housing Element law requires a city to examine potential and actual governmental and non-governmental constraints to the development of new housing and the maintenance of existing units for all income levels. Market and governmental constraints that potentially affect housing development in Carson are discussed below.

### Land Costs

The price of raw land and any necessary improvements is a key component of the total cost of housing. The diminishing supply of land available for residential construction combined with a fairly steady demand for such development has served to keep the cost of land high in Southern California. In addition, the two factors which most influence land holding costs are the interest rate on acquisition and development loans, and government processing times for plans and permits. The time it takes to hold land for development increases the overall cost of the project. This cost increase is primarily

due to the accrument of interest on the loan, the preparation of the site for construction and processing applications for entitlements and permits.

Recent listings in the MLS Alliance for properties offered for sale in Carson, which are suitable for redevelopment with new multifamily residential units, reveal a relatively high cost for such residentially zoned land. For example, one listed parcel (21745 Dolores Street), which is zoned RM-12, is being offered for sale for 1.2 million dollars. This 20,130 square foot parcel is located in an area that is transitioning from single-family to multifamily uses consistent with existing zoning. Based on the allowed density, the site could accommodate five new residential dwelling units.

In 2012, the average selling price for a 2-bedroom condominium was between \$110,000 and \$150,000 and a 3-bedroom condominium was between \$180,000 and \$300,000 in the City of Carson, while vacant or underdeveloped multifamily-zoned land (RM-12) was approximately \$2.4 million per acre or \$1.2 million per half acre as evidenced in the MLS listing described above. In the case cited above, the land costs alone would be approximately \$240,000 per multifamily unit, provided the listing selling price is accepted by a potential buyer. This high cost of underdeveloped land (land which is currently occupied by a single-family residence but which is transitioning from single-family to multifamily development) indicates a need to provide subsidies, density bonuses or similar kinds of incentives to make multifamily units (condominiums) affordable in Carson. The sale price is rising quickly for both vacant land and land with existing dwelling units, further increasing the difficulty of creating new units.

The City of Carson is approximately 83 percent developed. Residential uses account for approximately 28 percent of developed land in the City. Although the City has identified a sufficient number of vacant residentially-zoned parcels to accommodate their projected housing needs, available vacant residential land will become scarcer over time. Depending on economic conditions, the cost of vacant land will continue to either increase or decrease in the City of Carson. However, as a general rule, if the land cost component in the City of Carson remains within the 35 percent range of overall costs, then the availability of land should not pose a significant constraint on the development of housing for all income groups.

### Construction Costs

The cost of building materials for residential construction has risen dramatically in recent years. According to the U.S. Department of Labor, the overall cost of residential construction materials rose by 2 percent between 2011 and 2012, with steel costs increasing 0.4 percent and the cost of cement increasing 1.5 percent. With the slowdown of the real estate market from 2008 until 2012, the price of construction materials has shown a significant decrease compared to the construction boom. The 2 percent increase in overall construction costs experience over the past year is primarily due to the cost of labor.

Together, the cost of building material and construction labor are the most significant cost components of developing residential units. In the current southern California

market, construction costs are estimated to account for upwards of 50 percent of the sales price of a new home. Typical construction costs for a high-density apartment (20 units per acre) development are estimated at \$150,000 per unit including \$10,000 per unit for structured parking. Hard construction costs over podium parking are approximately \$200,000 per unit, including \$35,000 per unit for the parking structure.

Variations in the quality of materials, type of amenities, labor costs and the quality of building materials could result in higher or lower construction costs for a new home. Pre-fabricated factory built housing, with variation on the quality of materials and amenities may also affect the final construction cost per square foot of a housing project. Furthermore, the unit volume – that is the number of units being built at one time – can change the cost of a housing project by varying the economies of scale. Generally, as the number of units under construction at one time increases, the overall costs decrease. With a greater number of units under construction, the builder is often able to benefit by making larger orders of construction materials and pay lower costs per material unit.

Density bonuses granted to a project, can also impact construction costs. Municipalities often grant density bonuses as an incentive for the builder to provide affordable units at the project site. The granting of a density bonus provides the builder with the opportunity to create more housing units and therefore more units for sale or lease than would otherwise be allowed without the bonus. Since additional units can potentially increase the economy of scale, the bonus units could potentially reduce the construction costs per unit. This type of cost reduction is of particular benefit when density bonuses are used to provide affordable housing.

### Availability of Financing

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs or direct subsidies to households to extend home purchasing opportunities to a broader economic segment of the population. In addition, government insured loan programs may be available to reduce mortgage down payment requirements.

Under the Home Mortgage Disclosure Act (HMDA), lending institutions are required to disclose information on the disposition of loan applications as well as the income, gender, and race of loan applicants. As shown in Table 30, a total of 396 conventional mortgage loan applications were submitted to local lenders for the purchase of homes in Carson during 2010. Approximately 65 percent of home purchase loan applications were approved and approximately 21 percent were denied. Approximately 14 percent were withdrawn by the applicant. This includes those that were discarded due to the incompleteness of the applications. There were a total of 122 home improvement loan applications made to local lenders in Carson, however, approximately 41 percent were approved and 35 percent were denied.

In comparison to Carson, as shown in Table 30, Los Angeles County had a total of 54,482 conventional mortgage loan applications submitted to local lenders for the purchase of homes in the County during 2010. Approximately 71 percent of the home purchase loan applications were approved and approximately 15 percent were denied. Fourteen percent were withdrawn by the applicant. This includes those that were discarded due to the incompleteness of the applications.

Overall, as indicated above, home improvement loans have lower approval rates than home purchase loans within the City. This may indicate a significant gap between those households wanting to improve their homes and those who were actually able to obtain conventional financing to complete such improvements. This indicates a need for the City to continue to offer financial assistance to households that cannot qualify for a conventional home improvement loan, in order to encourage and support the rehabilitation and preservation of Carson’s existing affordable, owner-occupied housing stock.

**Table 30  
City of Carson and Los Angeles County  
Disposition of Loans: 2010**

Jurisdiction	Conventional Home Purchase Loans			
	Total Applications	Approved*	Denied	Other
City of Carson	396	256	83	57
Percentage	100%	64.6%	21.0%	14.4%
L.A. County	54,482	38,827	8,054	7,601
Percentage	100%	71.3%	14.8%	14.0%

Source: Home Mortgage Disclosure Act (HMDA) data for 2010

Notes: \*Approved loans include: loans originated and applications approved, but not accepted.

## D. Governmental Constraints

Numerous factors in both the private and public sectors affect housing affordability. Actions by the City can have an impact on the price and availability of housing in the City. Land use controls, site improvement requirements, building codes, fees, and other local programs intended to improve the overall quality of housing may serve as constraints to housing development.

### Zoning

Carson’s Zoning Ordinance establishes several residential zoning districts in order to accommodate a variety of housing types and densities. Residential zoning in the City ranges from one unit per 5,000 square feet net area (Residential, Single-Family) to 25 units per acre (Residential, Multi-Family). The City has also approved several specific plans that permit single-family detached units on lots less than 5,000 square feet. Some

residential units are located in commercial or industrial zones and are classified as legal, non-conforming uses.

The City's Zoning Ordinance also establishes various mixed use residential (MUR) overlay zones in the City that allow a combination of residential uses with commercial retail and office uses. The residential and mixed use residential overlay zones are as follows:

**Residential, Single-Family (RS) Zone.** This zone was created for the establishment, expansion and preservation of residential areas which are to be developed with single-family detached dwellings and such other activities considered harmonious with such low density residential development.

**Residential, Multiple Dwelling (RM) Zone.** This zone was created for the establishment, expansion and preservation of residential areas which are to be developed with multiple dwellings or combinations of single-family and multiple dwellings, and such other activities considered harmonious with such medium and high density residential development.

**Residential Agricultural (RA) Zone.** This zone was created for single-family residential uses together with compatible crop cultivation and related agricultural activities on land which is not yet fully utilized for residential purposes.

**Mixed-Use – Carson Street (MU-CS) Zone.** This zone was created primarily to create a downtown retail and residential district which will provide a distinctive core area along Carson Street which includes the Civic Center. This designation provides for pedestrian-oriented, mixed-use (commercial/residential) development which may include market rate, affordable or senior housing and transit-oriented development. This zone permits 35 dwelling units per acre. If the dwelling units are affordable or senior units, the maximum permitted density is 55 units per acre.

**Mixed-Use – Sepulveda Boulevard (MU-SB) Zone.** This zone was created primarily to create a retail, office and residential district along the south side of Sepulveda Boulevard two hundred forty (240) feet east of Marbella Avenue and four hundred (400) feet west of Avalon Street. This designation provides for mixed-use (commercial/ residential) development which may include market rate, affordable or senior housing development, residential or commercial development. The lots are very shallow in this area which makes conventional development difficult. The purpose of this zone is to create the flexibility needed to develop a vibrant residential/commercial corridor.

#### Land Use Controls Development Standards

There are land use controls for setbacks, lot area, lot width, frontage, height, private open space, parking regulations, separation between buildings, landscaping, and recreational facilities that limit the density of development in Carson. Along with density

bonuses, the City allows deviations from the development standards for projects that contain at least 10% affordable or senior units. The City recently adopted a density bonus ordinance that further describes the incentives permitted for affordable housing projects that qualify for a density bonus. The Planning Commission may grant such deviations as it deems necessary while evaluating the overall impact and design of the project. Applicable development standards for residentially zoned properties in Carson are depicted in Table 31.

**Table 31  
City Of Carson  
Residential Development Standards**

Zone District	Land Use Category	Minimum Lot Size	Setback			Maximum Height	Other Requirements
			Front	Rear	Side		
Residential Agricultural Single-Family	Low Density Residential	5,000 sq. ft.	20-foot	15-foot	3 to 5-foot	30-foot (2 sty)	130-150 sq. ft. open space required
Residential Single-Family	Low Density Residential	5,000 sq. ft.	20-foot	15-foot	3 to 5-foot	30-foot (2 sty)	130-150 sq. ft. open space required
Residential Single-Family (R8)	Low Density Residential	5,000 sq. ft.	20-foot	15-foot	3 to 5-foot	30-foot (2 sty)	130-150 sq. ft. open space required
Residential Multiple Dwelling (RM-12)	Medium Density Residential	5,000 sq. ft.	20-foot	15-foot	6 to 10-foot	30-foot (2 sty)	30-40% Net Project Area required for Open Space
Residential Multiple Dwelling (RM-25)	High Density Residential	5,000 sq. ft.	20-foot	15-foot	6 to 10-foot	30-foot (2 sty)	30-40% Net Project Area required for Open Space
Mixed-Use Residential Carson Street	Mixed-Use Residential <sup>2</sup>	20,000 sq. ft.	10-foot	15-foot	10-foot	45-foot <sup>1</sup> (3 sty)	Max FAR: 1.5
							Min. 100-ft lot frontage
Mixed-Use Residential Sepulveda Blvd.	Mixed-Use Residential <sup>2</sup>	20,000 sq. ft.	5-foot	5-foot	5-foot	30-foot (2 sty)	Max FAR: 1.5
							Min. 100-ft lot frontage
Mobile Home Parks	Varies	1,200 sq. ft.	15-foot	5-foot	5-foot	N/A	CUP Required
							Average Required Site size: 2,200 sq. ft.

<sup>1</sup>55-foot building height permitted for affordable or senior projects.  
<sup>2</sup>Required to meet residential condominium development & design standards  
Source: Carson General Plan, 2004  
Carson Municipal Code

The City requires sufficient parking for residential projects to avoid the need for either residents or guests to park on the street. The reason for this is to avoid a safety hazard and ensure that surrounding developments are not adversely impacted. The Planning Commission may grant deviations from the parking requirements when accessing the overall impact and design of the project. The City's residential parking requirements are included in Table 32.

**Table 32  
City of Carson  
Parking Requirements**

Use	Off-street Parking Required
Single-family RS, RA Zones	2 spaces within a garage
Single-family in RM Zone	2 spaces within either a garage or carport
Multifamily or Condominium	2 spaces within a garage, dwelling or carport for each dwelling. In addition, 1 guest space for every multifamily unit with 3-bedrooms or more and 1 guest space for every 2 multifamily units with 2-bedrooms or less.
Multifamily or Condominium in a MUR Overlay District	1 covered space for every studio unit. 2 covered spaces for each unit with one or more bedrooms. 1 guest space for every four units.
Mobile Home Park	2 spaces for each mobile home and 1 guest space of every 4 mobile homes.

### **On- and Off-Site Improvements**

On and off-site improvements may be required in conjunction with development based on the location of the project and existing infrastructure. Dedication and construction of streets, alleys, and other public easements and improvements may be required to maintain public safety and convenience.

The City's standards and requirements for streets, sidewalks, and other site improvements are found in the Municipal Code. The following summarizes the City's standards for roadway and right-of-way widths.

- Residential entrance streets from General Plan highways, through collector streets, streets adjacent to schools, and multiple residential use streets- 64 feet total width (40 feet street width and 12 feet of right-of-way on both sides)
- Interior collector and local streets, cul-de-sac streets, and loop streets- 60 feet total width (36 feet of street width and 12 feet of right-of-way on both sides)
- Alleys- 30 feet total width

Concrete sidewalks shall be installed for residential developments along all frontages 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. Tree well locations shall be as specific by the Director of Public Works and 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 gutters are to be

constructed where the construction of the sidewalk is proposed.

Street lights shall be provided and installed on all streets. Marbelite street light standards shall be specified for the street lighting system unless waived by the city if it would not be in keeping with the neighborhood pattern or if it would be impractical to underground existing overhead utilities and existing wood poles.

Street trees and/or landscaping and irrigation systems shall be installed along all streets and highways in each division of land per the General Plan. The locations of trees and types of species of trees or landscaping shall be approved by the Parks and Recreation Director and the Director of Public Works. This requirement may be waived if the City finds that topographical, soil or other conditions make the planting of trees or landscaping unreasonable or impractical.

New subdivisions may be required to dedicate land for public facilities such as schools, parks, libraries, fire stations or other public uses based on the land requirements for such facilities in the adopted Specific Plan or General Plan.

The on- and off-site improvements required by the City are necessary to adequately provide the infrastructure and public facilities that support housing development. These requirements ensure public safety and health and do not unduly hinder housing development.

### **Provisions for a Variety of Housing Types**

Housing Element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of a variety of housing types for all income levels, including multi-family rental housing, factory-built housing, mobile homes, emergency shelters, and transitional housing. The following paragraphs describe the City's provisions for these types of housing through its land use controls.

*Multi-Family Rental Housing:* Multi-family housing comprises 11 percent of the City's existing housing stock. Under the City's General Plan, multi-family units are permitted in either the Medium Density Residential (MDR) land use category (maximum permitted density of 12 units per acre); and the High Density Residential (HDR) land use category (maximum permitted density of 25 units per acre). The applicable zoning designations are RM-12 and RM-25, respectively.

*Mobile Home Parks:* There are approximately 2,412 mobile homes in the City of Carson which comprise 9.3% of the City's existing housing stock. Mobile home parks in Carson are permitted with the approval of a conditional use permit in the RA, RS, and RM zones, subject to certain limitations. In addition, the City has established, through its Rent Control Ordinance, rent protection for the 2,412 households that reside in mobile home parks in the City. Any proposed rent increases must be justified using established criteria. Requested rent increases are generally adjusted and sometimes denied by a City-established Mobile Home Rent Control Board.

Mixed-Use Projects: Mixed use projects in the Carson Street (MU-CS) Zone and the Sepulveda Boulevard (MU-SB) Zone are required to maintain a maximum floor area ratio (FAR) residential or mixed-use of 1.5, with a minimum floor area ratio for ground floor commercial uses within a mixed-use development required to be 0.15. The maximum floor area ratio for ground floor commercial uses within a mixed-use project is 0.7. Subterranean garages are not included in the FAR calculation for mixed-use projects. Depending on the location of the project, the maximum residential density may be either 35 du's/acre with 55 du's/acre permitted for affordable and senior housing (Carson Street) or 25 du's acre with 35 du's per acre permitted for affordable and senior housing (Sepulveda Boulevard). These development standards encourage the incorporation of housing in mixed-use projects by essentially limiting commercial development to less than half the size of the proposed project.

Second Units: The City's Zoning Ordinance provides for the ministerial approval of second dwelling units on single-family zoned lots which can serve to create new cost-effective housing opportunities while using existing infrastructure. Development standards that are applicable to second units include the following:

- Minimum Lot Size
  - Seven thousand five hundred square feet required within the RS (Residential, Single-Family) Zone.
  - Six thousand five hundred square feet required within the RM (Residential, Multiple-Family) Zone.
- Unit Sizes
  - Zero (0) bedroom, one bathroom and kitchen: five hundred square foot maximum.
  - One (1) bedroom, one bathroom and kitchen: six hundred fifty square foot maximum.
  - Two (2) bedrooms, one bathroom and kitchen: seven hundred square foot maximum.
- Required Setbacks
  - A detached second dwelling is required to be set back a minimum of ten feet from the primary residential structure and a minimum of six feet from accessory structures. Side yard setbacks are five feet and rear yard setbacks are fifteen feet.
  - If a second unit is proposed above an accessory structure, the minimum side yard setback is ten (10) feet, including the accessory structure.
- Permitted Height
  - A second dwelling unit is limited to two stories, with the maximum building height for a second dwelling unit established at thirty feet.

- Required Parking
  - Studio Unit: 1 uncovered off-street parking space
  - 1 Bedroom Unit: 1 space in a garage or carport
  - 2 Bedroom Unit: 2 spaces within a garage (applies also to any unit exceeding 700 square feet).

Transitional and Supportive Housing and Emergency Shelters: Pursuant to State law, the City permits transitional or supportive housing in all residential zones in the City. These types of facilities are subject to the same standards as other similar residential uses in the same residential zoning district.

The City identified the Manufacturing Light (ML) and Manufacturing Heavy (MH) zone districts as appropriate zone districts to permit transitional and supportive housing and emergency shelter facilities by right. Appendix D includes a map that denotes the ML and MH zone districts in the City of Carson. Buildings located in these areas are generally industrial office/warehouse buildings with ample parking. There are multiple parcels of available vacant developable land in the ML and MH zone. All identified areas are in close proximity to public transportation lines and personal services and retail, such as grocery stores, drug stores, and clinics and medical services. The amount of available parcels within both the ML- and MH-zoned sites are more than able to accommodate an emergency shelter to meet the estimated need of 21 homeless individuals in the City, and any future homeless needs. This estimated capacity does not include the potential to convert currently vacant or underutilized buildings in ML and MH zones into an emergency shelter, which can also meet the City's homeless needs. One particular ML zoned site that can be readily used as an emergency shelter is located at 1135 Janis Street, which is located in the light industrial park area north of the 91 Freeway and east of Avalon Boulevard (Site 4). The site size is 4 acres occupied by a building with 6,000 square feet available for emergency shelter purposes.

Housing for Persons with Disabilities: Under Senate Bill (SB) 520, which became effective January 1, 2002, the City is required to analyze potential and actual constraints that could affect the development, maintenance, and improvement of housing for persons with disabilities. In the event that these constraints are governmental, the Element must identify those measures that will be effective in removing the constraints that may hinder the City from meeting the need for housing for persons with disabilities.

In accordance with SB 520, a review of zoning and land use, development procedures, policies, and practices, and building codes was conducted in order to identify any potential constraints that could affect the provision of housing that would be accessible to persons with disabilities. The results of this analysis are summarized below according to three general categories of potential constraints:

- **Zoning and Land Use.** The City treats residential care facilities with six or fewer persons as a single-family use. These facilities are allowed by right in any zone where single-family homes are permitted under State law. The City's Zoning Code defines family as any number of persons living together in a room or

rooms comprising a single dwelling unit and related by blood, marriage, or adoption, or any group of persons not related by blood, marriage of adoption but inhabiting a dwelling unit.

- **Permits and Processing Procedures.** There are no permit requirements for residential care facilities serving six or fewer persons. The City provides formal procedures for reasonable accommodation in their Zoning Code. The process begins with a formal application to the City's Planning Department. A request for accommodation is granted where all the following are established:
  - The accommodation requested is intended to be used by an individual with a disability, who resides or will reside on the property; and
  - The requested accommodation is necessary to afford an individual with a disability equal opportunity to use and enjoy a residential use; and
  - The requested accommodation will not impose an undue financial or administrative burden on the City; and
  - The requested accommodation will not require a fundamental alteration in the nature of the land use and zoning program of the City.
  
- **Building Code.** The City has adopted the International Building Code which includes provisions of the Americans with Disabilities Act. The City has added no amendments to the Building Code that would place constraints on accommodation of persons with disabilities.

Based on a review of City's development procedures and policies, no specific constraints were identified. The City's Zoning Ordinance does not contain any provisions that would preclude the development of housing for persons with disabilities.

### Planning Entitlement and Building Permit Fees

Planning entitlement and building permit fees are collected by the City to defray project entitlement and review costs incurred by the Planning and Building and Safety Divisions. Table 33 includes the fees charge for basic planning entitlement applications. Building permit fees, on the other hand, are based on the total valuation of the property, which are depicted in Table 34.

Table 35 identifies an entitlement fee comparison survey of the planning and building fees of Carson's surrounding communities. The survey indicates that Carson has much lower fees than these communities thereby making it less costly to build in Carson. In addition, to help keep costs down, the City Council may waive building fees.

**Table 33  
City of Carson  
Planning Entitlement Fees**

Fee	Fee Schedule	Fee	Fee Schedule
General Plan Amendment	\$4,500	Development Agreement	\$5,000
Zone Change	\$4,500	Environmental Review	\$1,000
Ordinance Amendment	\$4,500	Specific Plan	\$8,000
Variance	\$2,000	Landscape Plan Check	
Conditional Use Permit	\$750 - \$2,500	2,500-7,500 sq.ft.	\$135
Tentative Tract Map	\$5,500	7,501-15,000 sq.ft.	\$200
Tentative Parcel Map	\$4,000	15,001-30,000 sq.ft	\$410
		30,001 to one acre	\$500

**Table 34  
City of Carson  
Building Permit Fees**

Total Valuation	Fee Schedule
\$0 to \$700	\$53.40
\$701 to \$25,000	\$80.04
plus for each additional \$1,000 or fraction in excess of \$1,000	\$20.80
\$25,001 to \$50,000	\$579.60
plus for each additional \$1,000 or fraction in excess of \$25,000	\$16.20
\$50,001 to \$100,000	\$984.60
plus for each additional \$1,000 or fraction in excess of \$50,000	\$12.00
\$100,001 and over	\$1,584.60
plus for each additional \$1,000 or fraction in excess of \$100,000	\$8.00

The following survey compares the costs of planning entitlement fees charged by the City of Carson to fees charged by other municipalities. For example, Carson requires a fee of \$4,500 for a zone change, while Long Beach, Los Angeles, Los Angeles County, Torrance, and El Segundo zone change fees are all more costly.

**Table 35  
Carson and Surrounding Areas  
Entitlement Fee Comparisons**

<b>Jurisdiction</b>	<b>General Plan Amendment</b>	<b>Zone Change</b>	<b>Tentative Tract Map</b>	<b>Variance</b>
Carson	\$4,500	\$4,500	\$5,500	\$2,000
Long Beach	\$10,930	\$10,930	\$5,628.95	\$6,011.50
Los Angeles	N/A	\$9,121*	\$6,964	\$4,970
Los Angeles County	\$3,000	\$12,604	\$15,059**	\$8,461
Torrance	\$6,608	\$6,608	\$1,998	\$6,681
El Segundo	Deposit	Deposit	\$5,360	\$8,220

Source: City and County Planning Departments

Note: \* For single-family dwelling (up to 4 lots) \*\* Tentative map-minor land division.

### School Impact Fees

The City of Carson is served by two school districts: Los Angeles Unified School District and Compton Unified School District. Both districts charge impact fees on residential development, as shown in Table 36. These fees can add significantly to the cost of development. Senior housing, however, is exempt from school fees because it does not impact the demand for schools.

**Table 36  
School Impact Fees**

<b>School District</b>	<b>Fee</b>
Compton Unified School District	\$2.97 per square foot
Los Angeles Unified School District	\$4.00 per square foot

Source: Compton Unified School District, Los Angeles Unified School District

Other than school impact fees, there are no other development impact fees imposed by Carson on new residential development in the City.

### Total Typical Fees by Type of Unit

As a means of assessing the cost that fees contribute to development in Carson, the City has updated and calculated the total Building, Planning, and other fees associated with single-family and multi-family dwelling units. The typical total development fees for a 1,500 square foot, two bedroom/two bathroom single-family unit (building valuation of \$300,000 per unit) is approximately \$12,700, while the typical total development fees for

a 1,000 square foot, two bedroom/one bathroom multi-family unit (building valuation of \$200,000 per unit) is \$10,700.

The City of Carson's development fees represent a small portion of the overall cost of residential development and are comparable to other Los Angeles jurisdictions. The City has worked hard to keep fees low and will continue to do so, utilizing allocated funds to promote development of affordable housing, housing for extremely low-income households and residents with disabilities.

### Building Codes and Enforcement:

The City of Carson's building codes are based upon the ICC (International) Building, Housing, Plumbing, Mechanical, and Electrical Codes with minor amendments. These codes are considered to be the minimum necessary to protect the public health, safety, and welfare. The local enforcement of these codes does not add significantly to the cost of housing.

### Local Processing and Permit Procedures:

Residential building applications (with an estimated valuation of \$50,000 or more) require a Development Plan to be reviewed and approved by the Planning Commission. The following criteria are required to be considered by the Planning Commission when reviewing the Development Plan:

1. Compatibility with the General Plan, any specific plans for the area, and surrounding uses.
2. 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.
3. Convenience and safety of circulation for pedestrians and vehicles.
4. Attractiveness, effectiveness and restraint in signing graphics and color.
5. Development scheduling (if phased development) which will satisfy the above criteria in each phase.
6. Conformance to any applicable design standards and guidelines which have been adopted. Such design standards and guidelines may be generally applicable or may specify different requirements for different areas.

If the estimated valuation of the project is less than \$50,000, the Development Plan can be approved by the Planning Director.

Development Plans that require Planning Commission review and approval usually involve 3-4 months of processing time prior to the grant of the entitlement.

Development Plans that require only Planning Director review and approval require 1-2 weeks of processing time.

Following Planning Commission approval of a Development Plan or Conditional Use Permit, there is a 15-day appeal period. Finally, the developer must submit detailed plans to the City's Building and Safety Division to ensure compliance with the Building Code. Combined, these items can easily add up to several months. However, in order to avoid project delays, Planning Division staff works with developers throughout the process, presenting options such as reducing plan check time by working with building officials early on to ensure that plans meet Code requirements when they are submitted.

Under current Code requirements, multifamily residential projects are required to obtain approval of a conditional use permit. Typical processing times are from six to eight weeks. If a negative declaration is required under the California Environmental Quality Act (CEQA), there is a mandatory 20-day review period. The current requirement to obtain approval of a conditional use permit applies both to renter and owner-occupied (condominium) multifamily projects. The following affirmative findings are required to be made:

The proposed use and development will be consistent with the General Plan.

The site is adequate in size, shape, topography, location, utilities, and other factors to accommodate the proposed use and development.

1. There will be adequate street access and traffic capacity.
2. There will be adequate water supply for fire protection.
3. The proposed use and development will be compatible with the intended character of the area.

The conditional use permit (CUP) requirement for multifamily residential projects in the City can act as an impediment to the approval of housing in Carson. In the previous Housing Element, the City proposed to amend its Zoning Code to exempt all multifamily residential projects from the conditional use permit requirement. However, further analysis and ongoing development activity has shown that the requirement of a conditional use permit on multifamily development projects has not been a constraint on the development of housing in the City.

The current conditional use permit application process runs concurrently with other required entitlement applications being processed (such as site plan and design review) resulting in no additional processing time or delays created by the conditional use permit requirement. In addition, as noted in Table 33, planning entitlement fees in Carson are comparatively lower than fees charged by other jurisdictions. The City also enables developers to waive the CUP requirement for multifamily projects through the Density Bonus Program, which provides the opportunity for affordable housing units. Finally, the City has received no negative feedback from the development community or others in regards to the conditional use permit requirement for multifamily residential projects. The City has solicited developers' opinions on the City's CUP requirement for

multi-family developments and has found that developers do not find the requirement as a constraint to the development of housing in the City. There have been numerous recently completed and currently proposed developments in the City that demonstrate development activity within the City even with the CUP requirement on multi-family developments:

1. The Gateway at City Center: An 86-unit affordable senior building with ground floor retail, including a restaurant.
2. The Renaissance at City Center: A 150-unit apartment development with additional ground floor retail.
3. Via 425: A new four-story, 65-unit affordable apartment community. The development includes live-work units along Carson Street. Construction was completed in May 2012.
4. 616 E. Carson Street- A mixed-use community that will include 152 condominiums and ground floor retail.
5. The Boulevards at South Bay- The Boulevards at South Bay Specific Plan provides for a mix of commercial, retail, and entertainment uses, a hotel, and up to 1,550 single-family and multifamily units.
6. Via 425 (Phase 2)- A 40-unit affordable apartment community.
7. Magnolia Walk- 12 units of affordable detached condominiums.
8. Affirmed Housing- 40 units of affordable family units.



## **V. HOUSING RESOURCES**

The following narrative describes and analyzes the resources available for the development, rehabilitation and preservation of housing in the City of Carson. Section A begins with an overview of the availability of land resources or residential sites for future housing development in Carson and an evaluation of the City's ability to provide adequate sites to address its identified share of future housing needs. Section B presents the financial resources available to support the provision of affordable housing in the community. Finally, Section C discusses the administrative resources available for the operation of local housing programs.

### **A. Availability of Sites for Housing**

An important component of the Carson Housing Element is the identification of sites for future housing development, and evaluation of the adequacy of these sites in fulfilling the City's share of regional housing needs (as determined by SCAG). Table 37 shows Carson's residential development potential on vacant lands located within one-half mile of existing infrastructure. As illustrated by this table, the City provides for the development of 2,190 net new units within the current City limits and near existing development, services, and infrastructure connections. Over 90 percent of Carson's future growth is planned at multi-family densities, including a large specific plan area designated for future development known as "The Boulevards at South Bay."

In addition to development on vacant lands depicted in Table 37, there is the potential for new residential development on underutilized sites which are sites currently developed at densities lower than those permitted under the General Plan. As discussed in Chapter IV, there are larger parcels (20,000 square feet and larger) in Carson that are under developed with low density single-family uses (usually one or two dwelling units) that are zoned for multifamily uses with densities allowing 12 to 25 units per acre. These properties are providing a significant additional unit potential in various areas of the City. They also offer the best opportunity for increasing the stock of housing which can be priced within lower income groups' range of affordability.

A key feature of the City's land use policy is the use of Specific Plans. Specific Plans are used in two ways: 1) to encourage and expedite the processing of large-scale private developments, and 2) to target certain areas of the City with unique planning needs. Specific Plans generally permit residential densities that exceed those set forth in the Zoning Code. For example, a large specific plan area (SP-10) includes development potential for up to 1,550 dwelling units on 42 acres within the specific plan area at a density of 37 units/acre. This project, currently under development, is known as "The Boulevards at South Bay" which is a mixed-use development project. The Boulevards at South Bay proposes 1,150 ownership units and 400 residential rental units.

Mixed use residential is also being implemented along Carson Street and Sepulveda Boulevard in the City. Zoning applicable to these two commercial areas allows for residential development, provided it is compatible with surrounding non-residential uses. The Mixed-Use Carson Street zone district permits residential densities at 35 du's/acre for residential units and 55 du's/acre for senior residential projects. The Mixed-Use Sepulveda Boulevard zone district permits residential densities at 25 du's/acre for residential units and 35 du's/acre for senior residential projects.

### Comparison of Site Inventory with RHNA

According to SCAG, Carson has a regional housing need of 1,698 housing units for the 2014-2021 planning period. Given that the City's residential sites can support the development of 2,190 units, the City has allocated sufficient land to meet its projected housing needs. Furthermore, Carson can meet the required distribution of housing units by income group presented earlier in Table 28.

The General Plan for Carson, adopted in 2002, anticipated an additional 1,839 units could be constructed in Carson, based on proposed revisions to the Land Use Element. However, through the establishment of mixed-use overlay districts and the creation of specific plan areas, this estimate has been exceeded. These mixed-use overlays and specific plan areas permit residential densities greater than those originally contemplated in the adopted General Plan. Most all of the residential units constructed within the mixed-use overlay districts and specific plan areas will be developed as apartments, town homes, and condominiums at densities ranging as high as 37 du's/acre (The Boulevards at South Bay). With market rents in Carson at levels affordable to low income households, this multi-family housing will serve to address the City's need for 710 lower income units. In addition, a portion of multifamily units to be developed in Carson on lots under developed with single-family uses will likely sell at levels affordable to low -income households without housing subsidies. In those cases where subsidies are required to make the purchase and rental of homes affordable to low income households or very-low-income households, the City offers a variety of programs that offer both mortgage and rental assistance as discussed below.

### Methodology for Determining Realistic Capacity

The development capacity resulting in both gross and net new projected units described in Table 37 was calculated using density allowances contained in the Land Use Element of the Carson General Plan. In all cases, the "upper limit" of the allowed number of units was applied to the acreage figures in Table 37, which are in turn derived from the parcel level inventory included as Appendix C. For example, parcels located in the RS, and RM-8 zones have a permitted density of 1-8 dwelling units per acre. The unit capacity in these zones was derived by multiplying the available acres by the 8 dwelling units per acre allowance. The same methodology was applied to the vacant RM-12 and RM-25 zoned properties. The actual "net new" units accounts for the application of development standards such as building setbacks and lot coverage, street dedications, etc. which reduce the overall unit capacity of the vacant sites that were analyzed.

All of the sites included in Table 37 are vacant and are available for development since April 2010. All sites are currently located within the City's corporate limits and are within ½ mile of essential infrastructure/services. According to the City of Carson Zoning Code, where no density designation is included with the zoning symbol on the Zoning Map, one (1) dwelling unit is permitted on each lot. No lot shall be created which has a net area less than five thousand (5,000) square feet. As explained above, where a density designation is included with the zoning symbol on the Zoning Map, the maximum number of dwelling units permitted on a lot or project area is the net lot area in acres multiplied by the density designation number.

RA-zoned properties can be subdivided to create buildable sites in accordance with the City's zoning requirements, which establish a minimum lot size of 5,000 square feet. For example, a parcel located north of West Carson Street and west of Main Street (zoned RA and identified in Table 37), comprising 61,868 square feet, could be subdivided to create 12 parcels at 5,000 square feet each.

In addition to the RA, RS and RM zoned vacant parcels included in Table 37, there are also two mixed-use zone classifications that allow for residential units. One such area is the Carson Street mixed-use overlay area and the other area is the Sepulveda Boulevard mixed-use overlay area. The residential density permitted in the Mixed Use-Carson Street zone designation is 35 du's/acre with 55 du's/acre permitted if the residential units are affordable or for seniors. The projected gross and net new units for this area was based on the lower density allowance (35du's/acre), except for the 235 units in the proposed City Center project which will be built at a density of 55 dwelling units per acre. The residential density permitted in the Mixed Use- Sepulveda Boulevard zone designation is 25 du's/acre with 35 du's/acre permitted if the residential units are affordable or for seniors.

Sites that are currently zoned Commercial-General (CG), Open Space (OS), and Manufacturing (Light) that indicate potential new units are vacant sites with existing zoning that is inconsistent with their General Plan designations. Thus, with rezoning, they are capable of supporting a limited number of potential new dwelling units.

Finally, Specific Plan (SP-10), consisting of nine parcels, is the 154-acre Boulevards at South Bay development which includes a 1,550-unit mixed use project on a 42-acre portion of the specific plan area (Appendix E). A development agreement includes proposed apartments and condominiums on 5-10 acre sized parcels within the Specific Plan area with some units located on former land fill areas. The effective density of this approved development is between a 35 to 60 du's/acre range. The number of units (1,550) is net new units and is derived after accounting for the application of the development standards and design guidelines of the Specific Plan.

Appendix C contains a list of assessor parcel numbers that comprise these vacant sites as of 2012, per Los Angeles County Assessors information.

**Table 37**  
**Inventory of Vacant Sites**  
**Suitable for Residential Development<sup>1</sup>**

No of Parcels Vacant	Square Feet	Acres	General Plan Designation	ZONING <sup>2</sup>	Gross Units	Potential Units <sup>3</sup> (Net New)
7	1,076,367	24.71	LD	Residential Agricultural Single Family (RA) <sup>4</sup>	220	165
47	303,177	6.96	LD	Residential Single Family (RS)	58	12
2	55,164	0.33	LD	Residential Multiple Dwelling (RM-8)	2	1
2	21,778	0.50	LD/MD	Residential Multiple Dwelling (RM-12)	6	4
1	8,445	0.19	HD	Residential Multiple Dwelling (RM-18)	3	2
1	16,552	0.38	HD	Residential Multiple Dwelling (RM-25)	9	8
11	379,843	8.72	MU-R	Mixed Use Residential Carson Street (MU-CS) <sup>5</sup>	474	401
2	55,314	1.27	MU-R	Mixed Use Residential Sepulveda Blvd. (MU-SB) <sup>6</sup>	43	37
2	45,756	1.05	MD	Commercial-General (CG)	12	10
8	34,647	.80	LD	Open Space (OS)	8	0
1	4,862	.11	LD	Manufacturing-Light (ML)	1	0
9	6,727,552	154	MU-R	Specific Plan (SP-10) <sup>7</sup>	1,550	1,550
93	8,729,457	200.4		Total Potential Housing Units at Ultimate Build Out <sup>8</sup>	2,386	2,190

**Notes:**

All of the sites included in this table are vacant and were available for development as of April 2010. All sites are currently located within the City's corporate limits and are within ½ mile of essential infrastructure.

2. According to the City of Carson Zoning Code, where no density designation is included with the zoning symbol on the Zoning Map, one (1) dwelling unit is permitted on each lot. No lot shall be created which has a net area less than five thousand (5,000) square feet.

4. Where a density designation is included with the zoning symbol on the Zoning Map, the maximum number of dwelling units permitted on a lot or project area is the net lot area in acres multiplied by the density designation number. The actual "net new" units accounts for the application of development standards such as building setbacks and lot coverage, street dedications, etc. which reduce the overall unit capacity of the vacant sites that were analyzed. The actual "net new" units assume 85 percent developable area.

These RA-zoned properties can be subdivided to create buildable sites in accordance with the City's zoning requirements, which establish a minimum lot size of 5,000 square feet. For example, a parcel located north of West Carson Street and west of Main Street zoned RA and identified in Table 37 (above), comprising 61,868 square feet, could be subdivide to create 12 parcels at 5,000 square feet each.

The residential density permitted in the Mixed Use- Carson Street zone designation is 35 du's/acre with 55 du's/acre permitted if the residential units are affordable or for seniors. This increased density provision is available independent of densities granted through the City's Density Bonus program, and can be utilized even without participation in the Density Bonus program. Includes 235 units in the proposed City Center project that will be developed at 55 du's/acre.

The residential density permitted in the Mixed Use- Sepulveda Boulevard zone designation is 25 du's/acre with 35 du's/acre permitted if the residential units are affordable or for seniors. This increased density provision is available independent of densities granted through the City's Density Bonus program, and can be utilized even without participation in the Density Bonus program.

Specific Plan (SP-10), consisting of nine parcels, is the 154-acre Boulevards at South Bay development which includes a 1,550-unit mixed use project on a 40-acre portion of the specific plan area that has been approved for development. The effective density of this approved development is between a 35 to 60 du's/acre range. The number of units (1,550) is net new units and is derived after accounting for the application of the development standards and design guidelines of the specific plan. The proposed housing units will be constructed on 5 to 10 acre- sized parcels within the 40-acre area currently set aside in the Specific Plan area for housing. The developmental density would be 38.75 dwelling units per acre.(Please see Exhibit E-1 in Appendix C contains a list of assessor parcel numbers that comprise these vacant sites as of 2012, per Los Angeles County Assessors information.

## B. Financial Resources

There are a variety of potential funding sources available for housing activities in general. Due to both the high costs of developing and preserving housing and limitations on both the amount and uses of funds, a variety of funding sources may be required. The following describes in detail the two primary local funding sources for housing currently used in the City of Carson including Carson Housing Authority Funds and City CDBG funds. Both of these sources could potentially be used to assist in the support and development of affordable housing.

### Housing Authority Funds

Redevelopment low-mod housing set-aside funds are one of the primary sources of financing used for the preservation, improvement, and development of affordable housing. Previously, as required by California Redevelopment Law, Carson's Redevelopment Agency set aside 20 percent of all tax increment revenue generated from the redevelopment project area for the purpose of increasing and improving the community's supply of housing for low- and moderate-income households. This set-aside was placed in a separate low- and moderate-income housing fund and could be spent anywhere within the City limits. Housing units developed using the Agency's 20 percent low-mod housing set-aside funds were to remain affordable to the targeted income group for a period of time not less than 55 years for rental housing and 45 years for owner housing.

On Dec. 29, 2011, the California Supreme Court ruled to uphold ABx1 26, which dissolved all redevelopment agencies (RDAs) in the State. A companion bill, ABx1 27, which would have allowed the RDAs to continue to exist, was also declared invalid by the court. The court's decision required that all RDAs within California be eliminated no later than February 1, 2012. The City of Carson Redevelopment Agency was dissolved as of February 1, 2012 and the City selected the Carson Housing Authority to be the Successor Agency responsible for all enforceable obligations owed.

The Carson Housing Authority has \$8 million in cash balances and \$20.1 million in bond projects to be used for the development and preservation of affordable housing. The Housing Authority is planning to assist the following projects/programs:

1. Via 425 Phase II (401-409 E Carson Street) – The Carson Housing Authority is under an Affordable Housing Agreement with the Related Companies to build a 40-unit multi-family affordable housing development on the Authority-owned property located at 401-409 E. Carson Street. The project will consist of housing for very low-, low-, and moderate-income households. The product types range from one-bedroom to three-bedroom units, and will all be market-rate quality. As part of the project, the developer will also provide upgraded amenities such as common community space and a large courtyard designed for gathering and casual dining. The courtyard is further enhanced by a children's play area with benches and pathways bordered with landscaped planters. The design will be Phase II to the existing Via 425 development

adjacent to the property. The site plan includes the following:

- 8 one-bedroom units;
- 20 two-bedroom units;
- 12 three-bedroom townhome units; and
- 86 under podium parking spaces.

A regulatory agreement restricting income affordability levels will be recorded against the property to specify the terms of affordability restrictions of the units to very low-, low-, and moderate-income residents. These terms will be in effect for a minimum of 55 years following the issuance of the Certificate of Occupancy. Affordability restrictions are as follows:

- 4 very low-income units
  - 15 low-income units
  - 21 moderate-income units
2. Carson City Center (708-724 E. Carson Street and 21720-21814 Avalon Blvd.)– The senior portion of this project was completed in 2011 and Phase II, which includes 150 market rate apartments, is 90% complete. Phase II is scheduled to open in Summer 2013. The senior housing portion provides 42 units for very-low income senior households and 43 units for moderate income senior households.
  3. The Boulevards at South Bay - This project is approved for 1,550 housing units and the developer is currently under negotiation with the Carson Housing Authority (successor agency for Redevelopment Agency) to provide up to 10% of the units as affordable housing.
  4. Arbor Green (21227-21237 Figueroa Street) - Affirmed Housing Group is the developer for this project. This site is currently under construction and when completed will provide 40 unit of affordable housing. The affordability mix includes: 4 very low-income units, 15 low-income units, and 21 moderate-income units.
  5. Annual Rental Subsidies – Continue annual rental subsidies to the Carson Terrace and Avalon Courtyard projects.
  6. First time Home Buyer Program – A HOME Funds federal grant was awarded to the City’s Community Development Department in February 2013. Funding for this program will begin in the Fall of 2013 when HOME Funds become available.
  7. Residential Rehabilitation Program – A HOME Funds federal grant was awarded to the City’s Community Development Department in February 2013. Funding for this program will begin in the Fall of 2013 when HOME Funds become available.

The Housing Authority Funds and other grant funds will be used in a variety of ways to facilitate the development and preservation of affordable housing. The City recognizes that the development of affordable housing cannot be accomplished through the efforts of the City alone. Partnerships must be developed with other private and governmental funding agencies, as well as, with private for-profit and non-profit housing developers.

Housing Authority Funds will be used to provide financial assistance in the approximate amount of \$4.8 million in support of affordable housing at Via 425 Phase II. Financing for the project also includes owner equity and equity raised from Low Income Housing Tax Credits. The project will include 40 units of affordable housing and is the second phase of the existing Via 425 development, a 65-unit affordable housing development completed in 2012. The Authority is also using funds to assist in the development of the Arbor Green project which is financed with equity from Low Income Housing Tax Credits, private debt, and Authority assistance. The Authority will provide \$5.5 million in assistance to finance the development of this project. Approximately \$15 million has been budgeted to provide financial assistance for the development of affordable housing at The Boulevards at South Bay. This project has been planned for 2 million square feet of commercial/retail and approximately 575 for-sale housing units and 830 rental housing units. Housing Funds would be used in support of making a percentage of the housing units affordable to low income households.

HOME Funds will also be used to preserve and improve existing housing through the Single Family Residential Rehabilitation Program. The Program, targeted to low and moderate income homeowners, provides financial and technical assistance to correct code violations and provide for basic housing repairs. Financial assistance is provided to homeowners in the form of loans, which are deferred second mortgages with three percent deferred interest, due upon sale of the property. HOME Funds were awarded in February 2013 and will be available in Fall 2013.

Housing Authority Funds will be used to provide rental subsidies to low-income households at the Carson Terrace and Avalon Courtyard housing developments in order to make rental units affordable. The Housing Authority will contribute approximately \$230,000 annually for rental subsidies.

### CDBG Funds

Through the Community Development Block Grant (CDBG) program, HUD provides funds to local governments for funding a wide range of community development activities. The City of Carson receives approximately \$1,100,000 annually in CDBG funds from HUD which it utilizes to fund housing rehabilitation programs, public service activities, capital improvement projects and administration.

Another source of housing assistance in the City of Carson is through the local Public Housing Authority (PHA). The local PHA serving the City of Carson is the Los Angeles County Housing Authority (LACHA). LACHA administers the Section 8 rental subsidy program in the City of Carson for both tenant-based and project-based assistance. LACHA administers approximately 340 Section 8-assisted units annually. The City has

seven apartment projects that are publicly assisted, but not public housing developments.

Table 38 lists the additional potential funding sources that are available for housing activities. They are divided into four categories, including: federal, state, county and private resources.

**Table 38  
Resources Available for Housing and Community Development Activities**

Program Name	Description	Eligible Activities
<b>1. Federal Programs</b>		
Community Development Block Grant	Grant program for housing and community development activities available through the County's annual grant to Carson.	X X X X X X Acquisition Rehabilitation Home Buyer Assistance Economic Development Homeless Assistance Public Services
State and Federal Home Investment Partnerships Act (HOME) Funds	HOME funds are made available on an annual competitive basis through the State Department of Housing and community Development (HCD) Small Cities Program. Available to develop and support affordable rental housing and home ownership opportunities.	X X X X X Acquisition Rehabilitation Home Buyer Assistance Rental Assistance New Construction
Section 8 Rental Assistance Program	Rental assistance payments to owners of private market rate units on behalf of Very Low Income tenants.	X Rental Assistance
Section 202 Supportive Housing for the Elderly	Grants to non-profit developers of supportive housing for the elderly.	X X X Acquisition Rehabilitation New Construction
Section 207 Multifamily Rental Housing	HUD insures mortgages made by private lending institutions to finance the construction or rehabilitation of multifamily rental housing by private or public developers.	X X Rehabilitation New Construction
Section 207 Manufactured Home Parks	HUD insures mortgages made by private lending institutions to finance the construction or rehabilitation of manufactured home parks consisting of at least 5 spaces.	X X Rehabilitation New Construction
Section 213 Cooperative Housing	HUD insures mortgages made by private lending institutions to finance the construction, rehabilitation, acquisition, improvement or repair of cooperative housing projects.	X X X X Acquisition Rehabilitation New Construction Improvement

Program Name	Description		Eligible Activities
Section 223(f) Existing Multifamily Rental Housing	HUD insures mortgages under Section 207 pursuant to Section 223(f) to purchase or refinance existing multifamily projects originally financed	X X	Acquisition Refinancing
Section 811 Supportive Housing for Persons with Disabilities	Grants to non-profit developers of supportive housing for persons with disabilities, including group homes, independent living facilities and intermediate care facilities.	X X X X	Acquisition Rehabilitation New Construction Rental Assistance
Low Income Housing Tax Credit (LIHTC)	Tax credits are available to individuals and corporations that invest in low income rental housing. Usually, the tax credits are sold to corporations with a high tax liability and the proceeds from the sale are used to create the housing.	X X X	New Construction Rehabilitation Acquisition
<b>2. State Programs</b>			
California Housing Finance Agency (CHFA) Multiple Rental Housing Program	Below market rate financing offered to builders and developers of multi-family and elderly rental housing. Tax exempt bonds provide below-market mortgage money.	X X X	New Construction Rehabilitation Acquisition of Properties from 20 to 150 units
California Housing Finance Agency Home Mortgage Purchase Program	CHFA sells tax-exempt bonds to make below market loans to first time homebuyers. Program operates through participating lenders who originate loans for CHFA purchase.	X	Home Buyer Assistance
Building equity and growth in Neighborhoods Program (BEGIN)	Grants to cities and counties to make deferred-payment second mortgage loans to qualified buyers of new homes, including manufactured homes on permanent foundations, in projects with affordability enhanced by local regulatory incentives or barrier reductions	X	Homebuyer Assistance
Cal Home	Grants to enable very low and low income households to become or remain homeowners. City must apply for funds through HCD in response to periodic Notices of Funding Availability (NOFAs).	X X X X	Housing Acquisition Housing Rehabilitation Homebuyer Assistance Homebuyer Counseling

Program Name	Description	Eligible Activities
Redevelopment Housing Fund	20 percent of Agency funds are set aside for affordable housing activities governed by state law. Annual set-aside contribution is approximately \$545,000, plus \$100,000 in repayment of past deferrals.	<ul style="list-style-type: none"> <li>X Acquisition</li> <li>X Rehabilitation</li> <li>X New Construction</li> </ul>
California Housing Finance Agency (CHFA) Multiple Rental Housing Program	Below market rate financing offered to builders and developers of multi-family and elderly rental housing. Tax exempt bonds provide below-market mortgage money.	<ul style="list-style-type: none"> <li>X New Construction</li> <li>X Rehabilitation</li> <li>X Acquisition of Properties from 20 to 150 units</li> </ul>
California Housing Finance Agency Home Mortgage Purchase Program	CHFA sells tax-exempt bonds to make below market loans to first time homebuyers. Program operates through participating lenders who originate loans for CHFA purchase.	<ul style="list-style-type: none"> <li>X Home Buyer Assistance</li> </ul>
Building equity and growth in Neighborhoods Program (BEGIN)	Grants to cities and counties to make deferred-payment second mortgage loans to qualified buyers of new homes, including manufactured homes on permanent foundations, in projects with affordability enhanced by local regulatory incentives or barrier reductions	<ul style="list-style-type: none"> <li>X Homebuyer Assistance</li> </ul>
Cal Home	Grants to enable very low and low income households to become or remain homeowners. City must apply for funds through HCD in response to periodic Notices of Funding Availability (NOFAs).	<ul style="list-style-type: none"> <li>X Housing Acquisition</li> <li>X Housing Rehabilitation</li> <li>X Homebuyer Assistance</li> <li>X Homebuyer Counseling</li> </ul>
Tax Exempt Housing Revenue Bond	The City can support low income housing developers in their effort to obtain bonds in order to construct affordable housing. The City can issue housing revenue bonds requiring the developer to lease a fixed percentage of the units to low income families and maintain rents at a specified amount below market rate.	<ul style="list-style-type: none"> <li>X New Construction</li> <li>X Rehabilitation</li> <li>X Acquisition</li> </ul>
Independent Cities Lease Finance Authority (ICLFA)	The City is a participant in the ICLFA which provides bond funds under a "FreshRate" program for mortgage loan downpayments for low and moderate income applicants. It places a cap on closing costs and fees and can be used for downpayment assistance on single-family homes.	<ul style="list-style-type: none"> <li>X Downpayment assistance</li> </ul>

Program Name	Description	Eligible Activities
<b>3. County Programs</b>		
Mortgage Credit Certificate (MCC) Program	The MCC Program offers the first time homebuyer a federal tax credit. This credit reduces the amount of federal taxes to be paid. It can also help the first-time homebuyer qualify for a loan by allowing a lender to reduce the housing expense ratio by the amount of tax savings, helping to qualify for a mortgage loan.	X Home Buyer Assistance
<b>4. Private Resources/Financing Programs</b>		
Federal National Mortgage Association (Fannie Mae)	Loan applicants apply to participating lenders for the following programs: <ul style="list-style-type: none"> <li>- Fixed rate mortgages issued by private mortgage insurers.</li> <li>- Mortgages which fund the acquisition and rehabilitation of a home.</li> <li>- Low Down-Payment Mortgages for Single-Family Homes in underserved low-income and minority communities</li> </ul>	X Home Buyer Assistance X Home Buyer Assistance X Rehabilitation X Home Buyer Assistance
California Community Reinvestment Corporation (CCRC)	Non-profit mortgage banking consortium designed to provide long term debt financing for affordable multi-family rental housing. Non-profit and for profit developers contact member banks.	X New Construction X Rehabilitation X Acquisition
Federal Home Loan Bank Affordable Housing Program	Direct subsidies to non-profit and for-profit developers and public agencies for affordable Low Income ownership and rental projects.	X New Construction
Freddie Mac	Home Works - Provides standard mortgages that include rehabilitation loan. City provides gap financing for rehabilitation component. Households earning up to 80% MFI qualify.	X Home Buyer Assistance combined with Rehabilitation
Community Reinvestment Act (CRA)	Federal law requires that banks, savings and loans, thrifts, and their affiliated mortgaging subsidiaries annually evaluate the credit needs for public projects in communities where they operate.	X Rehabilitation X Housing Development

## C. Administrative Resources

The provision of affordable housing in any community requires both financial resources as well as administrative resources. Housing programs require that a number of entities work together in partnership to bring the necessary resources together to provide for affordable housing. Provided below is a brief discussion of some of the administrative resources that the City of Carson has available to provide for housing programs.

In previous years, Carson's Redevelopment Agency administered low-mod housing set-aside funds in the amount of 20 percent of all tax increment revenue generated from the redevelopment project area. These funds were used for the purpose of increasing and improving the community's supply of housing for low and moderate income households. These low-mod housing set-aside funds were placed in a separate low and moderate income housing fund and could be spent anywhere within the City limits. With the dissolution of the Carson Redevelopment Agency, the Carson Housing Authority now administers the Agency's low-mod housing set-aside funds and remaining obligations.

Housing units developed by the Housing Authority must remain affordable to the targeted income group for a period of time not less than 55 years for rental housing and 45 years for owner housing. The Housing Authority staff meets with for-profit and non-profit housing developers for the purpose of discussing potential low and moderate income housing projects.

Housing development projects within the City of Carson are managed by the Community Development Department. Through the coordinated effort of these divisions, the needs for affordable housing are assessed and planned for, proposed developments are regulated in accordance with the City's planning and zoning codes, and funding is available through the Housing Authority. For-profit and non-profit housing developers are valuable resource partners in the development of affordable housing. The City has successfully worked with housing developers to complete affordable housing projects, including the Gateway at City Center, an 86-unit affordable senior housing building and Via 425, a 65-unit affordable apartment community located on Carson Street. One popular funding mechanism is the use of state tax credit funding from the Tax Credit Allocation Committee (TCAC). Tax credits are available to individuals and corporations that invest in low income rental housing. The tax credits are sold to individuals or corporations with a high tax liability and the proceeds from the sale are used to create affordable housing. TCAC projects are expected to provide additional affordable housing units in the future.

## VI. HOUSING PLAN

Chapters II to V establish the housing needs, constraints, and resources in Carson. The Housing Plan presented in the following chapter sets forth the City's housing goals, policies and programs to address Carson's identified housing needs.

### A. Goals and Policies

The following goals and policies reflect a revision to those previously adopted in the City's 2006-2014 Housing Element to incorporate what has been learned from the prior element, and to adequately address the community's identified housing needs. These goals and policies will serve as a guide to City officials in daily decision making.

#### **GOAL 1: IMPROVEMENT AND MAINTENANCE OF THE EXISTING HOUSING STOCK WHILE PRESERVING AFFORDABILITY.**

POLICY 1.1: Work toward the elimination and prevention of the spread of blight and deterioration, and the conservation, rehabilitation and redevelopment of blighted areas within the City.

POLICY 1.2: Provide financial assistance to encourage private sector investment in the City.

POLICY 1.3: Promote economic well being of the City by encouraging the development and diversification of its economic base.

POLICY 1.4: Ensure that housing meets all applicable code requirements, without imposing unnecessary costs.

POLICY 1.5: Establish and maintain development standards that support housing development while protecting the quality of life.

POLICY 1.6: Support conversion of mobilehome parks to resident ownership upon demonstration of resident support and the ability to maintain quality housing.

#### **GOAL 2: MAINTENANCE AND ENHANCEMENT OF NEIGHBORHOOD QUALITY.**

POLICY 2.1: Develop safeguards against noise and pollution to enhance neighborhood quality.

POLICY 2.2: Assure residential safety and security.

POLICY 2.3: Improve housing and assistance of low and moderate income persons and families to obtain homeownership.

POLICY 2.4: Encourage community involvement in addressing the maintenance and improvement of housing stock and neighborhood context.

POLICY 2.5: Continue to improve streets, drainage, sidewalks, alleys, street trees, parks and other public amenities and infrastructure.

POLICY 2.6: Promote continued maintenance of quality homeownership and rental housing by offering loans to encourage preventative maintenance and repair.

POLICY 2.7: Require excellence in the design of housing through the use of materials and colors, building treatments, landscaping, open space, parking, environmentally sensitive and sustainable building design.

POLICY 2.8: Address the incidence of foreclosure in the City through housing rehabilitation programs and proactive code enforcement.

**GOAL 3: THE CITY SHALL SEEK TO PROVIDE AN ADEQUATE SUPPLY OF HOUSING FOR ALL ECONOMIC SEGMENTS OF THE CITY.**

POLICY 3.1: Facilitate and encourage diversity in types, prices, ownership, and size of single-family homes, apartments, townhomes, mixed-use housing, transit-oriented development, and live-work housing.

POLICY 3.2: Work to expand the resource of developable land by making underutilized land available for development.

POLICY 3.3: Facilitate a mix of affordability levels in residential projects and dispersal of such units to achieve greater integration of affordable housing throughout the community.

POLICY 3.4: Promote the availability of housing which meets the special needs of the elderly, homeless, persons with disabilities and large families.

POLICY 3.5: Encourage the development of second units as a source of smaller affordable housing units.

POLICY 3.6: Promote the development of multifamily housing.

POLICY 3.7: Encourage residential development along transit corridors and in close proximity to employment, transportation and activity centers.

POLICY 3.8: Integrate and disperse special needs housing within the community and in close proximity to transit and public services.

POLICY 3.9: Explore continued improvements to the entitlement process to streamline and coordinate the processing of development permits, design review, and funding of affordable housing projects.

**GOAL 4: PROTECTION OF THE EXISTING SUPPLY OF AFFORDABLE HOUSING.**

POLICY 4.1: Establish funding sources for affordable housing.

POLICY 4.2: Minimize the permit and city costs for affordable housing developments.

POLICY 4.3: Encourage the preservation of affordable rental units to ownership units.

POLICY 4.4: Limit the conversion of affordable rental units to ownership units.

POLICY 4.5: Encourage California State University Dominguez Hills to build student, faculty and staff housing to meet the needs of their campus.

**GOAL 5: HOUSING OPPORTUNITIES TO ALL PERSONS REGARDLESS OF RACE, RELIGION, ETHNICITY, SEX, AGE MARITAL STATUS, HOUSEHOLD COMPOSITION, OR OTHER ARBITRARY FACTOR.**

POLICY 5.1: Support the development and enforcement of Federal and State anti-discrimination laws.

POLICY 5.2: Make fair housing information and contact agencies available as a part of the City's Public Information Program.

**GOAL 6: LONG-TERM MAINTENANCE OF PRIVATE PROPERTIES WITH COMMON AREA OWNERSHIP, SUCH AS CONDOMINIUMS AND PLANNED UNIT DEVELOPMENTS.**

POLICY 6.1: Amend existing, and ensure that future, association covenant documents address: proper maintenance of individual units as well as common areas, collection of assessments, etc.

POLICY 6.2: Consider assisting the renovation of common areas in troubled developments.

POLICY 6.3: Consider design solutions to enhance “policing” of troubled development (e.g. replacement of solid walls with open fencing, security lighting along streets, etc.)

POLICY 6.4: Educate homeowners about the rehabilitation assistance programs through the city.

POLICY 6.5: Continue to monitor federal, state, and regional programs and funding sources designed to improve areas of troubled housing.

POLICY 6.6: Develop socially minded programs, such as the COPS Program, to instill a sense of community in the residents and to advance the practice of community policing as an effective strategy to improve public safety.

POLICY 6.7: Continue to work toward increasing and stabilizing the number of owner-occupied units within condominiums and planned unit developments.

**GOAL 7: CONSERVATION OF NATURAL RESOURCES AND REDUCTION OF ENERGY CONSUMPTION IN ALL AREAS OF RESIDENTIAL DEVELOPMENT.**

POLICY 7.1: Educate the public in the area of energy conservation.

POLICY 7.2: Promote the use of alternative energy sources.

POLICY 7.3: Promote financial reimbursement programs for the use of energy efficient building products and appliances.

POLICY 7.4: Promote transit oriented development.

## **B. Affordable Housing Strategies and Programs**

The City has adopted various strategies and programs to support the development of affordable housing in the community and to implement the housing goals and policies enumerated above. Table 39 provides information on quantified objectives and past performance in achieving these objectives. Some of the programs included in Table 39 have been updated to reflect affordable housing objectives for the current planning period.

The programs included in Table 39 fall into eight categories: Housing Improvement, Housing Development Assistance, Support of Affordable Housing, Rental Assistance, Home Ownership Assistance, Fair Housing, Energy Conservation, and Foreclosure Programs.

**Table 39  
Evaluation of 2007-2014 Affordable Housing Strategies and Programs<sup>1</sup>**

Program	Responsible Agency	Funding Source	Description/Objective(s)	Goals	Timeframe	Accomplishments	Recommended Actions
<b>Housing Improvement</b>							
Residential Rehabilitation Program (Neighborhood Pride Program)■	Housing & Neighborhood Development Division	CDBG	Provide financial assistance through loans and grants to provide basic housing repairs and remedy code violations. (Single-family homes as well as mobilehomes are eligible.)	Assist 8 households annually	Annually	Loans and grants were provided for substantial rehabilitation of owner-occupied single-family dwellings. From 2010-2012, the program assisted 134 housing units (70 single-family homes and 64 mobilehomes).	Age of housing stock and community demand justify continuation of program.
Code Enforcement Program■	Code Enforcement and Building & Safety Divisions	City General Fund	Code Enforcement Division responds to complaints of violations of City's property maintenance codes by issuing notices to property owners to bring their properties into compliance, and provides followup inspections. Building & Safety Division performs same function relative to the City's building codes.	Respond to 1,000 complaints annually	Annually	The City continued an ongoing effort to combat the incidence of blighted and otherwise substandard housing through a combination of efforts including enforcement, citation, and referral to the City's housing rehabilitation programs. The Code Enforcement Division has responded to approximately 2,000 complaints to assure the public's health, safety, and welfare.	Continue program to protect health, safety, and welfare of residents.
Residential Property Report (RPR) Program■	Building & Safety Division	City General Fund	This program, established by City Ordinance, requires that a RPR be obtained from the City before the sale, exchange, or transfer of a previously-occupied residential property. The report enables the City to verify that residential buildings meet certain Zoning and Building Code requirements at the time of sale/exchange/transfer.	Approximately 400 residential inspections per year	Annually	The City continued the ongoing program and processed approximately 538 residential property reports.	Continue program to protect health, safety, and welfare of residents.
Foreclosure Registration Program◆	Building & Safety Division	City General Fund	The program provides the City with the authority to assess penalties for irresponsible property owners of foreclosed properties and provides financial resources to track and maintain vacant properties.	Approximately 260 residential properties per year	Initiated in 2013, Ongoing program thereafter	N/A (Program initiated in 2013)	Initiate this program starting in 2013 and implement on-going thereafter.
<b>Housing Improvement (continued)</b>							

<sup>1</sup> ◆ Indicates New Program  
 ■ Indicates Continued Program  
 ☒ Indicates Discontinued Program

Program	Responsible Agency	Funding Source	Description/Objective(s)	Goals	Timeframe	Accomplishments	Recommended Actions
Residential Neighborhood Safety Program■	Public Safety Division and Los Angeles County Sheriff's Department	City General Fund	Offers a range of neighborhood safety programs through the Public Safety Division including neighborhood watch, property identification, community forums, residential security survey, crime prevention, and community relations.	Increase the numbers of block captains and neighborhood watch groups, and their involvement in their communities	Contacts with block captains and neighborhood watch groups occur on a continuous basis throughout the year	Currently 200 active neighborhood watch groups and block captains citywide. The Division continues to offer the following services: Neighborhood/Business/Park Watch; Disaster Preparedness; Graffiti Abatement; and referrals to other City programs, including Code Enforcement.	Continue program to protect health, safety, and welfare of residents.
Mobilehome Park Maintenance Program■	Housing & Neighborhood Development Division	City General Fund	Protect the affordability of mobilehome units through rent control regulation, and provision of loan and grant assistance for mobilehome rehabilitation.	Approximately 17 units to be assisted through rehabilitation loans annually. Rent increase applications reviewed and Mobilehome Rental Review Board hearings scheduled as applications are received and processed.	Annually	Loans and grants were provided for substantial rehabilitation of owner-occupied single-family dwellings. From 2010-2012, the program assisted 134 housing units (70 single-family homes and 64 mobilehomes).	Continue program, as this serves to preserve/maintain a form of affordable housing.
Lead-Based Paint Testing and Abatement Program■	Housing & Neighborhood Development Division	CDBG	Provide testing and abatement to single-family and mobilehome units that are acquired or rehabilitated.	75 units tested annually	Annually	This inspection program is conducted in conjunction with other housing rehabilitation programs in the City. From 2010-2012, the program assisted 134 housing units (70 single-family homes and 64 mobilehomes), which included some lead-based paint testing and abatement. One home was abated annually.	Continue program to protect the health, safety and welfare of the residents. Current plans are to incorporate asbestos into the testing and abatement program.
<b>Housing Development Assistance</b>							
Development Funding for Multifamily Housing■	Planning Division and Housing & Neighborhood Development Division	Housing Authority Funds	Development assistance to promote the development of affordable multifamily housing.	Provide as many affordable units as market conditions and funding sources permit over the eight-year planning horizon	Ongoing program, 2014-2021	The City's Housing Authority has been designated as the successor agency for the Carson Redevelopment Agency and is currently implementing projects and programs previously managed under the Agency including development assistance for affordable multifamily housing. To date, the program has provided \$13.9 million subsidy to the Carson City Center Project facilitating the development of 86 senior units, 42 very low-income units, and 43 moderate-income units.	Continue program to continue to provide and expand the supply of decent, safe, sanitary, and affordable housing to low- and moderate-income residents.

Program	Responsible Agency	Funding Source	Description/Objective(s)	Goals	Timeframe	Accomplishments	Recommended Actions
Mixed Use Development■	Planning Division and Housing & Neighborhood Development Division	City General Fund and Housing Authority Funds	Require the development of housing in mixed-use projects including the development of specific plans that feature mixed-use as a key component. Organize special marketing events for the development community, post Inventory of Vacant Sites on City's webpage, and assist with the identification of funding sources.	Continue efforts to retain qualified developers and encourage them to incorporate mixed uses into development proposals, including the incorporation of affordable housing units.	Ongoing program, 2014-2021	In 2012, the development of a 65-unit tax credit affordable housing project to be located at 425 E. Carson Street was completed. Also in 2012, the City continued to work with developers to complete a planned project at 616 Carson Street for 152 dwelling units.	Continue program to continue to provide and expand the supply of affordable housing in a mixed-use configuration.
Housing Development Through Development Agreements■	Planning Division and Housing & Neighborhood Development Division	Housing Authority Funds	Encourage the development of safe and affordable housing. Development agreements between developers and local governments outline the regulations and policies governing the development, often including a requirement for affordable housing.	Continue efforts to retain qualified developers and encourage them to submit qualified proposals, so as to provide sustainable housing developments for all segments of the population (including rental and owner-occupied housing).	Annually	The City assisted in the development of the Carson City Center Project and approved a 65-unit tax credit project at 425 E. Carson Street.	Continue program to continue to provide and expand the supply of decent, safe, and sanitary housing for all segments of the population.
Assess Use of City-Owned/Publicly-Owned Land for Affordable Housing■	Planning Division and Housing & Neighborhood Development Division	City General Fund	Evaluate alternative means to provide for affordable housing development including long-term leasing of City-owned or publicly-owned land for housing development.	Identify suitable sites for housing development and encourage such development on those sites.	Ongoing program, 2014-2021	The City has identified sites comprising approximately \$20 million in land value and is projected to accommodate 150 housing units.	Continue program. Assess feasibility of retaining a qualified development project on Agency/City land meeting Agency criteria.
Alternative Affordable Housing Finance Programs■	Planning Division and Housing & Neighborhood Development Division	State of California, HUD, and private sector funds	Assess a variety of alternative funding mechanisms for the construction of new affordable housing.	Identify financing mechanisms that can facilitate the development of new affordable housing	Ongoing program, 2014-2021	The City has identified \$100 million in alternative financing solutions and investment opportunities. The City will continue to work with developers to obtain TTAC tax credit approval and access CDBG funding such as the BEGIN program.	Continue program. Pursue and retain several qualified financing sources and investment partners.

Program	Responsible Agency	Funding Source	Description/Objective(s)	Goals	Timeframe	Accomplishments	Recommended Actions
Development of Special Needs Housing■	Planning Division, Housing & Neighborhood Development Division	Housing Authority Funds State of California, HUD, Los Angeles County, Los Angeles Homeless Services Authority, private/non-profit service agencies	Evaluate, encourage, and facilitate the development and maintenance of special needs housing for seniors, the homeless, and persons with physical and developmental disabilities.	Identify suitable sites for special needs housing development and provide incentives and/or identify alternative funding sources to facilitate such development	Ongoing program, 2014-2021	The City has identified \$15 million for developer assistance. The City recently assisted in the development of The Gateway at the Carson City Center Project, which is an 86-unit affordable senior building with ground floor retail. The city will continue to offer developer assistance to provide special needs housing as needed.	Continue program so that the needs of these special needs housing communities are accommodated.
Emergency Shelters■	Planning Division, Housing & Neighborhood Development Division, Building & Safety Division	HUD/Los Angeles Homeless Services Authority	Amend the existing zoning ordinance to permit emergency shelters by right in the ML zone and subject only to the same permitting processes and regulatory requirements as other uses in the same zone.	Provide suitable sites for the development of emergency shelters within the City to meet estimated homeless needs	Ongoing program, 2014-2021	The City prepared and adopted an amendment to the Zoning Code Ordinance to permit emergency shelters by-right in the ML (Manufacturing Light) and MH (Heavy Industrial) zone districts along with development and operational standards.	Continue to monitor the inventory of sites appropriate to accommodate emergency shelters, and work with appropriate organizations to ensure the needs of the homeless population and extremely low-income households are met.
Transitional and Supportive Housing■	Planning Division, Housing & Neighborhood Development Division, Building & Safety Division	HUD/Los Angeles Homeless Services Authority	Amend the existing zoning ordinance to permit transitional and supportive housing in all residential zones within the City, subject only to those standards/regulations that apply to other residential land uses of the same type in the same zone.	Ensure that the housing need for all residents is met by providing opportunities for transitional and supportive housing to be accommodated within the City.	Ongoing program, 2014-2021	The City prepared and adopted an amendment to the Zoning Code Ordinance to identify transitional and supportive housing as a residential use and permitted in all residential zones, subject only to those standards/regulation that apply to other residential uses of the same type in the same zone.	Continue to monitor the inventory of sites appropriate to accommodate transitional and supportive housing, and work with appropriate organizations to ensure the needs of the homeless population and extremely low-income households are met.

Program	Responsible Agency	Funding Source	Description/Objective(s)	Goals	Timeframe	Accomplishments	Recommended Actions
<b>Housing Development Assistance (continued)</b>							
Single Room Occupancy (SRO) Housing ■	Planning Division, Housing & Neighborhood Development Division, Building & Safety Division	Redevelopment Agency Housing Set-Aside Funds, State of California, HUD, and private sector funds	Amend the existing zoning ordinance to permit SRO's in at least one non-residential zone as a principally permitted use and as a conditionally permitted use in appropriate residential zones.	Ensure that the housing need for all residents is met by providing opportunities for transitional and supportive housing, including SROs, to be accommodated within the City.	Ongoing program, 2014-2021	The City prepared and adopted an amendment to the Zoning Code Ordinance to permit SRO's in at least one zone as a permitted use.	Continue to monitor the inventory of sites appropriate to accommodate transitional and supportive housing, including SROs, and work with appropriate organizations to ensure the needs of the homeless population and extremely low-income households are met.
Reasonable Accommodation (housing for the persons with disabilities) ■	Planning Division, Housing & Neighborhood Development Division, Building & Safety Division	Redevelopment Agency Housing Set-Aside Funds, State of California, HUD, and private sector funds	Amend the existing zoning ordinance and adopt a "reasonable accommodation" ordinance to facilitate the development of housing for persons with disabilities.	Provide information in public places on the City's reasonable accommodation ordinance and Residential Rehabilitation Program	Ongoing program, 2014-2021	The City prepared and adopted an amendment to the Zoning Code to adopt a reasonable accommodation ordinance to facilitate the development of housing for persons with disabilities on March 20, 2012.	Provide information in public places regarding the reasonable accommodation ordinance that expands upon the provisions of the Residential Rehabilitation Program and make information on this program more widely available to residents. Commit to assisting residents in need of reasonable accommodation and offer financial assistance through Residential Rehabilitation Program and continue to direct eligible residents to apply for funds.

Program	Responsible Agency	Funding Source	Description/Objective(s)	Goals	Timeframe	Accomplishments	Recommended Actions
Housing for Persons with Developmental Disabilities ♦	Planning Division, Housing & Neighborhood Development	General Fund	Continue to offer specific regulatory incentives throughout the planning period; apply for funding to encourage development of units specifically for persons with developmental disabilities, when funding is available; outreach to potential developers; and initiate a cooperative outreach program with the Harbor and South Central Regional Centers within 1-year of Housing Element adoption.	Facilitate the development of housing for persons with developmental disabilities	Ongoing program, 2014-2021	N/A (Program initiated in 2013)	Initiate this program starting in 2013 and implement on-going thereafter.
<b>Support of Affordable Housing</b>							
Preservation of At-Risk Housing ■	Housing & Neighborhood Development Division	Housing Authority Funds	Monitor at-risk housing, inform tenants of potential conversion to market rate status, and educate tenants on potential purchase of units.	Ensure that existing units are not lost and that existing tenants are not displaced.	Ongoing program, 2014-2021	150 units within the City have five-year renewal contracts with the Department of Housing and Urban Development or Section 8 vouchers. There were no affordable units at-risk of conversion during the previous planning period.	Continue program so that units at risk are preserved.
Development of Multifamily Housing ■	Planning Division, Housing & Neighborhood Development Division	Housing Authority Funds	Facilitate the development of multifamily housing. Identify potential sites suitable for multifamily housing development and acquire site(s) or retain qualified developer to acquire site(s).	Provide as many affordable units as market conditions and funding sources permit.	Ongoing program, 2014-2021	The City has provided \$13.9 million subsidy to the Carson City Center Project which includes development of 86 senior units, 42 very low-income units, and 43 moderate-income units. Currently, there are other multifamily developments approved or underway on Carson Street, including Via 425, a 65-unit affordable apartment community; a mixed-use development that will include 150 condominiums on the former Avalon Carson mobilehome park; and the Boulevards at South Bay Specific Plan area, which accommodates over 1,500 housing units.	Continue program to increase the supply of multifamily housing, particularly affordable multifamily housing, in the community.  The City will monitor the effectiveness of the requirement to obtain a conditional use permit for multifamily housing, and revise the requirement, as appropriate.

Program	Responsible Agency	Funding Source	Description/Objective(s)	Goals	Timeframe	Accomplishments	Recommended Actions
Density Bonus Program■	Planning Division	Not applicable	In the context of affordable housing, a density bonus permits developers to increase the square footage or number of units allowed on a piece of property if they agree to restrict the rents or sales process of a certain number of units to persons meeting certain income criteria. It also exempts such projects from the CUP requirement.	Use strategically to foster the development of affordable housing where appropriate	Ongoing program, 2014-2021	The City prepared and adopted an amendment to the Zoning Code Ordinance to include a Density Bonus Program on September 20, 2010.	Continue program to encourage housing developers to utilize the density bonus program in order to increase the supply of affordable housing units within the City.
<b>Support of Affordable Housing (continued)</b>							
Mobilehome Park Ownership/Conversion Program■	Planning Division, Housing & Neighborhood Development Division	Private financing sources	City and/or Redevelopment Agency will assess a variety of alternative funding mechanisms for mobilehome parks that convert to condominium use with resident support.	Monitor and evaluate conversion application process and provide alternative financial analysis.	Ongoing program, 2014-2021	The City is currently monitoring potential conversion of mobilehome parks to condominium uses.	Continue monitoring conversion activity and providing park residents information as to their options.
Second Unit Dwelling Program■	Planning Division, Housing & Neighborhood Development Division	City General Fund	City will implement strategies to encourage the development of 2 <sup>nd</sup> units in within the City.	Remove constraints on property owners and assist them with development of their properties with second dwelling units.	Ongoing program, 2014-2021	The City anticipates that 3-5 second dwelling units will be constructed by 2014 and has updated its ordinance to address existing second dwelling units and the maintenance and rehabilitation of those units.	Continue program to increase supply of second dwelling units in the City.
Incentives for Large Multifamily Units◆	Planning Division, Housing & Neighborhood Development Division	City General Fund	The City will prioritize incentives for developers to encourage the inclusion of units with three or more bedrooms to accommodate low-income large family households.	Encourage private development of housing units with three or more bedrooms that can accommodate larger households.	Ongoing program, 2014-2021	N/A (Program initiated in 2014)	Develop menu of incentives and advertise at City Hall and the City's website information about available development incentives and any available funding sources. Initiate this program starting in 2013 and implement on-going thereafter.

Program	Responsible Agency	Funding Source	Description/Objective(s)	Goals	Timeframe	Accomplishments	Recommended Actions
<b>Rental Assistance</b>							
Section 8 Rental Assistance Program■	Los Angeles County Housing Authority (LACHA)	HUD	Provide rental subsidies to very low income households.	Work with LACHA to monitor existing vouchers and certificates, and pursue additional assistance.	Annually	The Los Angeles County Housing Authority provides the City approximately 330-340 Section 8 vouchers annually.	Continue working with LACHA to monitor existing vouchers and certificates to preserve housing options for very low income residents
Rental Assistance (General)■	Housing & Neighborhood Development Division	Housing Authority Funds	Foster and maintain quality affordable rental housing for low and very low income households.	Provide rental subsidies to low and very low income households pursuant to affordability covenants	Annually	The City assists 125 households through this program. Assistance is valued at \$206,000 annually.	Continue providing rental subsidies to preserve housing options and assure continued decent, safe, and sanitary housing for low and very low income households
<b>Homeownership Assistance</b>							
First Time Home Buyers Program☒	Housing & Neighborhood Development Division	Redevelopment Agency Housing Set-Aside Funds	Provide first time home buyers with down payment assistance	N/A	N/A	The City assisted in closing 19 loans during the previous planning period.	N/A (Discontinued Program)
<b>Homeownership Assistance (continued)</b>							
Mortgage Credit Certificate Program■	California Housing Finance Agency	State of California Housing Bond Funds	Offers first time home buyers a Federal tax credit, reducing the amount of Federal taxes to be paid, thus assisting those home buyers to qualify for a mortgage loan.	Sustain affordable home ownership opportunities in the City of Carson.	Annually	The City currently provides information on the Mortgage Credit Certificate Program at City Hall, and is involved with ongoing coordination with lenders to assist first-time home buyers.	Continue program to support home ownership opportunities for low and moderate income households within the City.
<b>Fair Housing</b>							
Discrimination Investigation, Tenant/Landlord Mediation, and Legal Services Assistance■	Housing Rights Center, under contract with Housing & Neighborhood Development Division	CDBG	Preserve fair housing practices through the investigation of complaints of discrimination in rental and for-sale housing. Also provides dispute resolution services in tenant/landlord matters, and legal representation where necessary.	Handle/investigate 75 complaints annually	Annually	The City processed and assisted in addressing approximately 240 complaints during the previous planning period.	Continue program to promote and maintain fair housing opportunities within the City.

Program	Responsible Agency	Funding Source	Description/Objective(s)	Goals	Timeframe	Accomplishments	Recommended Actions
<b>Energy Conservation</b>							
Energy Conservation■	Planning Division, Housing & Neighborhood Development Division	Los Angeles County, Edison International, Southern California Gas Company	Encourage use of, and support and assist in the publicizing of, energy-saving programs provided by the utility companies.	Facilitate energy conservation in housing development	Ongoing program, 2014-2021	The City continues to support the ongoing energy conservation programs from Southern California Edison, Southern California Gas Company, and the South Bay Environmental Services Center by providing information to help residents take advantage of energy saving programs. The Gateway, a senior housing project at Carson City Center, was developed as a "green" housing project and integrates energy saving design standards.	Continue and expand programs to promote green housing development.
<b>Foreclosure Programs</b>							
Foreclosure Crisis Program■	Housing & Neighborhood Development Division	Private sector/non-profit sources	Refer residents dealing with a mortgage crisis to entities which provide pre-foreclosure services and post-foreclosure activity	Prevent loss of homeowners' residences through foreclosure processes.	Ongoing program, 2014-2021	Approximately 27 families were assisted under this program from the period 2010-2012.	Continue program of assisting homeowners to prevent mortgage defaults by providing referrals to counseling and education services as appropriate.
Neighborhood Stabilization Program■	Housing & Neighborhood Development Division	HUD, State of California (HCD)	Stem neighborhood decline resulting from foreclosures by purchasing, rehabilitating, and reselling abandoned foreclosed residential properties	Complete acquisition, rehabilitation, and resale of 3-5 homes to moderate income families.	Ongoing program, 2014-2021	Approximately 20 homes were rehabilitate under this program from the period 2010-2012.	Implement program of acquisition, rehabilitation, and resale to sustain the viability of residential neighborhoods.
<b>Sites Inventory Programs</b>							

<b>Program</b>	<b>Responsible Agency</b>	<b>Funding Source</b>	<b>Description/Objective(s)</b>	<b>Goals</b>	<b>Timeframe</b>	<b>Accomplishments</b>	<b>Recommended Actions</b>
Sites Inventory Monitoring Program ♦	Planning Division	General Fund	Provide appropriate land use designations/classifications and maintain an inventory of suitable sites for residential development. Develop and implement a formal ongoing (project-by-project) evaluation procedure pursuant to Government Code Section 56863. Should an approval of development result in a reduction of capacity or assumed affordability below the residential capacity needed to accommodate the remaining need for lower-income households of 710 units, the City will identify and zone sufficient sites to accommodate the shortfall. Make the vacant residential sites inventory available on the City's website to non-profit and for-profit housing developers.	Provide adequate sites to accommodate the City's RHNA and affordable housing goals.	Ongoing program, 2014-2021	N/A (Program initiated in 2014)	Initiate this program starting in 2014 and implement on-going thereafter.

## C. Affordable Housing Implementation Strategies

The following provides more detailed explanations of the various affordable housing programs and strategies included in Table 39. Many of these programs are programs that are being continued from the prior planning period while other programs have been newly created to respond to new housing needs and to new State housing element law requirements.

### Housing Improvement

#### 1. Residential Rehabilitation Program

The Program is targeted to low and moderate income homeowners. Financial and technical assistance is provided to correct code violations and provide for basic housing repairs. Financial assistance is provided in the form of loans to homeowners. The loans are deferred second mortgages with 3 percent deferred interest, due upon sale of the property. The program is targeted to specific neighborhoods in need of neighborhood revitalization. The goal is to rehabilitate approximately 8 homes annually.

#### 2. Code Enforcement Program

The City's Property Maintenance Program provides inspections and property owner contact in order to ensure compliance with the property maintenance requirements within the City. This Program is intended to address conditions of physical blight resulting from violations of property maintenance regulations.

#### 3. Residential Property Report (RPR) Program

A Residential Property Report (RPR) is required to be obtained from the City before the sale, exchange, or transfer of previously occupied residential property. The report is based on an inspection that must be performed by the City's Building and Safety Division before the property is transferred. The report protects both the buyer and seller and allows the City to verify that residential buildings meet certain zoning and building code requirements at time of sale. Some transfers of property are exempt from these requirements.

#### 4. Foreclosure Registration Program

Residential foreclosure rates are forecast to continue at high levels through 2016. In addition, many property owners have abandoned these foreclosed properties and have contributed to the deterioration of neighborhoods. In order to protect neighborhoods from blight resulting from inadequate maintenance and security of foreclosed properties, a number of California cities are requiring owners to register

with the city until the property is sold. The City of Carson has established the Foreclosure Registration Program (FRP) in order to take preventative measures in future blight management and code violations. The program provides the City with the authority to assess penalties for irresponsible property owners and provides financial resources to track and maintain vacant properties. The FRP charges a registration fee of approximately \$450 per parcel to cover potential costs of remediation. Upon transfer of the property, the deposit funds are returned unless fines were incurred by the property owner.

#### **5. Residential Neighborhood Safety Program**

The City's Public Safety Department offers a range of neighborhood safety programs including business and residential neighborhood watch programs, disaster preparedness resources, and a graffiti abatement program.

#### **6. Mobile Home Park Maintenance Program**

This program provides protection for mobile home park tenants. There are currently 2,412 mobile home park spaces in the City. Mobile home parks constitute a significant proportion of the low- and moderate-income housing in the City. The City of Carson has rent control for mobile home spaces only, and the City's rent control ordinance is administered by a board appointed by the City Council.

#### **7. Lead Based Paint Testing and Abatement Program**

The Lead Based Paint Testing and Abatement Program provides testing for lead base paint for housing and mobile home structures that are acquired or rehabilitated with the use of HUD funds.

### Housing Development Assistance

#### **8. Development Funding for Multifamily Housing**

The City's Housing Authority provides development assistance to promote the development of affordable multifamily housing. This assistance can take the form of direct subsidies provided to affordable housing developers, provision of infrastructure, and/or the write-down of land costs.

#### **9. Mixed-Use Development**

This program is intended to encourage the development of mixed-use projects in the City, including the development of specific plans that requires housing as a key component of the proposed development. Specifically, the program includes organizing special marketing events for the development community, posting the

Inventory of Vacant Sites on the City's website, and assisting with the identification of funding resources.

#### **10. Housing Development Through Development Agreements**

Development Agreements are used by the City to lessen the unpredictability of the project review and entitlement process by outlining the regulations and development policies that will be imposed on a particular housing project, including affordable housing projects, within a binding Development Agreement.

#### **11. Asses Use of City-Owned/Publicly-Owned Land for Affordable Housing**

Where practicable, the City offers publicly owned land for the purposes of assisting in the construction of affordable housing.

#### **12. Alternative Affordable Housing Finance Programs**

There are a number of housing finance programs that are available to assist in the production of affordable housing, including state and federal programs. This program is designed to identify those programs which are suitable for the type of housing to be constructed and to provide assistance in securing and utilizing these financing resources.

#### **13. Development of Special Needs Housing**

Special needs housing, including housing for the elderly, extremely low/very low-income residents, and persons with disabilities are a priority for the City. As such, the City offers guidance to housing developers on the needs of these groups and suggests ways in which proposed housing projects can accommodate their needs.

In regards to the need of the homeless, such programs serving the City of Carson are administered by the Los Angeles County Homeless Services Authority (LAHSA). LAHSA is a joint powers authority created by the City and the County of Los Angeles for the purpose of planning, coordinating, and managing resources for homeless programs. LAHSA is the lead agency for developing a Continuum of Care (COC) strategy for the region to meet the needs for homeless persons for emergency shelters and to provide services and housing to transition homeless from emergency housing to transitional and permanent housing. For a variety of services, Los Angeles County is divided into eight Service Planning Areas (SPAs). LAHSA utilizes these SPAs in planning, coordinating, and managing resources for homeless programs. The City of Carson is located in SPA 8—South Bay.

#### **14. Emergency Shelters**

The City prepared and adopted an amendment to the Zoning Code Ordinance to permit emergency shelters by-right in the ML (Manufacturing Light) and MH (Heavy Industrial) zone districts along with development and operational standards. This program commits the City to continue to monitor the inventory of sites appropriate to accommodate emergency shelters, and work with appropriate organizations to ensure the needs of the homeless population and extremely low-income households are met.

#### **15. Transitional and Supportive Housing**

The City prepared and adopted an amendment to the Zoning Code Ordinance to identify transitional and supportive housing as a residential use and permitted in all residential zones, subject only to those standards/regulation that apply to other residential uses of the same type in the same zone. This program commits the City to continue to monitor the inventory of sites appropriate to accommodate emergency shelters, and work with appropriate organizations to ensure the needs of the homeless population and extremely low-income households are met.

#### **16. Single-Room Occupancy Units**

The City prepared and adopted an amendment to the Zoning Code Ordinance to permit SRO's in at least one zone as a permitted use. This program commits the City to continue to monitor the inventory of sites appropriate to accommodate emergency shelters, and work with appropriate organizations to ensure the needs of the homeless population and extremely low-income households are met.

#### **17. Reasonable Accommodation**

The City prepared and adopted an amendment to the Zoning Code to adopt a reasonable accommodation ordinance to facilitate the development of housing for persons with disabilities on March 20, 2012. This program commits the City to provide information in public places regarding the reasonable accommodation ordinance that expands upon the provisions of the Residential Rehabilitation Program and make information on this program more widely available to residents. The program commits the City to assisting residents in need of reasonable accommodation and offer financial assistance through the Residential Rehabilitation Program by directing eligible residents to apply for funds.

## **18. Housing for Persons with Developmental Disabilities**

The housing needs of persons with developmental disabilities are typically not addressed by Title 24 Regulations, and requires in addition to basic affordability, slight modifications to existing units, and in some instances, a varying range of supportive housing facilities. To accommodate residents with developmental disabilities, the City will seek State and Federal monies, as funding becomes available, in support of housing construction and rehabilitation targeted for persons with developmental disabilities. Carson will also provide regulatory incentives, such as expedited permit processing, and fee waivers and deferrals, to projects targeted for persons with developmental disabilities. To further facilitate the development of units to accommodate persons with developmental disabilities, the City shall reach out annually to developers of supportive housing to encourage development of projects targeted for special needs groups. Finally, as housing is developed or identified, Carson will work with the Harbor and South Central Los Angeles Regional Centers to implement an outreach program informing families within the City of housing and services available for persons with developmental disabilities. Information will be made available on the City's website.

### Support of Affordable Housing

## **19. Preservation of At-Risk Housing**

The City has established a program to monitor affordable housing units assisted by the Housing Authority that are at risk of converting to market rate. This program will be expanded to serve as an early warning system to monitor all at risk units in the City. Owners of such units will be contacted to assess the owner's intent to prepay a federally-assisted mortgage or to renew or opt out of project-based Section 8 contracts. The owners will be encouraged to consider renewal of HUD Section 8 contracts. Owners who want to opt-out of a Section 8 contract, prepay a HUD subsidized mortgage or sell their property upon the expiration of the rental subsidy will be encouraged to provide 18-24 months advanced notice to tenants. Through the program, tenants will be informed of the potential conversion of their units to market rate, and they will be educated on the potential tenant purchase of units.

## **20. Development of Multifamily Housing**

The City of Carson Housing Authority assists with the development of new multifamily rental housing. These units are targeted to families earning up to 50 percent of the area median income, adjusted for family size. Sites for new construction of affordable multifamily housing will be considered based on the development and financing feasibility of multifamily housing affordable to

households at targeted income levels consistent with the Affordable Housing Strategy. The Agency will provide financial assistance for new multifamily rental housing construction not to exceed the amount of the affordability gap remaining after all available leverage sources of non-local subsidies have been exhausted.

The City of Carson currently requires the approval of a conditional use permit for multifamily housing in the City. In the previous Housing Element, the City proposed to amend its Zoning Code to exempt all multifamily residential projects from the conditional use permit requirement. However, further analysis and ongoing development activity has shown that the requirement of a conditional use permit on multifamily development projects has not been a constraint on the development of housing in the City.

**21. Density Bonus Program**

The City's Density Bonus Program provides density bonuses to affordable housing projects in accordance with State law. It also exempts affordable housing projects from the conditional use permit requirement. The City also allows deviations from the development standards for projects that contain at least 10% affordable or senior units.

**22. Mobile Home Park Ownership/Conversion Program**

The City has established policies protecting the supply of affordable housing, including limiting the conversion of mobile home park spaces to ownership spaces and providing for the protection of mobile home park tenants since mobile home parks constitute a significant portion of the low- and moderate-income housing in the City. As such, the City has established a program to address mobile home park closures or conversions and to assist mobile home park owners in finding alternative funding mechanisms to prevent closure or conversion.

**23. Second Dwelling Unit Program**

Under this program, the City will inform eligible property owners through updated brochures and posting of information on the City's website of opportunities to develop second-units and the City's development requirements for these units. The overall strategy to encourage this type of residential development in the City includes the following elements:

Commit to specific incentives to encourage and facilitate the development of second units early enough in the planning period to provide realistic opportunities for second-unit development.

Commit to re-evaluating the requirement for a two-car garage for second units that have two bedrooms or exceed 700 square feet in size and amend the Code accordingly.

Commit to advertising second-unit development opportunities at community and senior centers, in community newsletters and local utility bills as well as establishing pre-approved design prototypes to encourage and stimulate the development of second units.

Establish an annual monitoring program that will evaluate the program's effectiveness in promoting second-unit development commensurate with the City's regional housing need. If the results of the monitoring indicate the development standards are unduly impeding second-unit development, the program should commit Carson to take immediate action to amend its second-unit ordinance and Housing Element to remove identified constraints and adopt more effective incentives.

#### **24. Incentives for Large Multifamily Units**

It is crucial that affordable units constructed in the City are available for families, as well as other special needs groups: however, larger units are often more costly to develop. Under this program, the City will prioritize incentives for developers to encourage the inclusion of units with three or more bedrooms to accommodate low-income, large family households. Incentives may include, but are not limited to: (1) Regulatory concessions/waivers; (2) Fee waivers/financial assistance; (3) Streamlined entitlement review/approvals; and (4) Technical assistance for financing/funding of development projects. Individual projects will be evaluated to determine if they qualify for any incentives on a case by case basis.

### Rental Assistance

#### **25. Section 8 Rental Assistance Program**

The Section 8 rental assistance program extends rental subsidies to low income families and elderly, which spend more than 30 percent of their income on rent. The subsidy represents the difference between the excess of 30 percent of the monthly income and the actual rent. Section 8 Vouchers provide for rental assistance payments to owners of private market rate units on behalf of very low income tenants. Vouchers permit tenants to locate their own housing. This Program is administered by the Los Angeles County Housing Authority. Approximately 340 Section 8 assisted units are provided in the City. The City's goal will be to maintain current levels of assistance. In addition, the City will encourage rental property owners to participate in the program with the Housing Authority.

#### **26. Rental Assistance (General)**

The City of Carson Housing Authority provides on-going rental subsidies to several affordable multi-family housing developments through available Housing Authority Funds. The rental subsidies serve to make more units affordable for low-income households.

## Homeownership Assistance

### **27. Mortgage Credit Certificate (MCC) Program**

The MCC Program offers first time homebuyers a federal tax credit. This credit reduces the amount of federal taxes to be paid, thus assisting first-time homebuyers to qualify for a mortgage loan allowing a lender to reduce the housing expense ratio by the amount of tax savings.

## Fair Housing

### **28. Fair Housing Services Program**

Fair Housing services are provided to the residents of the City of Carson by the Housing Rights Center. The City funds an annual contract for the Housing Rights Center to provide a variety of fair housing services including: annual housing audits, fair housing workshops for property managers, owners and tenants education, fair housing outreach, and enforcement of housing complaints within the Civil Rights (Federal and State) laws and tenant dispute resolution. Services will be provided to more than 75 persons annually. This program serves to meet a City housing goal to support the enforcement of fair housing laws and services to affirmatively further fair housing within the City.

## Energy Conservation

### **29. Energy Conservation Program**

The City's Energy Conservation Program is described in Chapter II of the element. Many of the energy conservation programs are provided through Southern California Edison and the Southern California Gas Company. However, the City has partnered with the South Bay Environmental Services Center (SBESC) to keep citizens informed on the availability of energy saving resources and information. The City has also established a Green Task Force (GTF) that provides policy direction and input on energy conservation techniques and programs.

## Foreclosure Programs

### **30. Foreclosure Crisis Program**

The City's Foreclosure Crisis Program provides pre-foreclosure services and post-foreclosure services to assist residents in need of referrals for counseling and direction. The program also includes assistance with the rehabilitation and

resale of blighted properties that are in foreclosure to qualifying moderate-income families.

### **31. Neighborhood Stabilization Program**

This program is designed to stem neighborhood decline resulting from foreclosures by purchasing, rehabilitating, and re-selling abandoned, foreclosed residential properties.

## Sites Inventory Programs

### **32. Sites Inventory Monitoring Program**

As shown in Appendix C, the City has numerous parcels of vacant land appropriately zoned to accommodate the 2014-2021 RHNA, which includes the Boulevards at South Bay Specific Plan. The adopted Specific Plan can accommodate 1,550 new dwelling units at densities between 35 to 60 dwelling units per acre. To encourage and facilitate the development of a variety of housing types, the City offers development incentives including, but not limited to: (1) Regulatory concessions/waivers; (2) Fee waivers/financial assistance; (3) Streamlined entitlement review/approvals; (4) Technical assistance for financing/funding of development projects. Assistance is prioritized for developments that provide units for special needs groups including: large households, the elderly, individuals with disabilities, including those with developmental disabilities, and extremely low income residents. During the planning period the City will provide information on vacant sites identified in the Housing Element and any additional areas of the City to interested developers. The City will monitor the supply of vacant sites annually and evaluate whether the incentives described above are providing the necessary catalyst to ensure development is occurring consistent with the Specific Plan's buildout projections and the City's affordable housing goals.

To ensure adequate sites are available throughout the planning period to meet the City's RHNA, the City will continue to annually update an inventory that details the amount, type, and size of vacant and underutilized parcels to assist developers in identifying land suitable for residential development and that also details the number of extremely low-, very low-, low-, and moderate-income units constructed annually. If the inventory indicates a shortage of available sites, the City shall rezone sufficient sites to accommodate the City's RHNA.

To ensure sufficient residential capacity is maintained to accommodate the RHNA need, the City will develop and implement a formal ongoing (project-by-project) evaluation procedure pursuant to Government Code Section 56863. Should an approval of development result in a reduction of capacity or assumed affordability below the residential capacity needed to accommodate the remaining need for lower-income households of 710 units, the City will identify and zone sufficient sites

to accommodate the shortfall.

As noted in Table 39, the City continues to carry out the Residential Rehabilitation is one of the City's primary housing improvement programs. It provides financial assistance through loans and grants and technical assistance to repair code violations and provide basic housing repairs. The City has completed approximately 134 loans and grants over the period 2010-2012. The City's Code Enforcement Program works in conjunction with the Residential Rehabilitation Program in that the Building and Safety Division responds to complaints on City code violations and provides inspections and cites property owners (2,000 cases annually) to bring them into compliance with the City's codes. Funding through the Residential Rehabilitation Program can be used to correct code violations.

There are a number of Housing Development programs offered by the City. The City's Housing Authority provides development assistance through to promote the development of affordable multifamily housing. The Housing Authority has provided approximately \$13.9 million through development agreements to the Carson City Center. An additional \$15 million has been made available in financial assistance through development agreements the City has in place with local developers for the required affordable housing component. Another \$15 million has been provided for developer assistance to facilitate the development and maintenance of special needs housing for seniors, the homeless and persons with disabilities. The City has approximately \$20 million in land inventory available for affordable housing. This program assesses the feasibility of qualified development projects, based on City of Carson's criteria, for the provision of Housing Authority/City owned land to support projects in producing affordable housing units.

The City supports affordable housing programs and provides rental assistance in support of affordable housing. Through the Preservation of At-Risk Housing Program the City monitors at-risk housing, informs tenants of potential conversion to market rate, and educates tenants on potential tenant purchase of units. Through the Los Angeles County Housing Authority, the City has approximately 340 Section 8 rental assisted units providing affordable housing to low income families. The City has also provided approximately \$230,000 annually in funds for rental assistance. This provides assistance for about 125 households to make housing affordable.

In an effort to promote fair housing within the City annual funding is provided in support of fair housing services. Annual funding is provided for contracted fair housing services including: dispute resolution services, legal advice and representation on tenant/landlord matters, as well as other civil and consumer issues.

**Table 40  
City of Carson  
2014 - 2021 Quantified Objectives**

<b>Housing Goals</b>	<b>2014 to 2021</b>	<b>Objective</b>
	<b>Number of Units Allocated</b>	<b>Units</b>
<b>New Construction****</b>		
<i>Extremely Low Income</i>	0	223
Very Low Income	447*	224
Low Income	263	263
Moderate Income	280	280
Above Moderate Income	708	708
<b>Total Units</b>	<b>1,698</b>	<b>1,698</b>
<b>Rehabilitation**</b>		
Very Low Income		50
Low Income		50
Moderate Income		100
Above Moderate Income		--
<b>Total Units</b>		<b>200</b>
<b>Conservation***</b>		
Very Low Income		--
Low Income		265
Moderate Income		--
Above Moderate Income		--
<b>Total Units</b>		<b>265</b>

Source: SCAG Regional Housing Needs Assessment, 2012. City of Carson Community Development Department

\* Includes Very Low and Extremely Low Income; RHNA does not include separate Extremely Low Income category

\*\* Includes rehabilitation of mobile home units and is consistent with the City's Residential Rehabilitation Program and Mobilehome Park Maintenance Program annual goals for the eight-year planning period.

\*\*\* Includes the number of affordable units at-risk of conversion from 2014-2024 as outlined in Appendix F.

\*\*\*\* Construction objectives represent the City's 2014-2021 RHNA allocation.



**APPENDIX A**  
**Public Outreach Materials**



# City of Carson Housing Element

The City of Carson is in the process of updating the State-required Housing Element.



Please join us at the upcoming community workshop event:



Workshop date:

Tuesday, April 23, 2013

6:30 pm

The event will be held at:

Carson City Hall  
701 E Carson Street  
Carson, CA 90745

Included in this workshop will be:

- Purpose and intent of the Housing Element
- Why and how often the Housing Element is updated
- The contents of the Housing Element
- The process for adoption
- Benefits of Housing Element certification

If you have any questions or would like additional information, please contact Zak Gonzalez II at (310) 952-1700, ext: 1301 or visit the Community Development Department located in Carson City Hall.



**CITY OF CARSON  
NOTICE OF PUBLIC HEARING  
THE 2014-2021 HOUSING ELEMENT**

NOTICE IS HEREBY GIVEN that a public hearing will be held before the City of Carson City Council for the purpose of considering adoption of the 2014-2021 Housing Element. The State of California requires that all local governments prepare and update housing elements every eight years to identify strategies to conserve, rehabilitate and provide housing to meet the existing and projected needs of the community.

State law requires that cities adequately plan to meet their share of regional housing as determined by the Southern California Association of Governments (SCAG). SCAG has determined the projected housing need to be 1,698 units for the 2014-2021 planning period. The current Housing Element, which was prepared in 2010, has been updated in accordance with Article 10.6, Sections 65580-65589.5 of the California Government Code. This includes, but not limited to, updating the population and housing characteristics to reflect current conditions, including the housing needs estimates for the City of Carson presented in SCAG's Regional Housing Needs Assessment for the 2014-2021 planning period; examining the current inventory of potential housing sites to determine the continued availability and appropriateness of these sites, particularly in terms of the type and density of housing to be developed; updating the Housing Plan to cover the 2014-2021 planning period; and reexamining and updating constraints on the production, maintenance, and affordability of housing to reflect current conditions. Under new guidelines prepared by the California Department of Housing and Community Development (HCD), the City of Carson has chosen to utilize HCD's Streamlined Update. For many local governments, such as Carson, much of the information in housing elements is found to be in compliance with the statute for the previous planning period, is still current, and/or conditions and circumstances have not significantly changed since the last update.

Also to be considered in conjunction with the subject matter will be an Addendum to the Initial Study/Negative Declaration (IS/ND) of the 2006-2014 Housing Element in order to address the environmental impacts of the adoption of the 2014-2021 Housing Element. According to Section 15164(a) of the CEQA Guidelines, the lead agency or responsible agency shall prepare an Addendum to a previously certified Environmental Impact Report (EIR) or IS/ND if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR or IS/ND have occurred. The Addendum addresses the environmental effects associated only with refinements/enhancements to the Housing Element update that have occurred since the adoption of the 2006-2014 Housing Element adoption in September 21, 2010. The conclusions of the analysis in the Addendum remain consistent with those made in the previous IS/ND.

WHEN: Tuesday, October 15, 2013

TIME: 6:00 PM

WHERE: City Hall Council Chambers  
701 East Carson Street  
Carson, CA 90745

PERSONS INTERESTED IN THIS MATTER are invited to attend this hearing to express their opinion on the above matter. Written comments may also be submitted to the City of Carson Planning Division, 701 East Carson Street, Carson, CA 90745. Copies of all relevant material are available to the general public for review in the Community Development Department – Planning Division at City Hall, 701 East Carson Street, Carson, CA 90745, or by telephone (310) 952-1700.

If a challenge is made by any party in court from actions arising out of the public meeting and the public hearing, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at, or prior to, the public hearing.

\*\*\*\*\*



**APPENDIX B**  
**State Licensed Residential Care Facilities**



Licensed Residential Care Facilities- City of Carson

Facility #	Capacity	License Status	Facility Name	Street Address	City	State	Zipcode	Telephone #
198601621	4	Pending	246 VAN ZANT HOME	455 E. 246TH PLACE	CARSON	CA	90745	(310) 518-3372
198600605	4	Licensed	ABAD GROUP HOME	23602 CAROLDALE AVE.	CARSON	CA	90745	(310) 325-4651
191600217	6	Licensed	ACOSTA FAMILY HOME	1540 CYRENE DRIVE	CARSON	CA	90746	(310) 604-8740
191601301	6	Licensed	ACOSTA FAMILY HOME II	1811 ABILA STREET	CARSON	CA	90745	(310) 513-9966
198601539	4	Licensed	ANCHOR HOME CARE	22908 ANCHOR AVE.	CARSON	CA	90745	(310) 989-8017
198601080	6	Licensed	ANGELIC CARE HOME	1138 TURMONT STREET	CARSON	CA	90746	(310) 567-9285
198601118	6	Licensed	AUSTIN HOUSE, THE	21206 DOLORES STREET	CARSON	CA	90745	(310) 952-9364
198601391	6	Licensed	BLESSARY'S HOME INC.	19515 DUNBROOKE AVE.	CARSON	CA	90746	(909) 957-8868
198601179	6	Licensed	CAROLDALE HOME	23453 CAROLDALE AVE	CARSON	CA	90745	(310) 834-2106
198202247	6	Licensed	CATO'S QUALITY CARE FACILITY	1024 EAST HELMICK STREET	CARSON	CA	90746	(310) 638-8185
198601597	4	Pending	CEN FAMILY EXTENSIVE CARE	17700 EXA CT	CARSON	CA	90746	(323) 779-1842
191600567	6	Licensed	CHANATER FAMILY HOME	165 E. 232ND PLACE	CARSON	CA	90745	(310) 549-6415
198201550	6	Licensed	EMILY'S HOME	359 E. 169TH STREET	CARSON	CA	90746	(310) 328-6018
198201803	6	Licensed	EMILY'S HOME IV	19011 EDDINGTON DRIVE	CARSON	CA	90746	(310) 378-3669
198202981	6	Licensed	EMILY'S HOME V	19203 CAMPAIGN DRIVE	CARSON	CA	90746	(310) 378-3669
198601622	4	Pending	FARIMAN VAN ZANT HOME	19209 FARIMAN DRIVE	CARSON	CA	90746	(310) 763-9269
198202955	6	Licensed	FEMA HOME	21313 ISLAND AVE.	CARSON	CA	90745	(310) 830-0805
191603371	4	Licensed	FERNANDEZ GUEST HOME	21413 WATER ST.	CARSON	CA	90745	(310) 830-1204
191671053	6	Licensed	GAMIO GROUP HOME	21528 RONAN AVE.	CARSON	CA	90745	(310) 834-3918
198601620	6	Pending	GD HOMES 1	23453 CAROLDALE AVENUE	CARSON	CA	90745	(714) 422-9263
198201837	6	Licensed	GRACE CARE CORPORATION	116 E. 189TH STREET	CARSON	CA	90746	(310) 527-0170
197800725	6	Licensed	GRACE CARE CORPORATION	317 E. 189TH ST.	CARSON	CA	90746	(310) 527-2018
198201097	6	Licensed	HARRISON'S BOARD & CARE HOMES,INC.	20108 BELSHAW AVENUE	CARSON	CA	90746	(562) 596-2568
191601075	6	Licensed	HARRISON'S FAMILY HOME ADULT RESIDENTIAL	1617 HELMICK	CARSON	CA	90746	(562) 596-2568
198601343	4	Licensed	HERITAGE HOUSE	16317 MCKINLEY AVE	CARSON	CA	90746	(310) 902-4893
198201580	5	Licensed	ISAACS SUPER SUPERVISION	19202 S. GUNLOCK AVENUE	CARSON	CA	90746	(323) 774-3398
191601019	6	Licensed	JACKSON'S ADULT RESIDENTIAL	20009 ANNALEE AVENUE	CARSON	CA	90746	(310) 639-3467
198202291	4	Licensed	JADE HOME CARE	22133 HANSOM AVENUE	CARSON	CA	90745	(310) 513-1806
191600209	6	Licensed	JOHNIGAN BOARD & CARE	320 CENTERVIEW DR.	CARSON	CA	90746	(310) 324-0515
198201207	6	Licensed	JONES FAMILY HOME ADULTS	1773 E. GLADWICK	CARSON	CA	90746	(310) 639-4572
198600586	6	Licensed	KINDWEILER HOME	272 EAST 213TH ST.	CARSON	CA	90745	(310) 999-8666
198600302	6	Licensed	LIFESTYLE BOARD AND CARE	149 EAST 235TH STREET	CARSON	CA	90745	(310) 834-9325
198201863	4	Licensed	LINCOLN HOME IV	23018 ARCHIBALD	CARSON	CA	90745	(310) 549-1317
198600504	6	Licensed	LORI'S ADULT RESIDENTIAL	20024 NORTHWOOD AVENUE	CARSON	CA	90746	(310) 637-7902
191600837	6	Licensed	LOURDES HOME CARE	424 W. 228TH STREET	CARSON	CA	90745	(310) 518-3526
198201096	6	Licensed	MEDING'S HOME CARE	627 W. 232ND STREET	CARSON	CA	90745	(310) 835-8432
198202562	6	Licensed	MEDING'S HOME CARE II	123 WEST 220TH STREET	CARSON	CA	90745	(310) 830-3286
191600795	6	Licensed	MERCED'S FAMILY HOME	1606 E. 220TH ST.	CARSON	CA	90745	(213) 835-4330
198600006	4	Licensed	MILLMONT HOME	1118 E. MILLMONT STREET	CARSON	CA	90746	(310) 631-1952
191601177	6	Licensed	MONETA HOME CARE	22032 MONETA AVENUE	CARSON	CA	90745	(310) 518-5383
191600687	6	Licensed	NALAS RESIDENTIAL FACILITY	455 E. 246TH PLACE	CARSON	CA	90746	(310) 518-3372
191601550	6	Licensed	NALAS RESIDENTIAL FACILITY	19103 ENSLOW DRIVE	CARSON	CA	90746	(310) 538-0228

Licensed Residential Care Facilities- City of Carson

191641250	6 Licensed	NALAS RESIDENTIAL FACILITY	19209 FARIMAN DR.	CARSON	CA	90746 (310) 763-9269
198600502	10 Licensed	NEPTUNE HOME	22002 NEPTUNE AVENUE	CARSON	CA	90745 (310) 834-8059
198600454	6 Licensed	OLIVE'S HOME	20020 BROADACRES AVENUE	CARSON	CA	90746 (310) 604-6010
191601735	110 Licensed	OLIVIA ISABEL MANOR	21515 SO. FIGUEROA STREET	CARSON	CA	90745 (310) 328-5116
198201170	4 Licensed	PEREZ FAM HOME	156 W. 234TH STREET	CARSON	CA	90745 (310) 834-5199
198201618	6 Licensed	PEREZ FAMILY HOME II	332 NEILSON STREET	CARSON	CA	90745 (310) 320-5430
198201947	6 Licensed	RENTERIA HOME	238 WEST 231ST STREET	CARSON	CA	90745 (310) 835-3082
191601383	6 Licensed	ROSEWOOD ADULT RESIDENTIAL FACILITY II	20009 ENSLOW DRIVE	CARSON	CA	90746 (310) 537-1735
198600994	6 Licensed	RUTH'S HAVENS	314 EAST 237TH STREET	CARSON	CA	90745 (310) 816-2939
191600793	4 Licensed	SIMPSON FAMILY HOME	18430 COLTMAN AVE	CARSON	CA	90746 (310) 324-8973
191601391	6 Licensed	STEVENS ADULT HOME	1857 ABBOTTSON	CARSON	CA	90746 (310) 637-4344
191670135	6 Licensed	TAYLOR'S RESIDENTIAL CARE	1037 EAST GLADWICK	CARSON	CA	90746 (310) 638-8887
198601025	4 Licensed	TRINITY HOMES	17505 HARWICK COURT	CARSON	CA	90746 (310) 639-7777
191601557	6 Licensed	WITHERS ADULT RESIDENTIAL CARE HOME	17419 LYSANDER DRIVE	CARSON	CA	90746 (310) 635-5957
198202826	6 Licensed	WITHERS ADULT RESIDENTIAL FACILITY #1	841 EAST MEADBROOK STREET	CARSON	CA	90746 (310) 323-6895
198601296	4 Licensed/Pending	YEATIE'S ADULT RESIDENTIAL HOME	17700 EXA CT	CARSON	CA	90746 (323) 779-1842
198203822	6 Licensed	DIMONDALE ADOLESCENT CARE FACILITY	1632 DIMONDALE DRIVE	CARSON	CA	90746 (310) 764-5670
198200917	6 Licensed	HARBOR CITY CHILDREN'S FOUNDATION, INC.	24507 MARBELLA AVENUE	CARSON	CA	90745 (310) 834-1198
191604301	6 Licensed	OPTIMIST SOUTH BAY GROUP HOME	20209 TILLMAN AVE	CARSON	CA	90746 (310) 537-6028
198206127	6 Licensed	POSITIVE PATH YOUTH DEVELOPMENT CENTER	24825 NEPTUNE AVENUE	CARSON	CA	90745 (310) 847-7160
191600883	6 Licensed	T & T HOME FOR BOYS	19504 TILLMAN AVE.	CARSON	CA	90746 (310) 635-2469
191600783	6 Licensed	TURMONT HOME FOR BOYS	741 E. TURMONT ST.	CARSON	CA	90746 (310) 532-5606
198201940	4 Licensed	A & P GUEST HOME	1703 EAST ALBREDA STREET	CARSON	CA	90745 (310) 872-3023
197607670	5 Licensed	A PARADISE ELDERLY HOME	178 WEST 231ST STREET	CARSON	CA	90745 (310) 876-6917
198601657	6 Pending	ALL HEARTS AND HANDS GUEST HOME	23518 NAFFA AVE	CARSON	CA	90745 (310) 835-5905
197608233	6 Licensed	AMAZING PARADISE HOME CARE	312 WEST 229TH STREET	CARSON	CA	90745 (310) 876-6917
198601641	14 Pending	BAYSIDE GUEST HOME, THE	138 W. 223RD ST.	CARSON	CA	90745 (310) 418-7938
197607844	4 Licensed	CAROLDALE HOME 2	23451 CAROLDALE AVENUE	CARSON	CA	90745 (310) 834-2106
197800100	6 Licensed	CARSON GUEST HOME	22418 CATSKILL AVENUE	CARSON	CA	90745 (310) 834-3144
198204950	230 Licensed	CARSON SENIOR ASSISTED LIVING	345 EAST CARSON STREET	CARSON	CA	90745 (310) 830-4010
197606934	6 Licensed	CELEBRITY CARE HOME	233 W. 234TH STREET	CARSON	CA	90745 (310) 830-8366
197608262	6 Pending	FAMILY CARE MANOR II	211 E. CLARION DRIVE	CARSON	CA	90745 (310) 480-6651
198601567	6 Pending	GD HOMES 2	23451 CAROLDALE AVE	CARSON	CA	90745 (310) 422-9263
197606345	6 Licensed	HARMONY HOME CARE	1318 215TH ST	CARSON	CA	90745 (310) 549-0218
197607151	6 Licensed	HOME SWEET HOME ASSISTED LIVING	19304 COSLIN AVENUE	CARSON	CA	90746 (310) 869-8009
197606884	6 Licensed	JOTAG HOME CARE	105 WEST 225 STREET	CARSON	CA	90745 (424) 477-5593
197607674	6 Licensed	M & L GUEST HOME	23071 ARCHIBALD AVE.	CARSON	CA	90745 (310) 834-1363
198204149	6 Licensed	PLEASANT GUEST HOME	23042 S. ARCHIBALD AVENUE	CARSON	CA	90745 (310) 549-0077
197607061	4 Licensed	SEACREST	110 E. 229TH PLACE	CARSON	CA	90745 (310) 549-1208
198205247	6 Licensed	SOUTH BAY RESIDENTIAL HOME	430 WEST 214TH STREET	CARSON	CA	90745 (310) 533-6068
197606350	6 Licensed	ST. ANTHONY'S CARE HOME	507 WEST 215TH STREET	CARSON	CA	90745 (310) 856-8244

**Licensed Residential Care Facilities- City of Carson**

198204805	6 Licensed	ST. WILLIAMS GUEST HOME	22023 SOUTH CALLAHAN PLACE	CARSON	CA	90745 (310) 835-3991
198204659	6 Licensed	STAR CARE RESIDENTIAL	416 EAST 212TH ST.	CARSON	CA	90745 (310) 549-5381
198203590	6 Licensed	TRADITIONAL CARE MANOR	211 E. CLARION DRIVE	CARSON	CA	90745 (310) 518-7909
191601407	6 Licensed	VERGIE'S MANOR	553 E. 169TH STREET	CARSON	CA	90746 (310) 323-0676
198204584	6 Licensed	VILLA ANGELA RESIDENTIAL HOME	23528 FIGUEROA STREET	CARSON	CA	90745 (310) 918-1262
198201821	4 Licensed	SOUTH BAY FAMILY HOME	21821 ARCHIBALD AVENUE	CARSON	CA	90745 (310) 320-3630
198201300	6 Licensed	TRAVIS SMALL FAMILY HOME	19809 LEAPWOOD AVENUE	CARSON	CA	90746 (310) 538-3468
198201396	2 Licensed	UGALDE HOME	1458 EAST 215TH STREET	CARSON	CA	90745 (310) 952-0491



**APPENDIX C**  
**List of Vacant Sites Identified by Assessor Parcel Numbers -**  
**2013**



APN	Zone	General Plan Designation	Address	Acres	Gross Units
6140003028	CG	MD	742 ALONDRA BLVD	0.75	9
6140003056	CG	MD	NO ADDRESS	0.30	3
7336017013	ML-D_RS	LD	NO ADDRESS	0.11	1
7335010904	MU-CS	MU-R	NO ADDRESS	0.17	9
7335010907	MU-CS	MU-R	NO ADDRESS	4.48	246
7335011900	MU-CS	MU-R	616 E CARSON ST	0.48	26
7337011016	MU-CS	MU-R	NO ADDRESS	0.16	8
7337011900	MU-CS	MU-R	NO ADDRESS	1.70	93
7337011901	MU-CS	MU-R	NO ADDRESS	0.50	27
7343011020	MU-CS	MU-R	NO ADDRESS	0.44	24
7343019900	MU-CS	MU-R	21704 FIGUEROA ST	0.27	14
7343019901	MU-CS	MU-R	526 W CARSON ST	0.12	6
7343020902	MU-CS	MU-R	600 W CARSON ST	0.26	14
7343020903	MU-CS	MU-R	610 W CARSON ST	0.13	7
7406002039	MU-SB	MU-R	NO ADDRESS	1.05	36
7406013003	MU-SB	MU-R	440 E SEPULVEDA BLVD	0.22	7
7327011900	OS	LD	NO ADDRESS	0.09	1
7327011905	OS	LD	NO ADDRESS	0.10	1
7327011906	OS	LD	NO ADDRESS	0.10	1
7327011907	OS	LD	NO ADDRESS	0.10	1
7327011908	OS	LD	NO ADDRESS	0.09	1
7327011909	OS	LD	NO ADDRESS	0.10	1
7327011910	OS	LD	NO ADDRESS	0.11	1
7327011911	OS	LD	NO ADDRESS	0.11	1
7317001030	RA	LD	NO ADDRESS	0.11	1
7330007906	RA	LD	NO ADDRESS	10.26	89
7330008902	RA	LD	NO ADDRESS	11.18	97
7330009903	RA	LD	NO ADDRESS	0.94	8
7330009913	RA	LD	NO ADDRESS	0.66	5
7337009033	RA	LD	21414 GRACE AVE	0.46	11
7337009035	RA	LD	NO ADDRESS	1.09	9
7343015010	RM-12-D	LD	125 W 219TH PL	0.25	3
7343016087	RM-12-D	MD	235 W 220TH ST	0.25	3
7341014025	RM-18-D	HD	NO ADDRESS	0.19	3
7341012011	RM-25-D	HD	279 W 223RD ST	0.38	9
7335021021	RM-8-D	MD	NO ADDRESS	0.21	1
7337002009	RM-8-D	LD	NO ADDRESS	0.12	1

APN	Zone	General Plan Designation	Address	Acres	Gross Units
6140003057	RS	LD	NO ADDRESS	0.21	1
7319012011	RS	LD	NO ADDRESS	0.10	1
7319019011	RS	LD	17707 EXA CT	0.12	1
7319019012	RS	LD	17701 EXA CT	0.12	1
7319021018	RS	LD	NO ADDRESS	0.11	1
7319021019	RS	LD	NO ADDRESS	0.11	1
7319027031	RS	LD	NO ADDRESS	0.10	1
7319027032	RS		17610 RAINSBURY AVE.	0.10	1
7319031002	RS	LD	NO ADDRESS	0.10	1
7319031008	RS	LD	NO ADDRESS	0.10	1
7319031009	RS		17544 RAINSBURY AVE.	0.10	1
7327008053	RS	LD	21431 S PERRY ST.	0.12	1
7327008054	RS	LD	21427 S PERRY ST.	0.12	1
7327008055	RS	LD	21419 S PERRY ST.	0.13	1
7327008056	RS	LD	21415 S PERRY ST.	0.12	1
7327008072	RS	LD	21336 ALVAR PL.	0.12	1
7327008073	RS	LD	21340 ALVAR PL.	0.12	1
7327008074	RS	LD	21344 ALVAR PL.	0.13	1
7327008075	RS	LD	21348 ALVAR PL.	0.12	1
7327008076	RS	LD	21352 ALVAR PL.	0.12	1
7328007033	RS	LD	NO ADDRESS	0.11	1
7328007034	RS	LD	NO ADDRESS	0.10	1
7328009029	RS	LD	NO ADDRESS	0.09	1
7328010001	RS	LD	NO ADDRESS	0.10	1
7330014008	RS	LD	339 W 234TH PL	0.11	1
7332012045	RS	LD	NO ADDRESS	0.09	1
7334003021	RS	LD	21135 1/2 BOLSA ST	0.96	8
7334003903	RS	LD	NO ADDRESS	0.14	1
7336019002	RS	LD	NO ADDRESS	0.10	1
7336019009	RS	LD	20832 SHEARER AVE.	0.10	1
7336020002	RS	LD	NO ADDRESS	0.09	1
7336022029	RS	LD	NO ADDRESS	0.28	2
7336022035	RS	LD	NO ADDRESS	0.23	1
7336022075	RS	LD	20808 JAMISON AVE	0.29	2
7341022027	RS	LD	NO ADDRESS	0.15	1
7343010032	RS	LD	NO ADDRESS	0.12	1
7343021035	RS	LD	NO ADDRESS	0.23	2

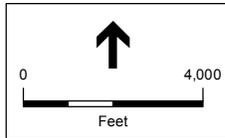
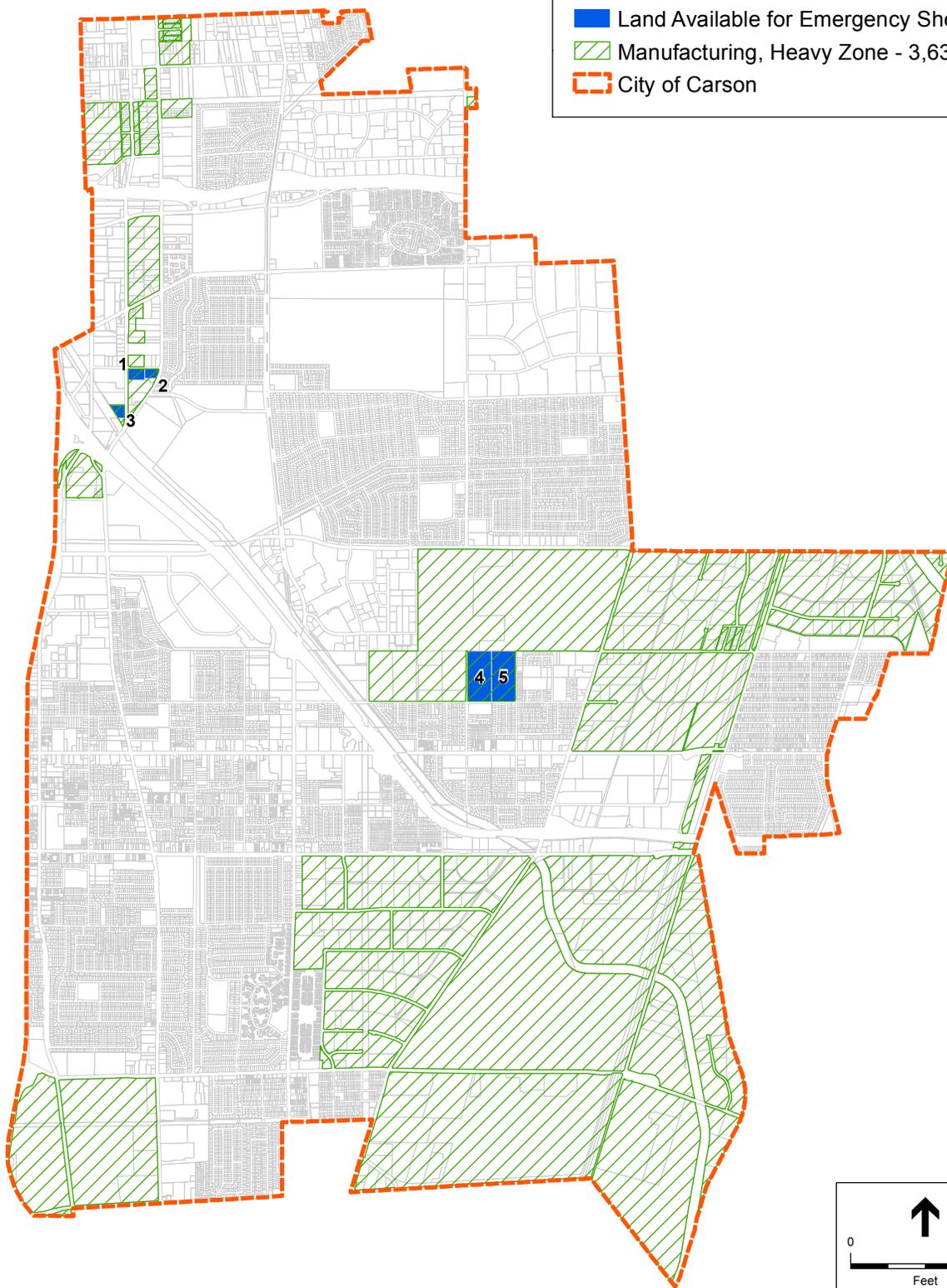
APN	Zone	General Plan Designation	Address	Acres	Gross Units
7404001006	RS	LD	NO ADDRESS	0.09	1
7404001027	RS	LD	NO ADDRESS	0.10	1
7404002006	RS	LD	NO ADDRESS	0.10	1
7404002019	RS	LD	NO ADDRESS	0.10	1
7404003008	RS	LD	NO ADDRESS	0.10	1
7404003015	RS	LD	NO ADDRESS	0.10	1
7404007028	RS	LD	831 E PACIFIC ST	0.10	1
7404015070	RS	LD	624 E PACIFIC ST	0.15	1
7404015905	RS	LD	NO ADDRESS	0.14	1
7404015907	RS	LD	NO ADDRESS	0.14	1
7406016089	RS	LD	NO ADDRESS	0.14	1
					836
7336010013	SP-10		20330 S Main St	11.72	1,550 (Boulevards at South Bay Specific Plan)
7336010014	SP-10	MU-R	NO ADDRESS	15.13	
7336010015	SP-10	MU-R	NO ADDRESS	18.69	
7336010016	SP-10	MU-R	NO ADDRESS	28.17	
7336010017	SP-10	MU-R	NO ADDRESS	27.34	
7336010018	SP-10	MU-R	NO ADDRESS	8.84	
7336010019	SP-10	MU-R	NO ADDRESS	16.33	
7336010020	SP-10	MU-R	NO ADDRESS	23.76	
7336010021	SP-10	MU-R	NO ADDRESS	4.47	
				<b>TOTAL GROSS UNITS</b>	<b>2386</b>



**APPENDIX D**  
**Manufacturing Light (ML) and Manufacturing Heavy (MH)**  
**Zone Districts**



- Land Available for Emergency Shelters
- Manufacturing, Heavy Zone - 3,630 ac
- City of Carson





**APPENDIX E**  
**Boulevards at South Bay Specific Plan**



# THE BOULEVARDS AT SOUTH BAY SPECIFIC PLAN

retail ■ entertainment ■ restaurant ■ residential ■ hospitality

FEBRUARY 8, 2006  
AMENDED APRIL 5, 2011  
Ordinance No: 11-1469

CARSON MARKETPLACE, LLC





# THE BOULEVARDS AT SOUTH BAY SPECIFIC PLAN

(FORMERLY CARSON MARKETPLACE SPECIFIC PLAN)

FEBRUARY 8, 2006

AMENDED APRIL 5, 2011

Adopted by the Carson City Council

Ordinance No. 06-1341 (Original)

Ordinance No. 11-1469 (Amended)

*Prepared for:*

## **Carson Marketplace, LLC**

John Hopkins  
Hopkins Real Estate Group  
17461 Derian Avenue, Suite 106  
Irvine, CA 92614  
Ph (949) 270-2420  
Fax (949) 644-8631

Bryan Miranda  
LNR Property Corporation  
4350 Von Karman Avenue, Suite 200  
Newport Beach, CA 92660  
Ph (949) 885-8500  
Fax (949) 885-8503

*Prepared by:*

The Planning Center  
1580 Metro Drive  
Costa Mesa, CA 92626  
(714) 966-9220



*This page intentionally left blank.*

# TABLE OF CONTENTS

<b>1.0</b>	<b>INTRODUCTION .....</b>	<b>1</b>
1.1	Purpose and Intent .....	1
1.2	Project Overview.....	2
1.3	Authority to Prepare Specific Plan.....	2
1.4	Environmental Clearance.....	2
<b>2.0</b>	<b>CONTEXT AND CONDITIONS .....</b>	<b>3</b>
2.1	Project Location and Surrounding Uses .....	3
2.2	Existing Site Conditions.....	3
2.3	Existing Land Use Designations .....	5
2.3.1	General Plan .....	5
2.3.2	Zoning .....	5
2.4	Consistency with the General Plan and Redevelopment Plan .....	6
<b>3.0</b>	<b>LAND USE PLAN.....</b>	<b>7</b>
3.1	Approach .....	7
3.2	Project Objectives.....	7
3.3	Development Districts .....	8
3.4	Land Use Categories .....	10
<b>4.0</b>	<b>LAND USE ILLUSTRATIVE.....</b>	<b>13</b>
<b>5.0</b>	<b>PLAN ELEMENTS .....</b>	<b>15</b>
5.1	Circulation Concept.....	15
5.1.1	Regional Access.....	15
5.1.2	Internal Circulation .....	15
5.1.3	Parking.....	26
5.1.4	Pedestrian and Bicycle Circulation .....	26
5.1.5	Public Transportation .....	26
5.2	Open Space/Recreation.....	27
5.3	Affordable Housing.....	27
5.4	Public Services and Infrastructure.....	30
5.4.1	Police and Fire .....	30
5.4.2	Drainage.....	31
5.4.3	Water and Sewer Systems.....	31
5.4.4	Electricity and Solid Waste .....	35
5.4.5	Grading, Subsurface Remediation and Cap .....	36

<b>6.0</b>	<b>DEVELOPMENT STANDARDS .....</b>	<b>37</b>
6.1	Permitted Uses.....	37
6.2	General Development Standards .....	41
6.3	Public Plazas .....	44
6.3.1	Public Plaza Requirements .....	44
6.4	Landscaping .....	45
6.4.1	General Provisions .....	45
6.4.2	Landscape Theme Areas .....	45
6.5	Walls and Fences.....	49
6.5.1	General Provisions .....	50
6.6	Signage .....	50
6.7	Lighting.....	56
6.7.1	Light Level Requirements .....	57
6.7.2	Light Control Methods.....	59
6.7.3	Site Lighting Exhibits .....	59
6.8	Service, Trash and Utility Areas .....	65
6.9	Public Art .....	66
6.9.1	Public Art Requirements .....	66
6.9.2	General Provisions .....	66
6.10	Noise and Vibration .....	68
6.10.1	Noise .....	68
6.10.2	Vibration.....	68
6.11	Energy Conservation.....	69
6.12	Residential Condominium Requirements.....	70
6.12.1	Private Storage Space .....	70
6.12.2	Treatment of Utilities.....	70
6.12.3	Isolation of Vibration and Sources of Structure-Borne Noise .....	71
6.12.4	Attenuation of Noise .....	72
<b>7.0</b>	<b>DESIGN STANDARDS &amp; GUIDELINES .....</b>	<b>73</b>
7.1	Site Design & Landscape .....	73
7.1.1	Commercial.....	73
7.1.2	Residential .....	77
7.1.3	Mixed-Use .....	79
7.2	Architecture.....	80
7.2.1	Commercial.....	80
7.2.2	Residential .....	82
7.2.3	Mixed-Use .....	83
<b>8.0</b>	<b>IMPLEMENTATION .....</b>	<b>85</b>
8.1	Review and Approval Process.....	85

8.1.1	Subdivisions .....	85
8.1.2	Residential Condominiums .....	85
8.1.3	Amendments to Specific Plan .....	85
8.1.4	Minor Modifications .....	85
8.1.5	Interpretation .....	86
8.1.6	Conditional Use Permit .....	86
8.1.7	Major Modification .....	86
8.1.8	Site Plan and Design Review .....	86
8.1.9	Other Considerations .....	89
8.2	Maintenance .....	90
8.3	Equivalency Program .....	90
8.3.1	Limitations .....	91
8.3.2	Use Classification and Impact Assessment Procedures .....	92
8.3.3	Submittal and Approval Procedures .....	93
8.4	Financing .....	94
8.5	Phasing .....	94

## LIST OF FIGURES

Figure 2.1a	Regional and Project Vicinity .....	4
Figure 2.1b	Project Aerial .....	5
Figure 3.3a	Development Districts .....	9
Figure 3.4a	Land Use Categories .....	11
Figure 4.0a	Project Illustrative .....	14
Figure 5.1a	Vehicular Circulation Concept .....	17
Figure 5.1b	Circulation Sections .....	18
Figure 5.1c	Section A - Del Amo Entrance (Private) .....	19
Figure 5.1d	Section B - Corridor Road in Entertainment Areas .....	19
Figure 5.1e	Section C1 - Corridor Road with Auxiliary Lanes .....	20
Figure 5.1f	Section C2 - Corridor Road at Parking Lots .....	20
Figure 5.1g	Section C3 - Corridor Road with Multi-Purpose Trail .....	21
Figure 5.1h	Section C4 - Corridor Road at Bus Stops .....	21
Figure 5.1i	Section D - Loop Road (Private) .....	22
Figure 5.1j	Section E - Avalon Entrance .....	22
Figure 5.1k	Section F - Freeway Edge (I-405/Project Interface) .....	23
Figure 5.1l	Section G - Channel-Adjacent Slope (Residential/Project Interface) .....	23
Figure 5.1m	Section H - Del Amo Boulevard .....	24
Figure 5.1n	Section I - Main Street Entrance .....	24
Figure 5.1o	Non-vehicular Circulation Concept .....	25
Figure 5.2a	Conceptual Landscape for Residential North of Del Amo .....	28
Figure 5.2b	Conceptual Landscape for Residential South of Del Amo .....	29
Figure 5.4a	Storm Drainage Concept .....	32
Figure 5.4b	Sanitary Sewer Concept .....	33

Figure 5.4c Domestic and Reclaimed Water Concept.....34

Figure 6.4a Landscape Themes .....40

Figure 6.4b Conceptual Landscape for Corridor Road.....48

Figure 6.5a Walls and Fences .....52

Figure 6.6a Conceptual Sign Locations .....53

Figure 6.6b Conceptual Sign Illustratives .....54

Figure 6.6c Conceptual Freeway Signs Illustrative.....55

Figure 6.7a Site Lighting Exhibit Key Map.....60

Figure 6.7b Section A - Del Amo Entrance.....61

Figure 6.7c Section B - Corridor Road in Entertainment Areas .....61

Figure 6.7d Section C - Typical Corridor Road.....62

Figure 6.7e Section D - Loop Road (Private).....62

Figure 6.7f Section E - Freeway Edge (I-405/Project Interface).....63

Figure 6.7g Section F - Channel-Adjacent Slope (Residential/Project Interface).....63

Figure 6.7h Section G - Del Amo Boulevard .....64

## LIST OF TABLES

Table 4.1 Land Use Summary.....13

Table 6.1 Permitted Uses .....38

Table 6.2-1 General Development Standards.....41

Table 6.2-2 Building Height Development Standards .....43

Table 6.6 Sign Standards .....51

Table 6.7-1 Light Intensity Minimum Requirements.....57

Table 6.7-2 Luminaire Photometric Classification.....59

Table 8.3 Equivalency Matrix: Examples of Land Use Conversion Factors .....91

## APPENDICES

APPENDIX A PLANT PALETTE

APPENDIX B LIGHTING PALETTE

APPENDIX C CONSISTENCY ANALYSIS

APPENDIX D EIR SUMMARY

APPENDIX E MITIGATION MONITORING PROGRAM

APPENDIX F EQUIVALENCY PROGRAM

## 1.0 INTRODUCTION

### 1.1 Purpose and Intent

The Boulevards at South Bay Specific Plan describes the elements, character, location and method of implementation for this 168-acre development project, 157 acres of which represent a former landfill. The purpose is to implement the vision for urban infill and the reuse and recycling of land through the establishment of land uses, design criteria, development regulations, infrastructure plans and implementation procedures that will guide development in an orderly fashion, consistent with City policies and procedures. The intent is also to implement and provide consistency with the goals, objectives and policies of the City of Carson General Plan and Redevelopment Plan.

This Specific Plan is forward thinking in that it allows some degree of flexibility in its implementation to accommodate the inevitable changes in economic conditions, market dynamics and technological advances that occur over time. The Specific Plan area has been divided into three Development Districts that respond to the type of uses planned on the site and provide a structure for their development. Development Districts 1 and 2 are both on the former landfill site, which will require complex engineering techniques and associated expenditures to develop safely and in accordance with state and federal regulations. Development District 3 is immediately across Del Amo Boulevard to the north, on uncompromised land that is currently vacant.

The Specific Plan will be adopted by ordinance and will implement zoning for the site. Going beyond the guidance typically found in a zoning ordinance, however, The Boulevards at South Bay Specific Plan provides applicants, City staff, the public and decision makers with information on the project's background, overall intent, design standards and guidelines to facilitate the project's review implementation.

#### PROJECT BACKGROUND A BRIEF HISTORY OF CARSON

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

In politics, there is an acronym, "N.I.M.B.Y.," which is short for "not in my back yard." People realize that society needs facilities such as garbage dumps, auto dismantling centers and waste treatment plants, but when it comes time to build them, no one wants them in their own back yard. So when such essential facilities were needed in the South Bay, the incorporated cities such as Torrance and Redondo Beach had the political clout to resist the location of such controversial projects within their city borders. Since Carson was an unincorporated area for so long, with little political representation, it often ended up as the dumping ground (both literally and figuratively) of its neighbors. By the time Carson finally

incorporated as a city in 1968, its landscape was pockmarked with dozens of refuse dumps, landfills, and auto dismantling plants that none of its neighbors would have in their own cities (source: Growing Pains of a Young City, <http://ci.carson.ca.us/Extra/GrowingPains.htm>).

As California has grown, planners, conservationists and those concerned with public health have decried urban sprawl and its social and environmental costs, and developers have gone into the hinterlands in search of cheap land where hours-long commutes from these bedroom communities to jobs are commonplace. This type of development typically has high municipal costs and it usually precedes commercial development that can generate enough taxes for City coffers to pay for the infrastructure and services to support these edge communities.

Sprawl has forced our society to look long and hard at reclaiming the underutilized urban landscape. Everyone from the United States Environmental Protection Agency to the California Center for Land Recycling now understands that our society, to become more sustainable, needs to facilitate and support urban infill types of development where existing infrastructure, strong employment base and community support services are already in place. The Boulevards at South Bay represents such an opportunity to reclaim a 157-acre landfill and replace what once was a trash dump with the vibrancy of life.

## **1.2 Project Overview**

The Boulevards at South Bay is a prime example of what can be done in the effort to recycle and reclaim urban land. What was once a landfill and blight on the neighboring community has the opportunity to become a shining example of civic pride and environmental technology with the construction of a mixed-use community of residential, retail, commercial and hospitality that will bring residents and tax generation back to a site that never could have imagined such a bright future.

The Boulevards at South Bay Specific Plan provides development standards and guidelines that allow for a potential mix of approximately 2 million square feet of commercial, a 300-room hotel and up to 1,550 residential units. Section 4 presents a land use illustrative that demonstrates a potential project configuration.

## **1.3 Authority to Prepare Specific Plan**

The California Government Code authorizes jurisdictions to adopt specific plans either by resolution as policy, by ordinance as regulation or a combination of both. The Boulevards at South Bay Specific Plan is established through the authority granted by the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. Both Planning Commission and City Council hearings are required. In either resolution or ordinance form, the Specific Plan must be adopted by the Carson City Council.

Upon adoption, this Specific Plan will serve as zoning for the properties involved. It establishes the necessary plans, development standards, regulations, infrastructure requirements, design guidelines, implementation programs and mitigation measures on which subsequent project-related development activities are to be founded. It is intended that local public works projects, design review plans, detailed site plans, grading permits and building permits or any other action requiring ministerial or discretionary approval applicable to this area be consistent with this Specific Plan.

## **1.4 Environmental Clearance**

This specific plan is prepared in accordance with the California Environmental Quality Act (CEQA). An initial study was prepared, and it was determined that an Environmental Impact Report (EIR) was needed to analyze potential project impacts. Future development projects that are consistent with this specific plan will not require further environmental documentation nor focused environmental analysis pursuant to CEQA.

## 2.0 CONTEXT AND CONDITIONS

### 2.1 Project Location and Surrounding Uses

The Boulevards at South Bay is proposed for a currently undeveloped site located at 20400 Main Street in the City of Carson in the South Bay area of Los Angeles County. It is located approximately 17 miles south of downtown Los Angeles and approximately 6.5 miles east of the Pacific Ocean. The Project Site is comprised of approximately 168 acres located southwest of the San Diego Freeway (I-405), north of the Avalon Boulevard interchange and east of Main Street. The majority of the Project Site, consisting of 157 acres, is located south of Del Amo Boulevard, while the remaining 11 acres are located north of Del Amo Boulevard.

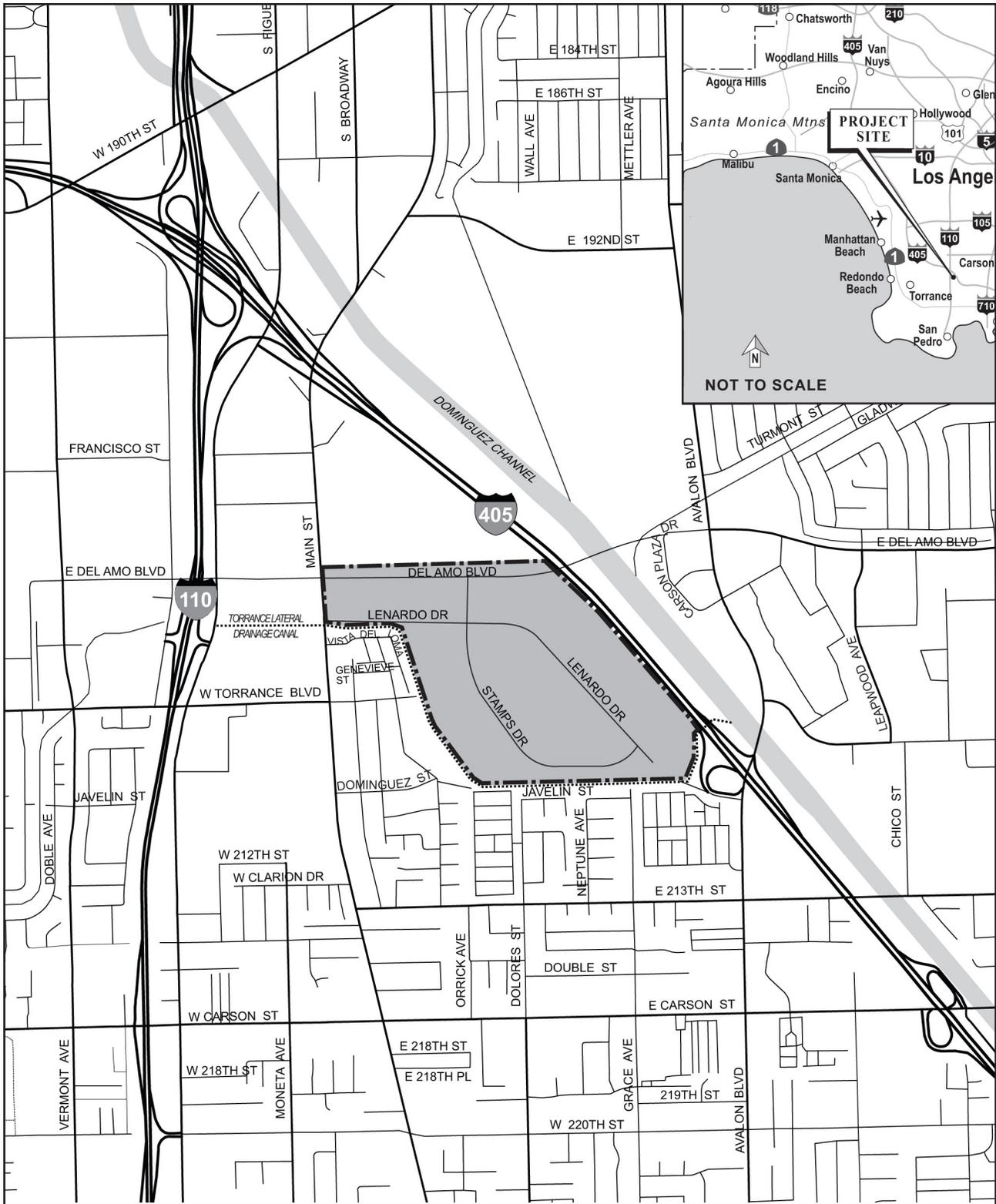
Figure 2.1a depicts The Boulevards at South Bay in its regional and local context, while an aerial photograph of the Project Site, in Figure 2.1b, shows the surrounding land uses and adjacent areas.

On a local scale, the Project Site is surrounded by multiple uses. East of I-405, land uses include neighborhood and regional retail, most notably the South Bay Pavilion at Carson. To the north and east of the Project Site are the Dominguez Golf and Practice Center and the Victoria Golf Course, respectively. Residential areas, consisting of one-story and two-story detached residences and mobile homes, are located to the south and west. The residences are separated from the site by the Torrance Lateral Flood Control Channel (Torrance Lateral), a concrete-lined drainage channel which parallels the southern and western border of the site. To the west of the Project Site, extending away from the site on Torrance and Del Amo Boulevards, are commercial and light industrial uses. Further north on Main Street are light industrial uses, with the Home Depot Center and California State University, Dominguez Hills, located northeast of the project.

### 2.2 Existing Site Conditions

The site has been essentially vacant since the closing and covering of the landfill in 1965. The site is predominantly bare soil that becomes green with nonnative grasses following winter rains and turns brown by summer. The site's elevation is basically at grade with Del Amo Boulevard to the north and approximately 20 feet uphill of I-405, which is immediately to the east. The current and planned site sits approximately 16 feet above the top of the Torrance Lateral and the neighborhoods to the south and west, while it is approximately 8 feet uphill from the Main Street grade elevation to the west.

On-site, the land is relatively flat with elevations varying in a somewhat random pattern between 26 and 50 feet above the Torrance Lateral. Generally, the site is elevated above existing grades at the edges (except on the north where it abuts Del Amo) and generally slopes inward. There is an existing street circulation pattern offering single access points to both Del Amo and Main Street. The streets are located in areas that originally functioned as a haul road system for trash trucks traveling within the landfill.



Source: PCR, 2005.

Figure 2.1a Regional and Project Vicinity



Source: PCR, 2005.

Figure 2.1b Project Aerial

## 2.3 Existing Land Use Designations

### 2.3.1 General Plan

Prior to adoption of The Boulevards at South Bay Specific Plan, the entire site was designated Mixed Use-Business Park (MU-BP) in the City's General Plan (adopted October 11, 2004). This designation permits a mixture of commercial and business park/limited industrial uses in the same building, on the same parcel, or within the same area. However, the MU-BP designation does not permit residential uses.

The Boulevards at South Bay Specific Plan includes residential uses. Accordingly, the Specific Plan project includes an amendment to the City's General Plan to change the land use designation to The Boulevards at South Bay Specific Plan to allow a mixture of entertainment, commercial, office and residential uses.

### 2.3.2 Zoning

Prior to adoption of The Boulevards at South Bay Specific Plan, the site contained two underlying zoning designations and two overlay designations. The southeast corner and the area north of Del Amo Boulevard contained the "Regional Commercial" zoning designation and the remainder of the site contained the "Light Manufacturing" zoning designation. The Regional Commercial zoning designation accommodates major commercial uses serving the community or subregional area and offering a full range of retail merchandise and services. The Light Manufacturing zoning designation accommodates small- and medium-sized industrial and commercial uses.

In combination with the underlying zoning designations, the overlay districts provide tailored guidance to address specific conditions. Prior to adoption of The Boulevards at South Bay Specific Plan, the site contained the D (Design) and ORL (Organic Refuse Landfill) Overlays. The Design Overlay required Site Plan and Design Review of future development within the site to achieve special standards of design, architectural quality, style compatibility, landscape treatment and functional integration of neighboring developments. The Organic Refuse Landfill Overlay regulated the uses of organic refuse landfill sites to ensure that proper mitigation measures were taken to eliminate or minimize hazards and environmental risks associated with landfill sites. The intent of these Overlays has been woven into the Specific Plan in the form of regulations and guidelines.

The Boulevards at South Bay Specific Plan project includes an amendment to the Zoning Ordinance to change the designation to The Boulevards at South Bay Specific Plan. As discussed in Section 3, the Specific Plan will serve as an overlay to the existing Regional Commercial (RC) zone currently applicable to Development District 3.

#### **2.4 Consistency with the General Plan and Redevelopment Plan**

State law requires that The Boulevards at South Bay Specific Plan be consistent with and demonstrate implementation of the City's General Plan. Additionally, as state law requires that a redevelopment plan be consistent with a city's general plan, The Boulevards at South Bay Specific Plan must also demonstrate consistency with the City's Redevelopment Plan.

The Boulevards at South Bay Specific Plan is consistent with and furthers a number of goals and objectives identified in the City's General Plan and Redevelopment Plan. Overall, the Project represents a productive reuse of a brownfield site that is compatible with surrounding uses, and offers Carson residents new opportunities for residential, retail, entertainment and employment. The project features up to 1,550 new residential units, bringing needed housing to the City and generating a unique mixed-use environment that can serve as a signature project for Carson. A complete analysis of the proposed The Boulevards at South Bay Specific Plan for consistency with the City of Carson General Plan and Redevelopment Plan is provided in Appendix C.

## 3.0 LAND USE PLAN

### 3.1 Approach

The Boulevards at South Bay Specific Plan provides for a potential mix of approximately 2 million square feet of commercial, retail and entertainment uses; a 300-room hotel; and up to 1,550 residential units. The Land Use Plan is designed to accommodate these uses through the creation of three development districts and two land use categories: Commercial Marketplace (CM) and Mixed-Use Marketplace (MU-M). The development districts and land use categories allow for a greater variety of land uses and customized development standards. This approach enables The Boulevards at South Bay to create a truly unique and vibrant center for the City of Carson. Additionally, to respond to changing markets over time, the Specific Plan and associated Environmental Impact Report (EIR) are designed to be flexible enough to allow the project to develop a limited increase in commercial square footage with a corresponding reduction in residential units per the Equivalency Program in the Implementation Section of this Plan.

### 3.2 Project Objectives

The following is a list of objectives that apply to the Project.

1. Achieve productive reuse of a large brownfield site by approving a Project capable of generating the revenue necessary to pay for and effect remediation of the environmental conditions on the Project Site.
2. Promote the economic well-being of the Redevelopment Project Area by encouraging the diversification and development of its economic base, and assist in creating both short- and long-term employment opportunities for the residents of the Redevelopment Project Area and the City.
3. Maximize shopping and entertainment opportunities to serve the population and maintain a sustainable balance of residential and nonresidential uses by approving a mixed-use Project that includes entertainment, retail shopping, restaurants and residential units.
4. Stimulate private sector investment in the Project Site by implementing a Project that is fiscally sound and capable of financing the construction and maintenance of necessary infrastructure improvements.
5. Provide a Project that maximizes the advantages of the site's location in terms of visibility and proximity to the San Diego Freeway, supporting the Project's role as a signature/gateway project. Enhance freeway corridors and major arterials that act as gateways by maximizing the Project Site's visibility and creating a vibrant urban core.
6. Increase revenues to the City by approving a Project that provides for a variety of commercial and retail activities with the potential to generate substantial sales- and property-tax revenue.

7. Improve the housing stock by approving a Project that includes a substantial residential component with rental and for-sale units.
8. Promote the economic well-being of the Project Site by approving a Project that is attractive to consumers and residents and that would ensure long-term success of the development.
9. Provide hotel rooms to meet an identified market need, and in doing so, serve nearby businesses, community activities and proposed on-site uses.
10. Consistent with other objectives, provide a Project design that interfaces with surrounding uses in a manner that provides for a transition between the Project and adjacent areas.

### 3.3 Development Districts

As shown on Figure 3.3a, three “Development Districts” have been delineated to describe the different uses planned for the site. The delineation of the districts will remain the same regardless of how the site is ultimately developed. Each district has its own zoning, allowed uses and development standards. Development Districts 1 and 2 cover the 157-acre reclaimed landfill, while Development District 3 is across Del Amo Boulevard to the north on vacant land. To provide for flexibility, the exact location of uses within a district will be determined during the tract map and development review process. The graphics showing the proposed location of buildings are for conceptual purposes to illustrate a likely development plan that can occur within the controls established by the development standards. The following is a brief description of the conceptual uses proposed within each of the districts.

#### Development District 1

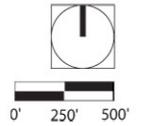
Development District 1 (DD 1) is approximately 31 acres north of Corridor Road and abuts the eastern edge of Main Street and the southern edge of Del Amo Boulevard between Main Street and I-405. DD 1 is designated for Mixed-Use Marketplace (MU-M) and may contain both for-sale and for-rent residential properties along with neighborhood-serving commercial uses. The residential and commercial uses may be either vertically or horizontally integrated. For example, commercial uses such as a gym/health club could be located on the ground floor of multifamily apartments. The mixed-use designation does not, however, require a mix of uses and DD 1 could be dedicated entirely to residential or commercial uses allowed by the MU-M designation.

#### Development District 2

Development District 2 represents approximately 126 acres and is the largest of the development districts, occupying the majority of the site. This district is surrounded by DD 1 to the north, I-405 to the east and the Torrance Lateral to the south and west. DD 2 is designated for Commercial Marketplace (CM) and may contain a combination of entertainment, large-scale commercial tenants, restaurants and a hotel.



Legend  
 ——— Development District Boundary  
 DD Development District



Source: The Planning Center, 2009.

Figure 3.3a Development Districts

### Development District 3

Development District 3 (DD 3) consists of approximately 11 acres located north of Del Amo Boulevard, across from the contiguous Development Districts 1 and 2. DD 3 is designated for Mixed-Use Marketplace (MU-M). DD 3 may contain a mixture of residential and neighborhood-serving commercial uses. As in DD 1, DD 3 could be dedicated entirely to residential or commercial uses allowed by the MU-M designation so long as the maximum square feet or number of units allowed in DD 1 and 3 are not exceeded. DD 3 is unaffected by the land use restrictions imposed by the landfill status of DD 1 and may, therefore, contain at-grade housing.

In Development District 3, the Specific Plan will apply as an overlay to the existing Regional Commercial (RC) zone. The Specific Plan will not replace the underlying zone completely as was done in Development Districts 1 and 2. All the regulations and development standards for the RC zone contained in Chapter 1 (Sections 9131.1 through 9138.71) of the Carson Municipal Code shall apply in addition to the regulations and development standards of The Boulevards at South Bay Specific Plan. Depending upon the types of development proposed, development shall be permitted and processed pursuant to either the regulations and development standards for the RC zone or the regulations and development standards for The Boulevards at South Bay Specific Plan.

### 3.4 Land Use Categories

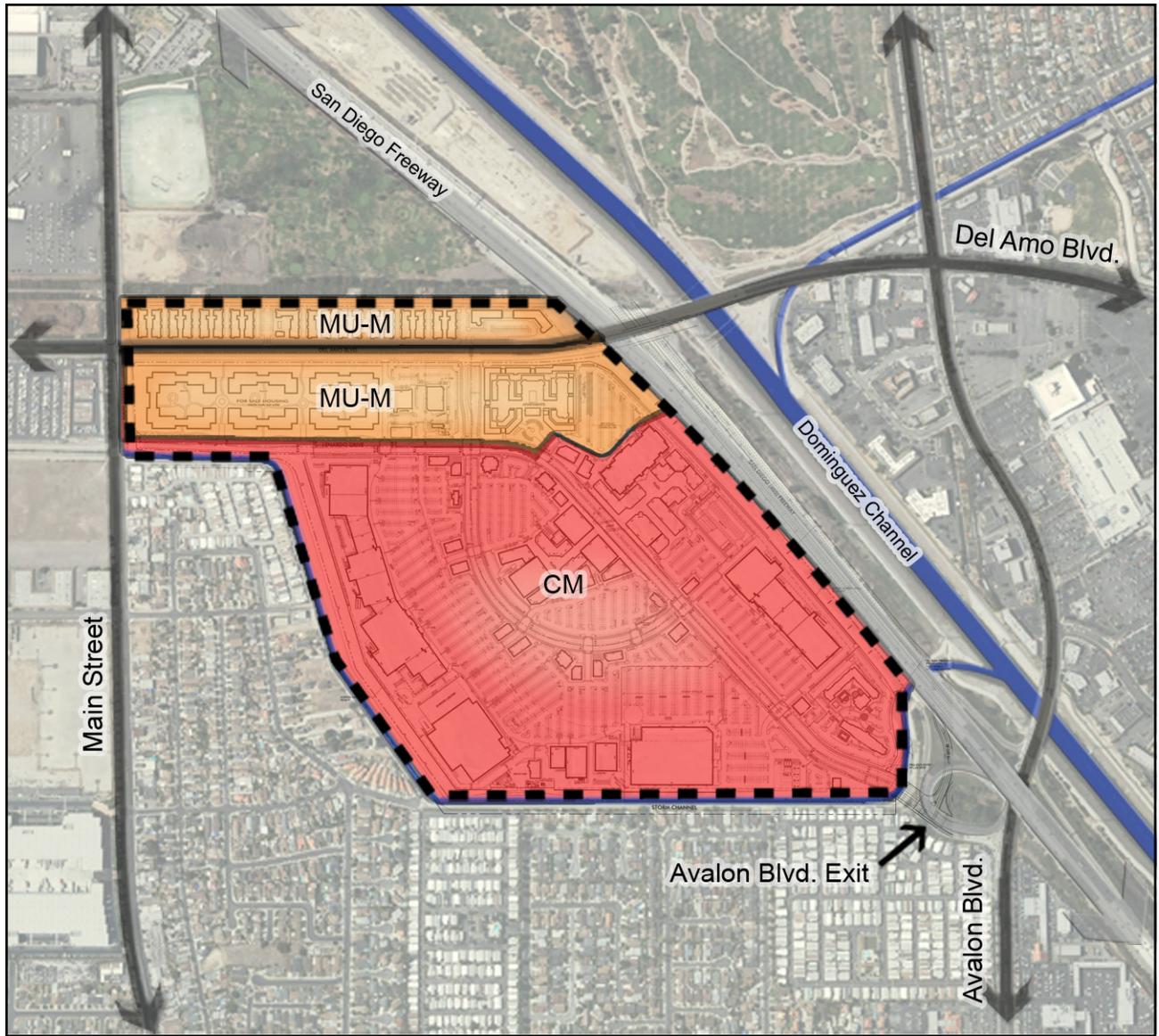
Below is a brief description of each land use category in The Boulevards at South Bay Specific Plan and the location of each use by development district. An illustration of the land use categories is provided in Figure 3.4a.

#### Commercial Marketplace (CM)

This category includes commercial uses intended to serve a broad population base and offer a wide range of services to both the community and the region. Typical uses in this category include larger regional commercial uses such as major department stores and promotional retail-type stores, and smaller neighborhood commercial uses such as grocery stores and banks. Additional uses include commercial recreation and entertainment uses such as movie theaters and arcades, hotels, restaurants and highway-oriented and smaller neighborhood retail and service uses. Commercial Marketplace is intended to provide the City's primary regional shopping center. These uses are allowed in all districts.

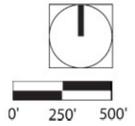
#### Mixed-Use Marketplace (MU-M)

The "Mixed-Use Marketplace" land use category provides opportunities for the vertical or horizontal integration of housing with smaller commercial services. MU-M does not, however, require a mix of uses and development can consist entirely of either residential or commercial uses. This category is applied to Development Districts 1 and 3. The densities and intensities will vary within this land use designation based on actual uses proposed. The minimum allowable floor area ratio (FAR) for vertical mixed-use development that includes residential uses will be 1.5. Residential densities will not exceed 60 du/ac. Density for residential components shall be calculated as the number of units divided by the acreage of the site, regardless of the presence of other land uses. This category permits all uses allowed in the Commercial Marketplace category described above, with the exception of stand-alone stores greater than 50,000 square feet.



Legend

- Commercial Marketplace
- Mixed-Use Marketplace



Source: The Planning Center, 2009.

Figure 3.4a Land Use Categories

*This page intentionally left blank.*

## 4.0 LAND USE ILLUSTRATIVE

The development standards and guidelines contained within The Boulevards at South Bay Specific Plan permit a range of uses and intensities. To gain an understanding of what could be developed under the Specific Plan, the following illustrative presents conceptual drawings of building footprints and locations. It is important to note that the illustrative is purely conceptual and that a final plan may vary provided it complies with the regulations proposed herein.

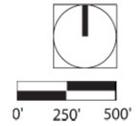
The illustrative seeks to create a vibrant mix of commercial and residential uses by integrating up to 1,550 residences with nearly 2 million square feet of retail and service stores, restaurants, entertainment venues and a 300-room hotel. Table 4.1 provides a breakdown of the potential mix of residential and commercial uses, while Figure 4.0a presents a conceptual illustration.

<b>Table 4.1 Land Use Summary</b>			
<b>Land Use Types</b>	<b>Specific Plan Land Use Category</b>	<b>Units or Square Footage</b>	
<b>Development District 1 (31 Acres)</b>			
Residential, Ownership Units	MU-M	900 units	
Residential, Rental Units	MU-M	400 units	
Commercial Recreation & Entertainment	MU-M	75,000 sf	
Neighborhood-Serving Commercial	MU-M	50,000 sf	
Restaurant	MU-M	25,000 sf	
<b>Subtotal</b>		<b>150,000 sf</b>	<b>1,300 units</b>
<b>Development District 2 (126 Acres)</b>			
Commercial Recreation & Entertainment	CM	139,000 sf	
Hotel (300 Rooms)	CM	200,000 sf	
Regional Commercial	CM	1,370,000 sf	
Neighborhood-Serving Commercial	CM	30,000 sf	
Restaurant	CM	56,125 sf	
<b>Subtotal</b>		<b>1,795,125 sf</b>	<b>0 units</b>
<b>Development District 3 (11 Acres)</b>			
Residential, Ownership Units	MU-M	250 units	
Neighborhood-Serving Commercial	MU-M	50,000 sf	
<b>Subtotal</b>		<b>50,000 sf</b>	<b>250 units</b>
<b>TOTAL</b>		<b>1,995,125 sf</b>	<b>1,550 units</b>



Legend

- Residential For-Sale
- Residential For-Rent
- Commercial
- Hotel



Source: Nadel Retail Architects, 2010.

Figure 4.0a Project Illustrative

## 5.0 PLAN ELEMENTS

The Boulevards at South Bay Specific Plan contains a number of elements in addition to the land use plan. Elements such as circulation, urban design, open space and recreation, infrastructure and utilities, and public services are just as critical to the success of the project. These plan elements are discussed below in detail.

### 5.1 Circulation Concept

The circulation concept for The Boulevards at South Bay Specific Plan is an integral part of the overall land use plan and has been developed consistent with a number of circulation objectives. Foremost among these are the following:

1. To reinforce and serve the land use concepts,
2. To provide adequate accessibility for internal and external trips by future residents and visitors,
3. To provide a sufficient amount of convenient parking for the commercial and residential uses,
4. To provide opportunities for a variety of transportation options, and
5. To provide an aesthetically pleasing environment while achieving the above objectives.

#### 5.1.1 Regional Access

The San Diego Freeway (I-405), Harbor Freeway (I-110), Artesia Freeway (SR-91), and Long Beach Freeway (I-710) provide regional access to the Project Site. I-405 is located adjacent to the Project Site's eastern boundary, I-110 is located west of the Project Site, and SR-91 is located approximately 2.5 miles north of the Project Site. I-710, which is located on Carson's eastern boundary, links the City with the Long Beach and Harbor areas. Locally, access to the Project Site is available via Main Street (a north-south thoroughfare on the western side of the Project Site), Avalon Boulevard (an exit from I-405 and a major north-south arterial), and Del Amo Boulevard (an east-west arterial which bisects the northern portion of the Project Site).

The City of Carson is pursuing improvements to the Avalon Boulevard/I-405 interchange as an off-site improvement for The Boulevards at South Bay. This interchange would also improve general freeway access and circulation in the area surrounding the site. Interchange improvements include: (1) the extension of Lenardo Drive to Avalon Boulevard; (2) realignment and reconfiguration of the I-405 southbound on and off-ramps that currently intersect with Avalon Boulevard; (3) a new I-405 southbound on-ramp to be the east leg to the new Avalon Boulevard/Lenardo Drive intersection, and (4) reconfiguration of the I-405 northbound off-ramp to allow left-turn movements to southbound Avalon Boulevard

#### 5.1.2 Internal Circulation

Project access and the proposed internal circulation system is shown on Figure 5.1a. The existing roadways (see Figure 2.1b) will be vacated and replaced by two primary routes, referred to as Corridor Road and

Loop Road. Corridor Road (also known as Lenardo Drive) connects the Main Street entry with the Avalon Boulevard/I-405 entry. Loop Road begins at Del Amo Boulevard and ends at Corridor Road in a semicircular manner. Corridor Road is proposed to follow essentially the same alignment as the current roadway, Lenardo Drive, and will extend to connect to Avalon Boulevard. The alignment of the proposed Loop Road is approximately 150 to 400 feet east or north of the current roadway, Stamps Drive.

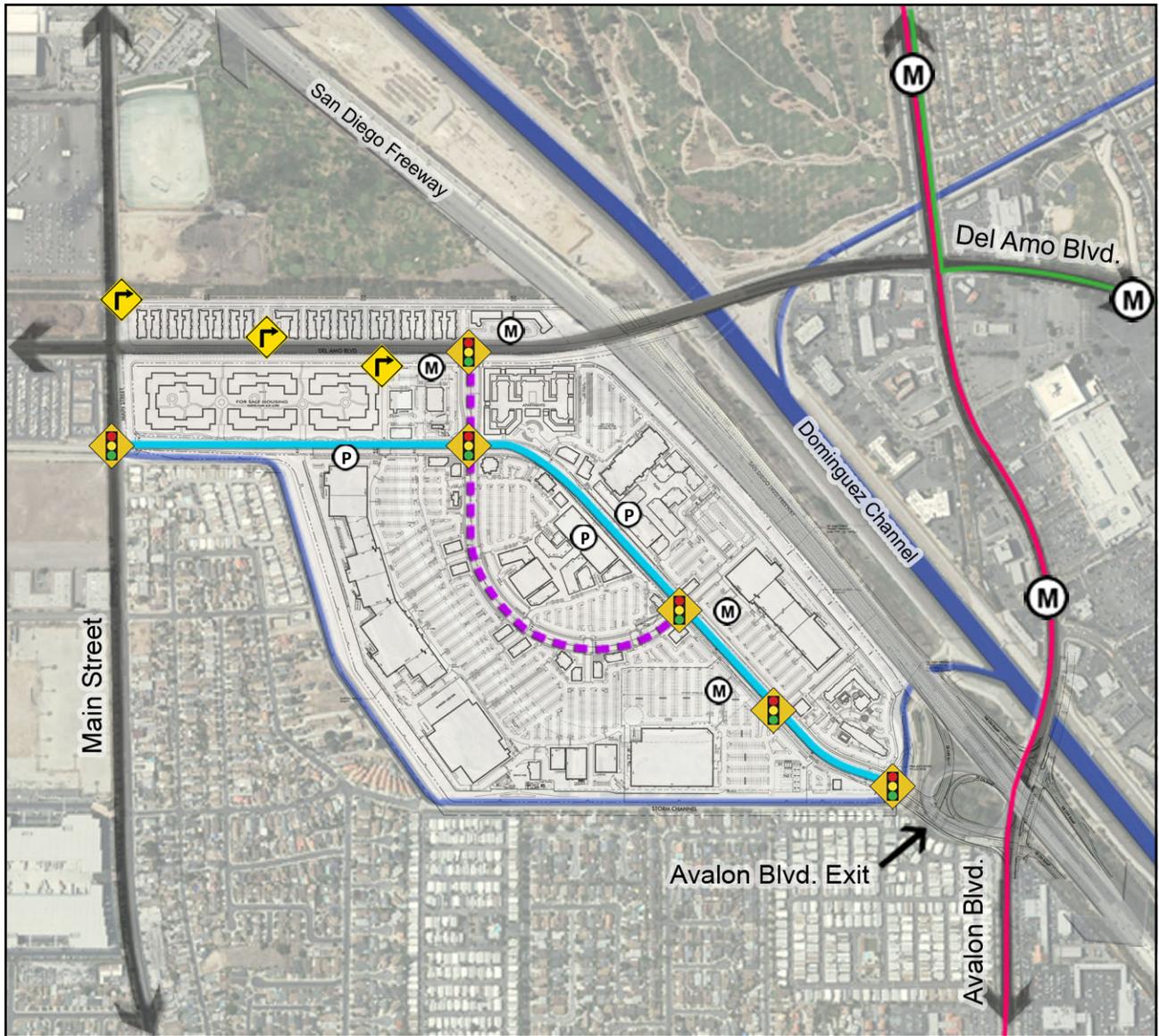
The Boulevards at South Bay can be accessed at seven points, each of which will be attractively landscaped and signed for vehicles and pedestrians. Internal roadways will be comprised of a combination of both publicly and privately owned and maintained streets. Corridor Road will be publicly dedicated. The funding for the maintenance of the road will be provided through a Community Facilities District or similar funding structure. Illustrations of street sections are provided in Figures 5.1c–n.

Access points for Development Districts 1 and 2 would include the intersections of Del Amo Boulevard and Loop Road and Main Street and Corridor Road, as well as the Avalon Boulevard exit from I-405. At Del Amo Boulevard and Loop Road (see Figure 5.1c), the intersection would be developed with two inbound and four outbound lanes on Loop Road, south of Del Amo Boulevard. This configuration would provide for one left-turn lane, one left/through lane and two right-turn lanes on the northbound approach. This intersection would be signalized. An additional right-in/right-out access point would be provided at the eastern edge of the for-sale residential south of Del Amo Boulevard (approximately 200 feet from the Loop Road entrance) and connect to Corridor Road. The connecting road will be straight and not loop through the commercial or residential areas.

The Main Street at Corridor Road (Figure 5.1n) access point would also be signalized. The proposed westbound lane configuration would consist of one left-turn lane and one right-turn lane, while the eastbound lane configuration would consist of two through lanes. At the Avalon Boulevard ramp of I-405 (see Figure 5.1j), three northbound lanes guide vehicles into the site onto Corridor Road while three southbound lanes allow vehicles to exit The Boulevards at South Bay and access the freeway or Avalon Boulevard.

Once inside Development Districts 1 and 2, vehicles travel along Corridor Road and Loop Road. Corridor Road would have multiple different street sections with the public right of way typically spanning 80 feet. Through the entertainment areas, Corridor Road would have four travel lanes, a median and auxiliary lanes on both sides, as shown in Figure 5.1d. When outside of the entertainment area and adjacent to the parking lots, the Corridor Road would have four travel lanes with a median or turn lane, as shown in Figures 5.1e. through 5.1h. Loop Road would be a four-lane private roadway which includes a 10-foot median (Figure 5.1i), except at the Del Amo entrance (Figure 5.1c), where the median is 14 feet.

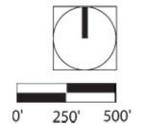
The primary ingress and egress location for Development District 3 (DD 3) would be provided at the intersection of Del Amo Boulevard and Loop Road, where the north leg of the intersection would provide for entry and exit. The proposed design for the north leg of this intersection is two inbound and three outbound lanes. This configuration would allow one left-turn lane, one shared through/right-turn lane and one right-turn lane on the southbound approach. A second access driveway would intersect westbound Del Amo Boulevard between the intersections of Del Amo Boulevard and Loop Road (on the east) and Del Amo Boulevard and Main Street (on the west). This access driveway would provide right-turn-in/right-turn-out movements only. A third access driveway would intersect northbound Main Street at the northwestern edge of DD 3 and would provide right-turn-in/right-turn-out movements only.



Legend

-  Corridor Road
-  Loop Road
-  Signalized Access
-  Right-In/Right-Out Access

-  MTA Bus Route 205
-  MTA Bus Route 446/447
-  Potential Bus Pullout
-  Potential Auxiliary Lane



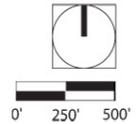
Source: The Planning Center, 2010.

Figure 5.1a Vehicular Circulation Concept



Legend

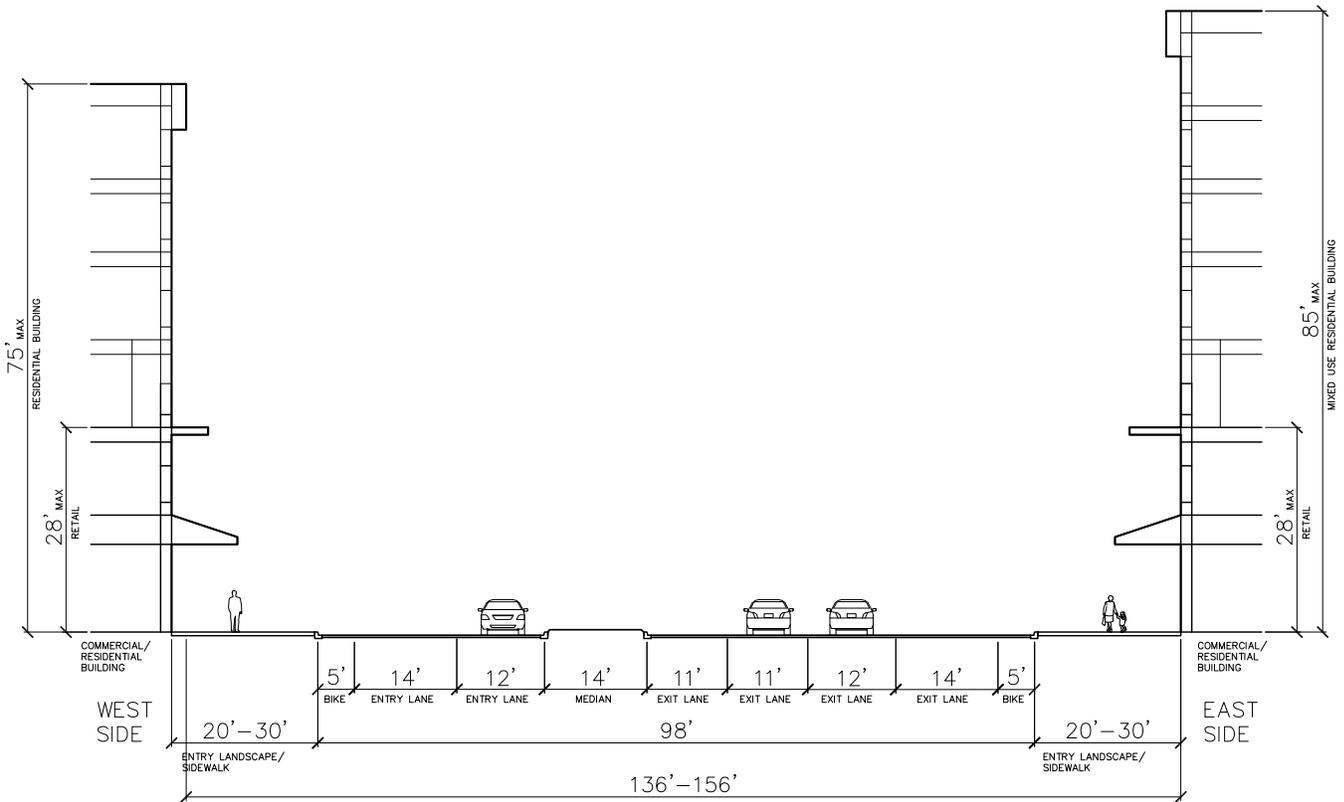
- |                                            |                                                           |
|--------------------------------------------|-----------------------------------------------------------|
| A. Del Amo Entrance (Private)              | D. Loop Road (Private)                                    |
| B. Corridor Road in Entertainment Areas    | E. Avalon Entrance                                        |
| C1. Corridor Road with Auxiliary Lanes     | F. Freeway Edge (I-405/Project Interface)                 |
| C2. Corridor Road without Auxiliary Lanes  | G. Channel-Adjacent Slope (Residential/Project Interface) |
| C3. Corridor Road with Multi-Purpose Trail | H. Del Amo Boulevard                                      |
| C4. Corridor Road at Bus Stop              | I. Main Street Entrance                                   |



Source: The Planning Center, 2010.

Figure 5.1b Circulation Sections

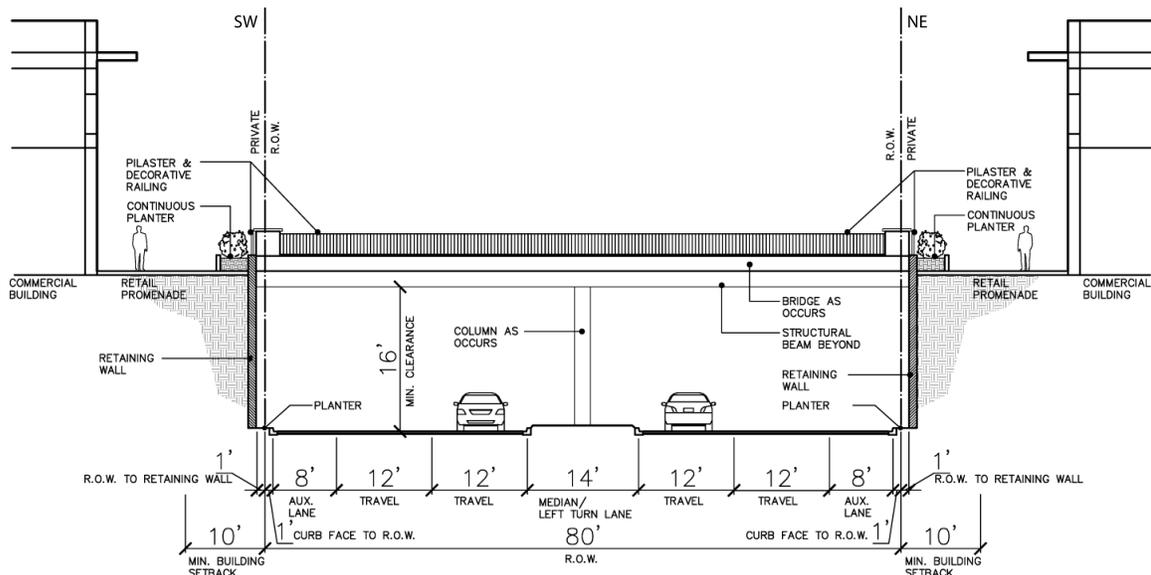
Figure 5.1c Section A - Del Amo Entrance (Private)



Note: The building setbacks of 20 to 30 feet vary according to the height of the building adjacent to the roadway. The setback is 20 feet for buildings up to 28 feet in height. For buildings above 28 feet in height, a 30-foot setback is required. Building heights refer to the base building height as defined in Table 6.2-2.

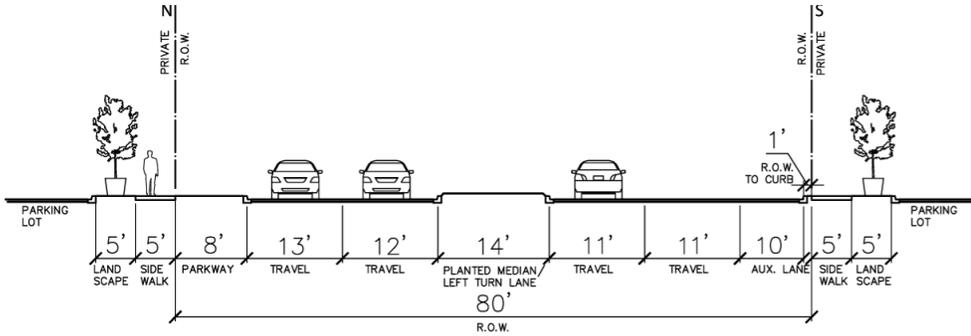
Source: The Planning Center, 2010.

Figure 5.1d Section B - Corridor Road in Entertainment Areas



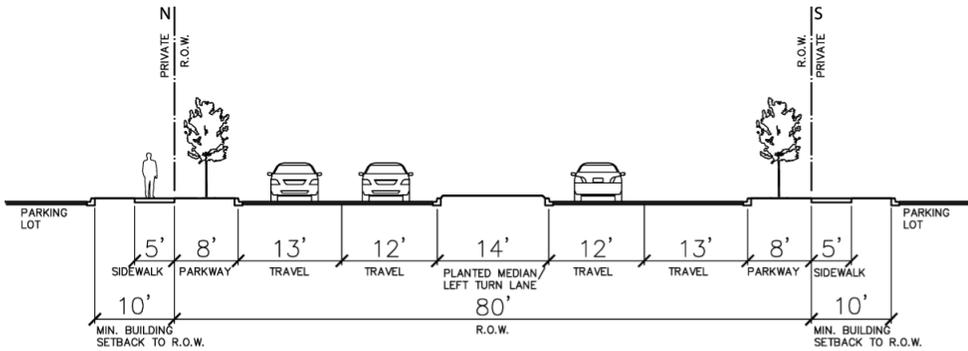
Source: The Planning Center, 2010.

Figure 5.1e Section C1 - Corridor Road with Auxiliary Lanes



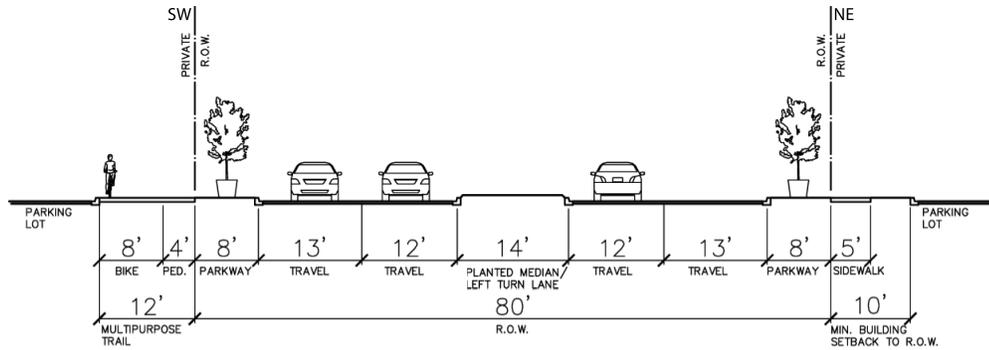
Source: The Planning Center, 2010.

Figure 5.1f Section C2 - Corridor Road without Auxiliary Lanes



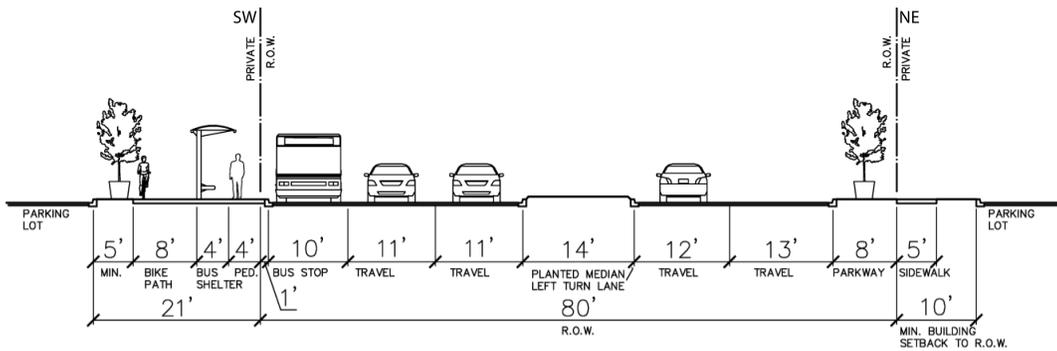
Source: The Planning Center, 2010.

Figure 5.1g Section C3 - Corridor Road with Multi-Purpose Trail



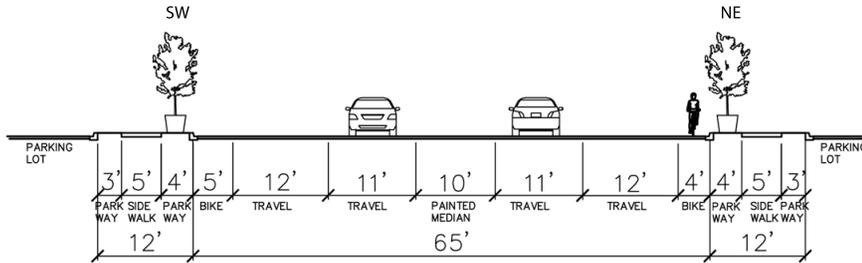
Source: The Planning Center, 2010.

Figure 5.1h Section C4 - Corridor Road at Bus Stop



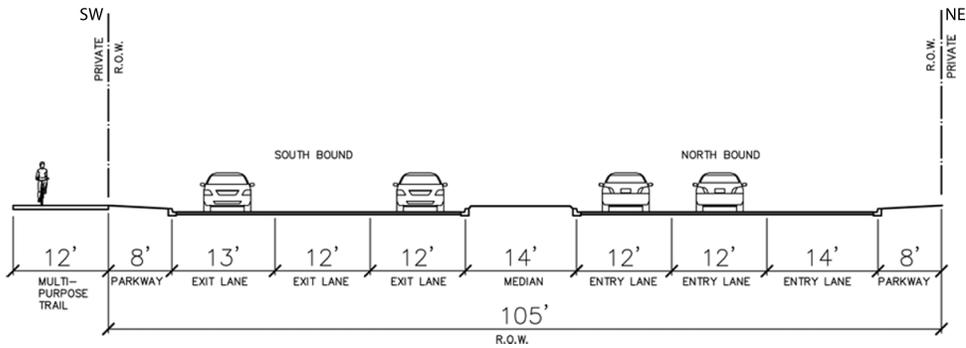
Source: The Planning Center, 2010.

Figure 5.1i Section D - Loop Road (Private)



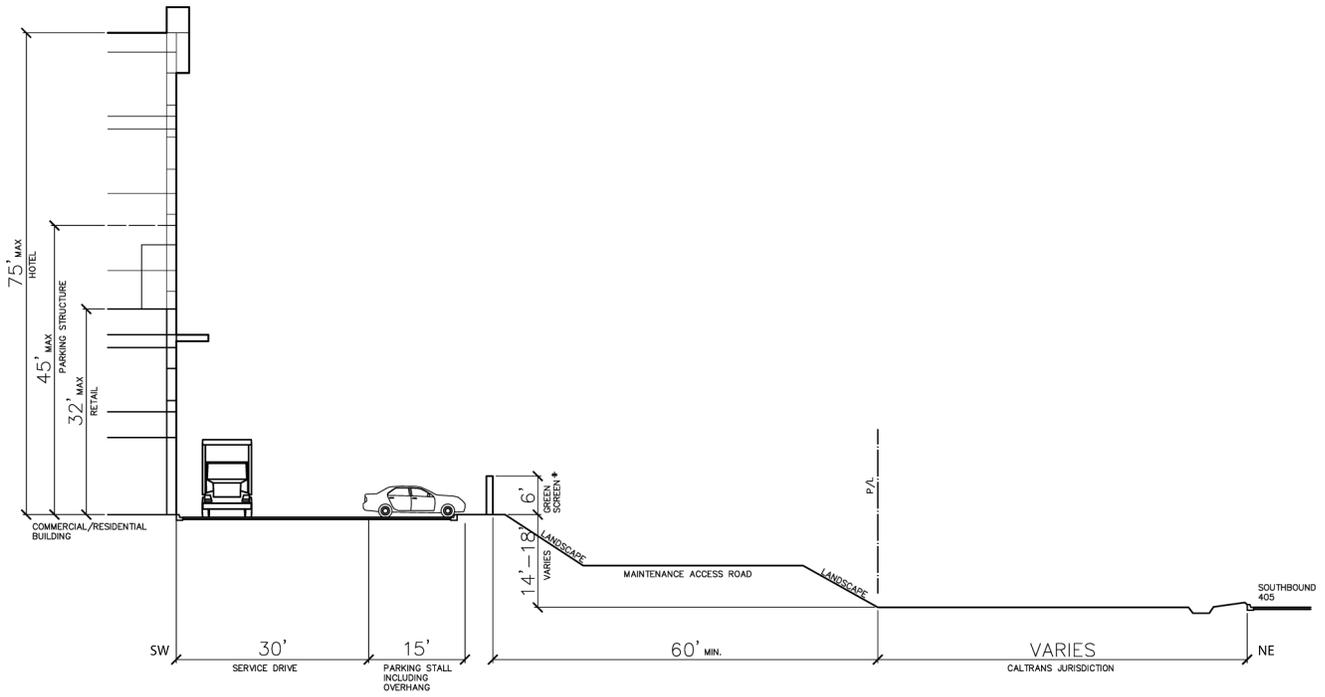
Source: The Planning Center, 2010.

Figure 5.1j Section E - Avalon Entrance



Source: The Planning Center, 2010.

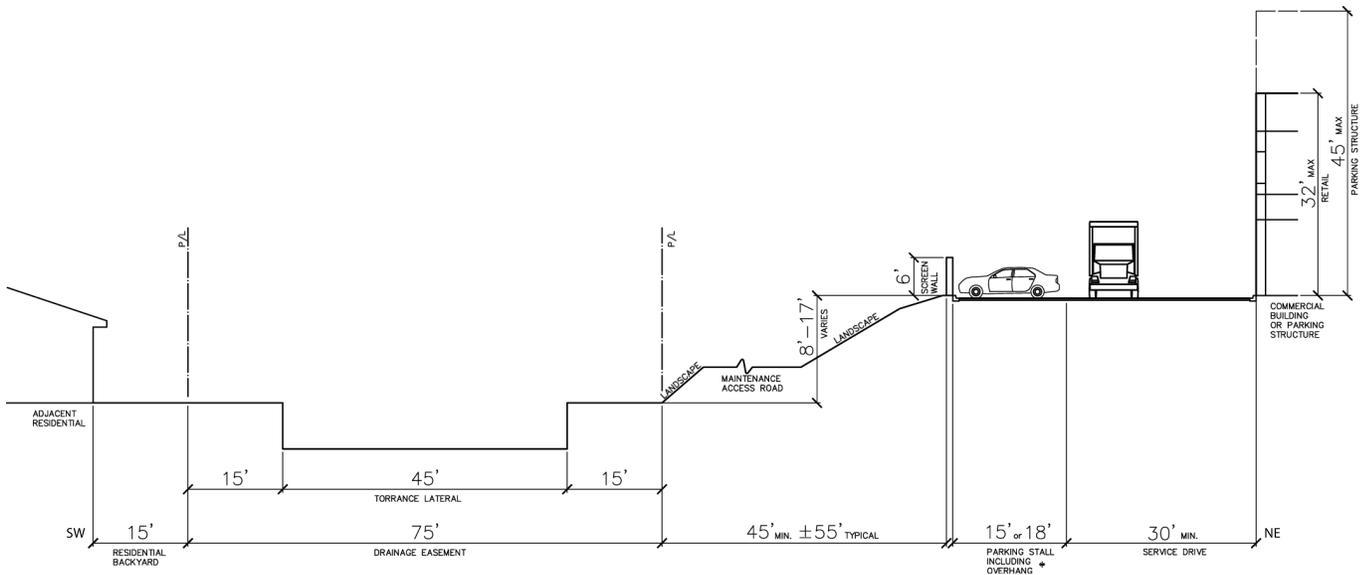
**Figure 5.1k Section F - Freeway Edge (I-405/Project Interface)**



\* Parking stall and 6' high green screen presence vary according to location of section along freeway edge. Parking stall is optional. Refer to Figure 6.5d for green screen location.

Source: The Planning Center, 2010.

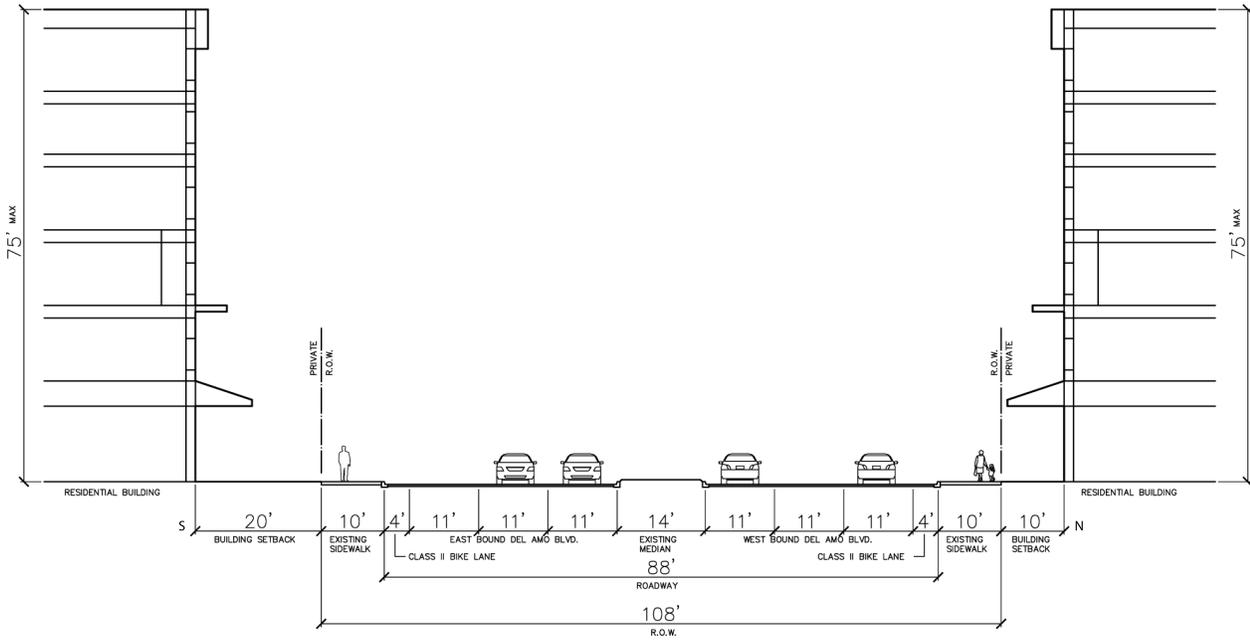
**Figure 5.1l Section G - Channel-Adjacent Slope (Residential/Project Interface)**



\* Parking stall presence varies according to location of section along the channel. Parking stall is optional.

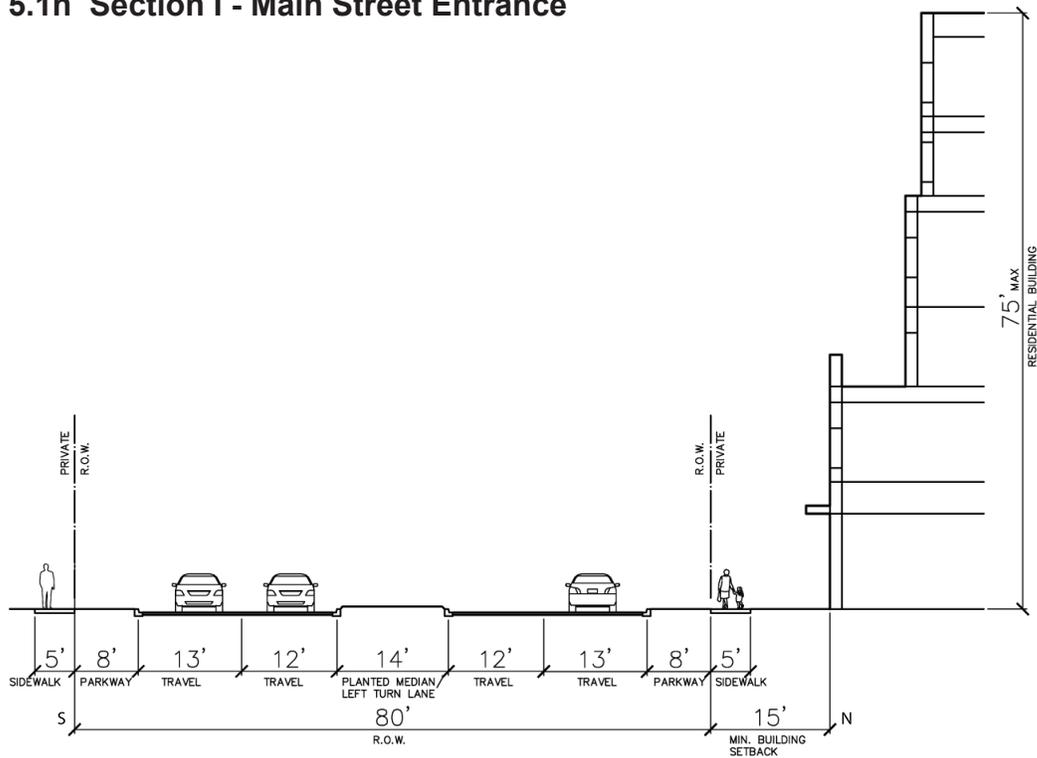
Source: The Planning Center, 2010.

Figure 5.1m Section H - Del Amo Boulevard

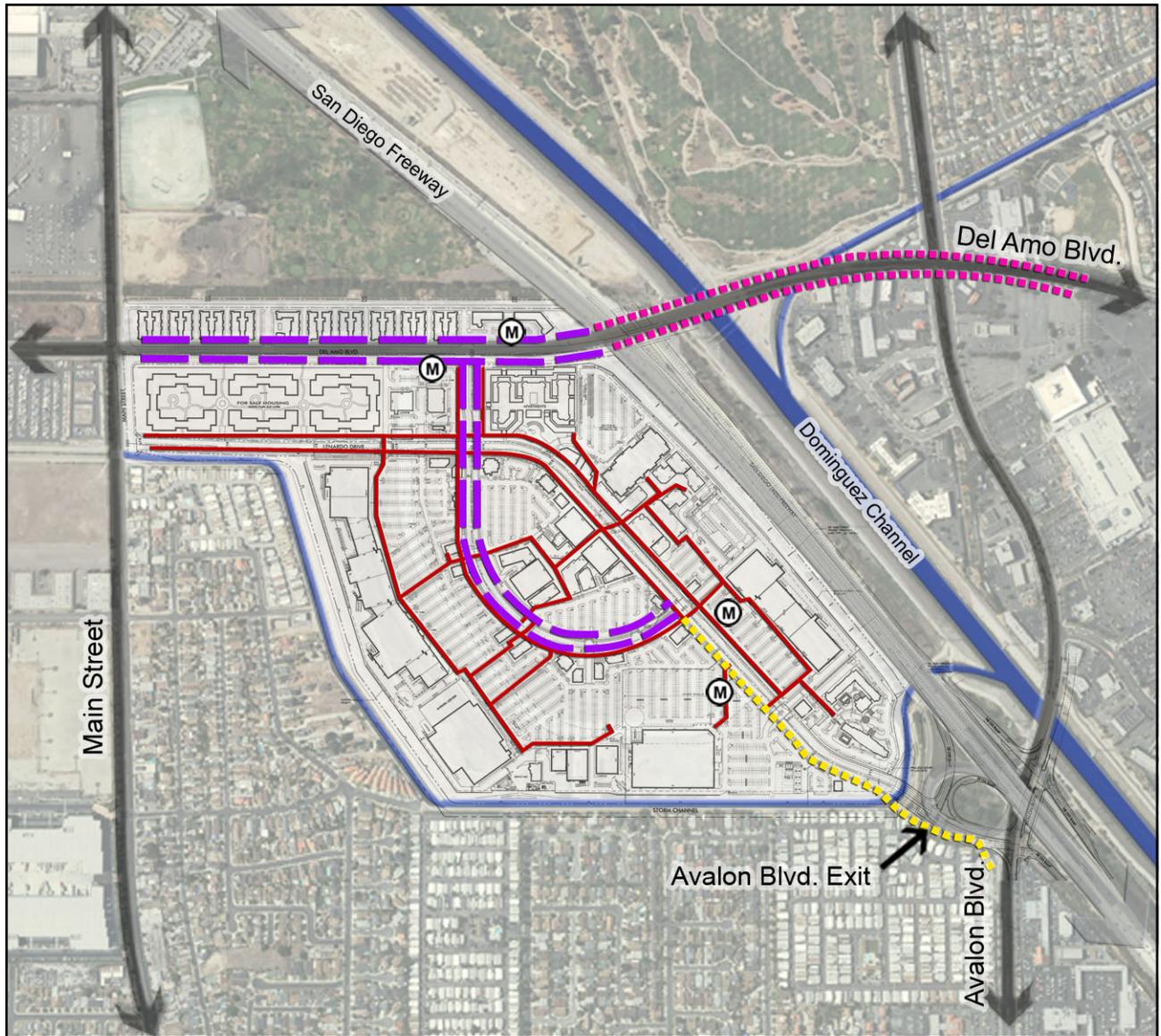


Source: The Planning Center, 2010.

Figure 5.1n Section I - Main Street Entrance



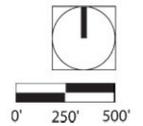
Source: The Planning Center, 2010.



Legend

- - - - - Multi-Use Path
- Primary Pedestrian Path
- Class II Bike Path
- - - - - Class III Bike Path

M Potential Bus Pullout



Source: Nadel Architects, 2010.

Figure 5.1o Non-vehicular Circulation Concept

### 5.1.3 Parking

The various uses, such as residential, commercial, restaurant, entertainment and hotel, will be required to meet the parking standards specified in the Development Standards section of this Plan. The amount of parking will vary depending on the number of units proposed and square footage of particular non-residential use. The parking will be provided through a combination of surface parking and parking structures, with the structures having a maximum height limit of 50 feet.

As described in the Development Standards section of this Plan, shared parking is permitted to help maximize the efficiency of parking lots. Shared parking is permitted subject to the completion of a parking study and approval by the Planning Manager. For instance, shared parking would be ideal in a situation with offices adjacent to restaurants, since parking could be used by the offices during the day and by restaurants during the evening.

### 5.1.4 Pedestrian and Bicycle Circulation

External bicycle access will be primarily from Class II and Class III bicycle routes along Main and Del Amo, while external pedestrian access will come from sidewalks on those same streets. Internally, bicycle circulation is provided along both sides of roadways through a combination of Class II along the Loop Road, and Multipurpose path along the Corridor Road southwest side section. Pedestrian circulation will be provided throughout The Boulevards at South Bay via sidewalks and pathways. The routing of pedestrian and bicycle circulation is conceptually shown on Figure 5.1o.

The intent is to provide maximum connectivity for pedestrians and bicyclists between the diverse uses within the Plan. Multi-purpose paths (pedestrian and bicycle traffic) are proposed both at the Project's Del Amo entrance and from Avalon Boulevard into the Project's southeastern entrance. At the Del Amo entrance, the bike lanes will be painted Class II lanes. At the Avalon entrance, the multi-purpose path will run alongside the roadway and will be divided for safety. Multi-purpose paths provide for concurrent, side-by-side use by both bicyclists and pedestrians and are similar to Class I bicycle paths (although multi-purpose paths are wider to allow for side-by-side use).

### 5.1.5 Public Transportation

Metropolitan Transit Authority (MTA) Bus Routes 446 and 447 are located along Avalon Boulevard and MTA Bus Route 205 is located along Del Amo Boulevard east of Avalon Boulevard. The Project shall be designed to allow for at least four bus stops to service the site by MTA, as well as other transportation services. Bus pull-outs located on Del Amo Blvd. near the entrance of the project shall be 10 feet by 100 feet in dimension. The bus pull-outs located on the southerly part of Lenardo Drive shall be 10 feet by 160 feet in dimension. The 160 foot total dimension will include 100 feet for the bus and 60 feet for a three vehicle pull-out area. Conceptual locations of bus pull-outs are shown on Figure 5.1a. The project applicant shall participate in the fair share funding for the North-South Shuttle and the Carson Circuit and shall be subject to an annual payment to provide transit service for the residents and to serve the commercial area.

## 5.2 Open Space/Recreation

The City parks and open space requirement for residential development of three acres of park per 1,000 residents will be met through a combination of land dedication, improvements, private recreation, and in-lieu fees per Section 9207.19, Park and Recreational Facilities, of the City development code. The intent is to provide an appropriate amount and distribution of public and/or private open spaces through a combination of open spaces in and near the Project.

Residents living within The Boulevards at South Bay will enjoy a combination of common and private open and recreation spaces within the Project boundaries. Amenities such as pools, clubhouses, courtyards, lawn areas, and jogging paths are just some of the features that could be provided. Figures 5.2a and 5.2b present conceptual illustrations of landscaped open spaces and amenities for the residential uses north and south of Del Amo Boulevard.

Public open spaces are also important components for the commercial uses in The Boulevards at South Bay. Public open spaces such as walkways, multi-purpose paths and plazas provide gathering spaces for people shopping, eating or just enjoying the atmosphere. These spaces are an especially important feature of the lifestyle and entertainment area of The Boulevards at South Bay. The Development Standards section of this Plan requires a minimum amount of public plaza space for the lifestyle and entertainment area and prescribe dimensions for walkways and pathways throughout the Project. Specific standards are outlined in Table 6.2-1 and in section 6.3 of this Plan.

It is envisioned that public open space areas within The Boulevards at South Bay may also include water features at the lifestyle/entertainment portion of the Project.

## 5.3 Affordable Housing

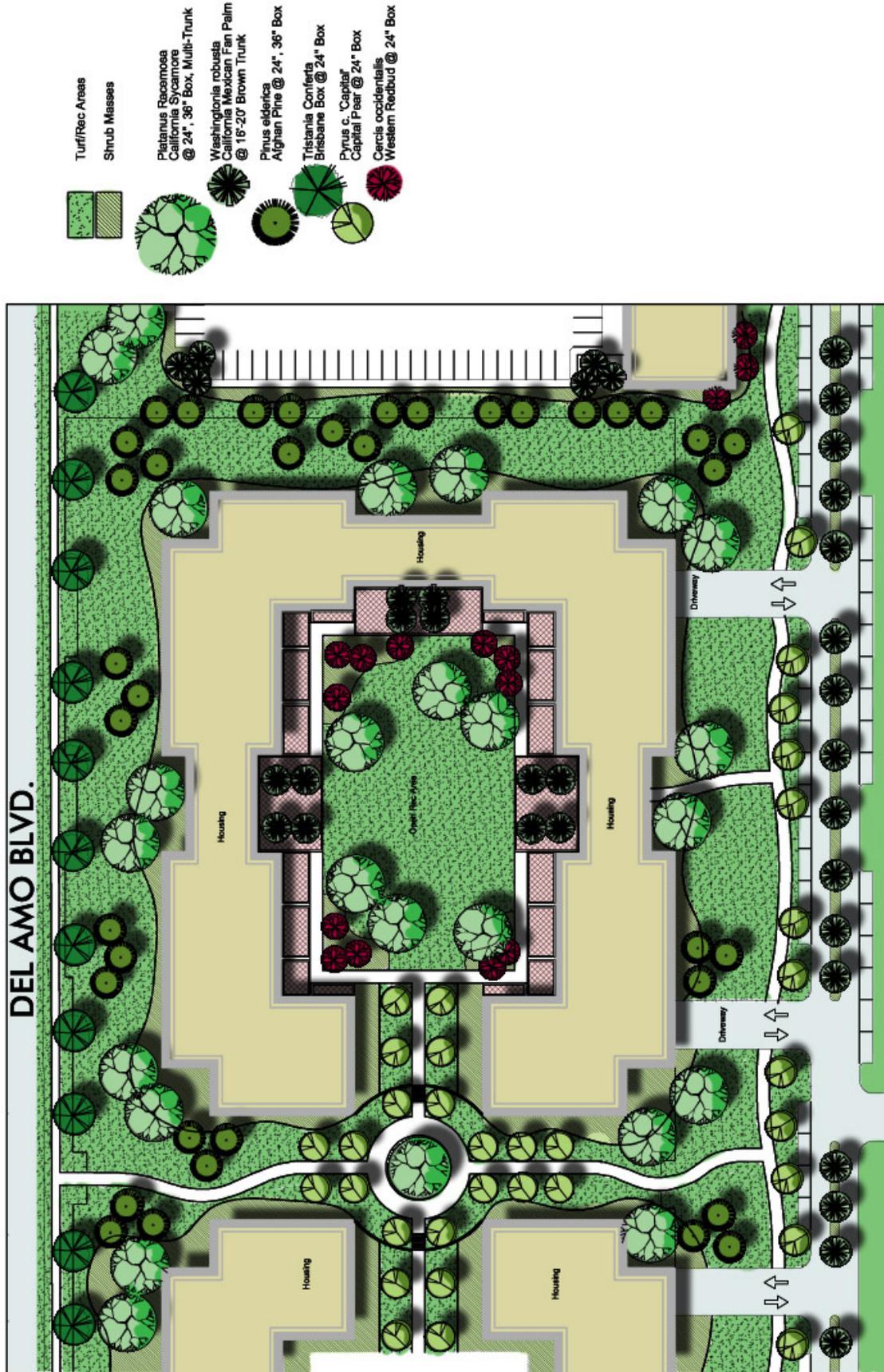
The Boulevards at South Bay project is within Redevelopment Project Area 1 and the Redevelopment Agency will be responsible for affordable housing production in accordance with the Redevelopment Plan and applicable law. The Agency will address affordable housing for this Project through an Owner Participation Agreement.



Source: CCA, 2005.

Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.

Figure 5.2a Conceptual Landscape for Residential North of Del Amo



Source: CCA, 2005.

Figure 5.2b Conceptual Landscape for Residential South of Del Amo

Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.

## 5.4 Public Services and Infrastructure

### 5.4.1 Police and Fire

Police services are provided by the Los Angeles County Sheriff's Department. There is one existing Carson Sheriff Station, located at 21356 South Avalon in Carson. This station also provides police services for West Compton, Gardena, Torrance, and Rancho Dominguez. To ensure the safety of residents and patrons of The Boulevards at South Bay, the project will provide private security services that will patrol the entire site and coordinate with the Sheriff's Department. Additionally, a one-person unit operated by the Sheriff's Department will patrol the commercial portions of The Boulevards at South Bay.

The Project will include a Community Safety Center for use by the site's private security force and the Los Angeles County Sheriff's Department. The Center includes a front desk/reception area, a community meeting room, work space for law enforcement and public safety personnel, a video monitoring console and restrooms. Digital video cameras will be placed throughout the non-residential components of the project, with the feed being recorded at the Community Safety Center and accessible via the internet at the Carson Sheriff's Station. The Center shall be staffed by either a Sheriff's Department Community Services officer or personnel approved by the Sheriff's Department. The Center will likely be integrated into the commercial component of the Project, although the exact location will be determined as part of a Development Plan consistent with the procedures identified in the Implementation Section.

Additional security measures will include the adoption of crime prevention programs such as Neighborhood Watch and advanced coordination with the Sheriff's Department for planned events and activities.

Fire protection services in the City of Carson are provided by the Los Angeles County Fire Department (LACoFD). The Boulevards at South Bay is located within Division I of the Central Region in the Battalion 7 service area. There are six primary fire stations that provide both fire and emergency medical service to the City of Carson, with four of the stations located within Carson's boundaries. The nearest response unit to The Boulevards at South Bay is Fire Station No. 36, located at 127 West 223rd Street, approximately 1.5 miles south of the site. Other response units in the area include Station No. 10 at 1860 East Del Amo Boulevard and Station No. 116 at 755 Victoria Street. The latter two stations are located approximately 2.4 miles from the site.

In addition to existing stations, the LACoFD "Five-Year Fire Station Plan" identifies a proposed station near the I-405/110 interchange. A future LACoFD fire station in the proximity of the I-405/110 interchange would be located north of The Boulevards at South Bay and be particularly accessible to the site's primary entrances.

### 5.4.2 Drainage

Permanent drainage systems for The Boulevards at South Bay Project will be designed to protect the landfill cap. In general, surface drainage from rooftops, parking lots, and hardscape and landscape areas will be picked up by inlets and conveyed, using a mixture of plastic and reinforced concrete pipes, to the existing Torrance Lateral Storm Drain Channel owned by the Los Angeles County Flood Control District. Storm drain pipes will be sealed to reduce the potential for leakage and to prevent the migration of landfill gas. Groundwater will be picked up above the cap by a perforated pipe subdrain system and then conveyed via solid-walled pipes to the backbone storm drain system and discharged into the Torrance Lateral Channel. Any detention of storm flows necessary to not exceed the capacity of the channel will be accomplished by creating sumps in the parking lot areas. The quality of the water discharged into the channel will be maintained by the use of on-site filtering systems to be designed prior to installation. One of the water quality filtering systems to be used is a Modular Wetland System. They are proposed in the area of Old Stamps where these units can be placed in native soil and surface drainage from the surrounding parking lot can be treated prior to entering the storm drain system.

The storm drainage backbone infrastructure will be installed during the rough grading phase of construction, while inlets, area drains systems, and permanent water quality Best Management Practices (BMPs) will be installed during precise grading activities. Storm drainage systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of these utility corridors that fall outside of public right-of-way. The site will be designed to avoid the placement of buildings over these utility corridors. A conceptual map of the drainage system is provided in Figure 5.4a.

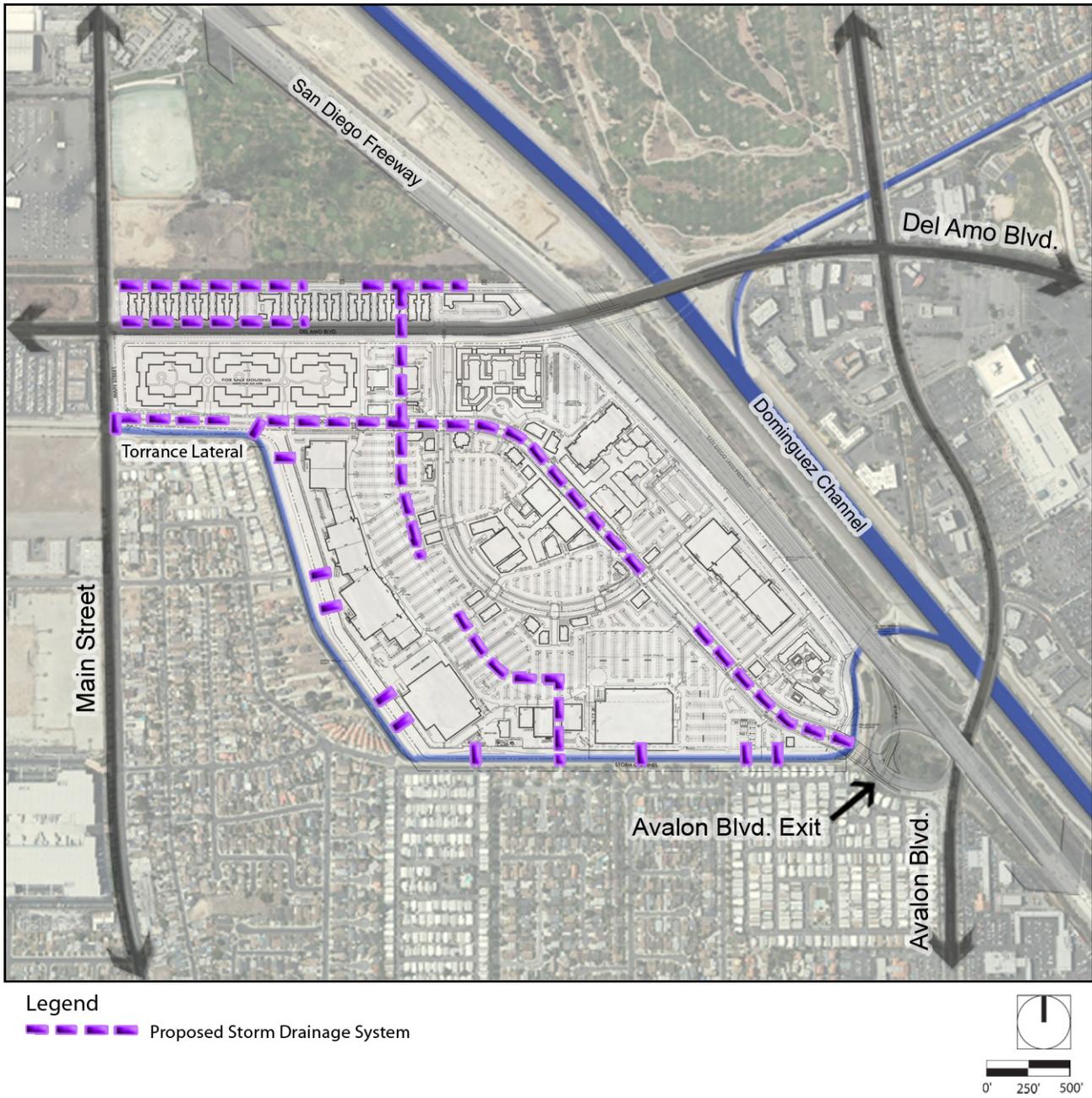
### 5.4.3 Water and Sewer Systems

The local utility will supply water to The Boulevards at South Bay Project. An existing 16-inch line in Del Amo Boulevard and an existing 12-inch line in Main Street will serve the site. Based on discussions with the current utility (California Water Service), it is not anticipated that any upgrades to off-site facilities will be needed. An on-site water system will be designed to supply both domestic service, with individual meters, and fire protection to the development. Water for irrigation and proposed water features will come from reclaimed water, if feasible. The balance, if any, will be drawn from the domestic water system.

Domestic water infrastructure will be installed at the same time as street improvements are made. Connections to buildings for potable and fire protection water will be made prior to certificate of occupancy. Reclaimed water infrastructure will be installed with street improvements, as shown in Figure 5.4c, and connected to the West Basin reclaimed water Line.

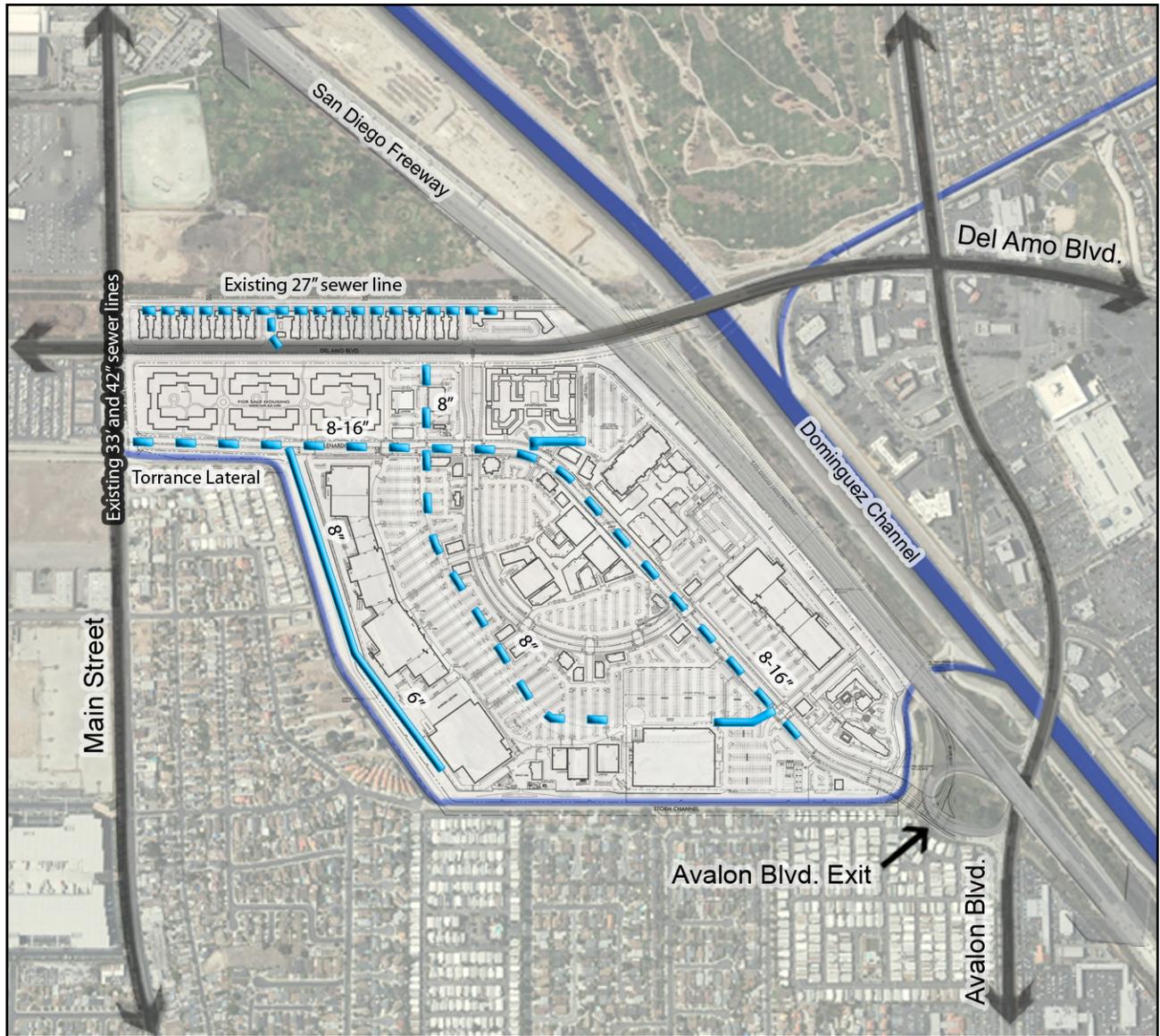
The sewer system is owned and maintained by the Los Angeles County Sanitation District. For The Boulevards at South Bay Project an on-site system will be designed to pick up sanitary flows from points of connection at each building to the existing 42-inch trunk sewer in Main Street. It is anticipated that the on-site sewer will be constructed with airtight joints to prevent the migration of landfill gas. Sewer infrastructure will be installed with street improvements. Connections to buildings will be made prior to certificate of occupancy. A conceptual map of the sewer and water systems are provided in Figures 5.4b and 5.4c.

Water and sewer systems will generally remain in their current location in utility corridors. Easements will be granted for those portions of these utility corridors that fall outside of public right-of-way. The site will be designed to avoid the placement of buildings over these utility corridors.



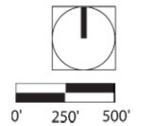
Source: RBF Consulting, 2010.

Figure 5.4a Storm Drainage Concept



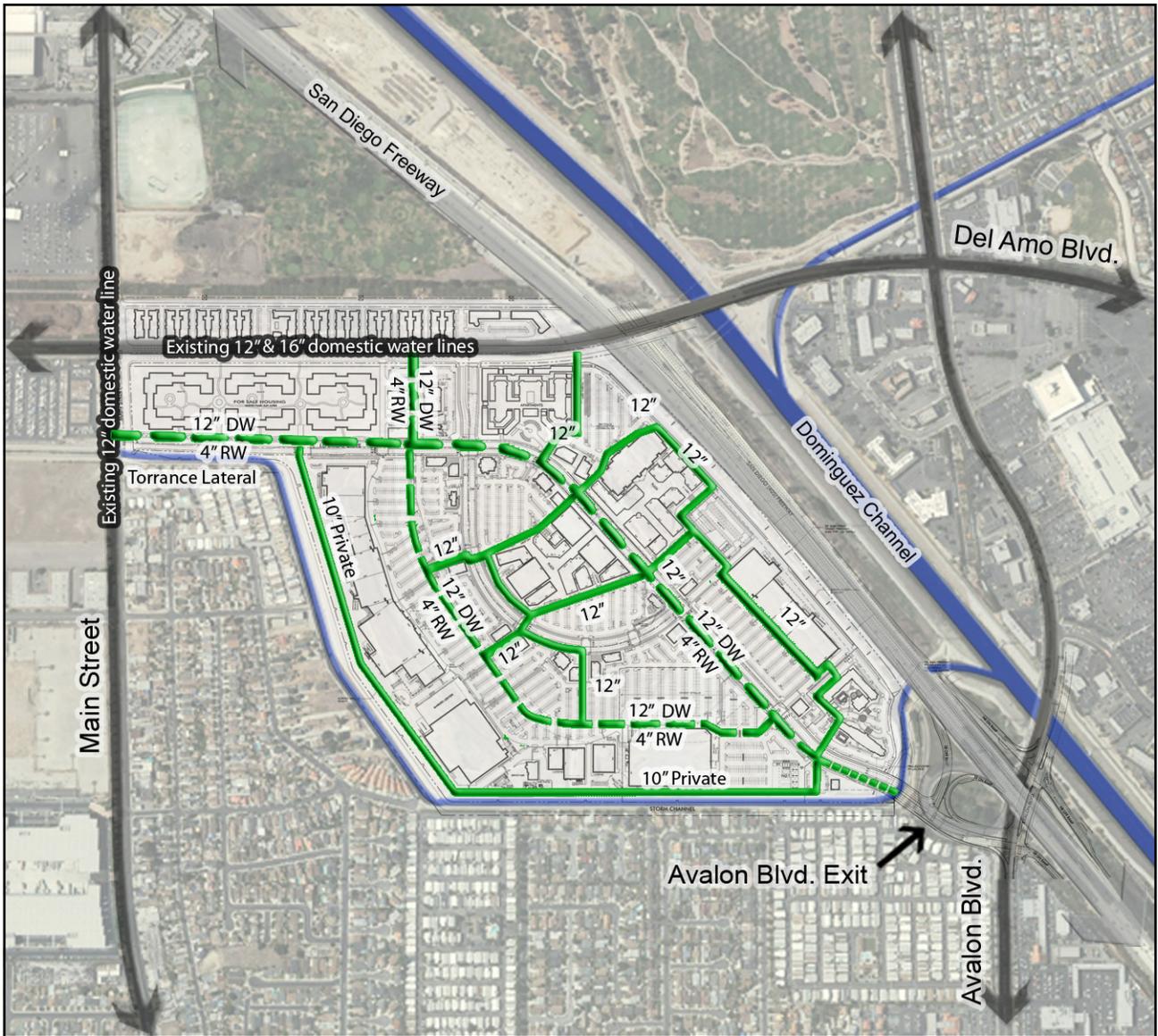
Legend

-  Proposed Public Sewer Lines
-  Existing Sewer Lines
-  Proposed Private Sewer Lines



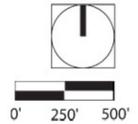
Source: RBF Consulting, 2010.

Figure 5.4b Sanitary Sewer Concept



Legend

- Proposed Domestic Water Lines
- - - - Proposed Domestic and Reclaimed Water Lines
- · · · · Proposed Reclaimed Water Line



Source: RBF Consulting, 2010.

Figure 5.4c Domestic and Reclaimed Water Concept

#### 5.4.4 Electricity and Solid Waste

The Boulevards at South Bay Project will obtain electricity from the local utility's Compton Service Center, which provides electric service to the Carson area. The site may contain on-site electric distribution substations. Their precise location will be determined upon the submittal of future tract maps. Refer to Section 6.11 for additional guidance related to methods of energy conservation.

The Boulevards at South Bay Project will contract with a large, private waste hauler, for the collection, disposal and recycling of solid waste. A comprehensive recycling plan shall be included with plan submittals prior to building permit approval. The comprehensive recycling plan shall consist of a construction debris recycling program and a general recycling program for residential and commercial uses. The recycling program shall specifically require the incorporation of permanent, clearly marked, durable, source-sorted recycling bins for all structures. The bins shall be continuously maintained to ensure proper operation and adequate access.

Recycling will also extend to construction activities. Any existing on-site roads that are torn up shall be ground up on-site and recycled into the new road base. All construction debris shall be recycled in a practical, accessible manner, to the extent feasible, during the construction phase. Reclaimed building materials will be used whenever feasible.

Compaction facilities for non-recyclable materials shall be provided for every occupied commercial building greater than 20,000 square feet in size to reduce both the total volume of solid waste produced and the number of trips required for collection, to the extent feasible. Trash compaction facilities may be provided in a centralized locations for multiple commercial buildings. Alternative trash collection methods may also be used for retail and non- retail uses if approved by the waste management provider and the Planning Officer. The trash collection system must be approved by the Planning Officer prior to issuance of the first building permit for a commercial building greater than 20,000 square feet in size.

#### 5.4.5 Grading, Subsurface Remediation and Cap

Rough grading operations for the project will be done in conjunction with the capping of the landfill that is part of the approved 1995 Remedial Action Plan (RAP). The top layers of dirt will be removed to just above the limit of trash and stockpiled on-site. It is anticipated that deep dynamic compaction will be utilized in some portions of the site prior to cap placement. The gas recovery, cap and subdrainage systems that are required by the RAP will be installed and covered with the stockpiled material. Once the cap is in place the site will be brought to design grades with the remainder of the stockpiled material.

Grades will be measured in relation to Mean Sea Level and the Torrance Lateral. Mean Sea Level is a fixed level while the Torrance Lateral level is measured from the top of the channel and varies slightly across the site to facilitate positive drainage. The currently proposed grades are approximately 16 feet above the Torrance Lateral along the western edge of the project and 14 feet along the southern edge of the project.

The remedial actions to be implemented at The Boulevards at South Bay per the approved 1995 Remedial Action Plan (RAP) are a combination of the following.

- A. Construct a low-permeability cover system for the entire site to contain the buried waste and the impacted soil on-site. The cap shall be constructed after the application of deep dynamic compaction (see description below) for assisting in settlement control and before the rough grading of the site for development purposes.
- B. Install groundwater systems along the down-gradient side of the site to intercept/capture groundwater contamination coming from the site. The perimeter groundwater system is intended to capture off-site migration of the groundwater contamination that exceeds the remediation goals.
- C. Install a perimeter landfill gas extraction, control and treatment system along the site boundary and beneath proposed occupied buildings within the waste zone. The landfill gas control and treatment system will be used to minimize potential off-site migration and remediate potential impacts to on-site indoor/outdoor air quality in compliance with the relevant regulations.
- D. Implement long-term monitoring of the groundwater and landfill gases.
- E. Provide for long-term maintenance of the landfill cap.

Deep dynamic compaction is a site preparation method used for compacting and strengthening loose or soft soils to support buildings, roadways and other heavy construction. The method involves the systematic and repetitive dropping of heavy weights in a pattern designed to remedy poor soil conditions at a proposed building site. Because the energy imparted is considerable, compaction can be achieved at substantial depths below the ground surface. Deep dynamic compaction has proven to be an effective and economical means to eliminate or minimize foundation piling and assist in controlling differential settlement in landfills.

## 6.0 DEVELOPMENT STANDARDS

This chapter contains the development standards for The Boulevards at South Bay Specific Plan. Development standards are the regulations, requirements and by-laws by which development must abide, and are indicated by the use of the word “shall.” These standards are mandatory and typically concern topics such as permitted uses, density, building and property dimensions, and the quantity of parking and landscaping. Provisions within these standards may also use the word “should,” in which case the standard is encouraged but not mandatory.

### 6.1 Permitted Uses

Permitted Uses, uses requiring a Conditional Use Permit, and prohibited uses within The Boulevards at South Bay are provided in the following table. This matrix organizes potential uses within each Development District. Those uses not specifically listed in the table are subject to review based on the consistency with the purpose and intent of the land use categories and are subject to the Interpretation procedure of Section 9172.24 of the Carson Municipal Code (CMC). The following additional special provisions apply:

- A. Any single proposed retail store with more than 100,000 square feet (whether contained in one or more buildings) which devote more than 10% of their floor area to non-taxable goods excluding services such as pharmacy or optician, shall be permitted upon approval of a Conditional Use Permit pursuant to Section 9172.23 of the Carson Municipal Code. This requirement shall not apply to discount membership stores, wholesale clubs or other establishments selling primarily bulk merchandise and charging membership dues.
- B. A conditional use permit shall be required for any proposed residential use north of Del Amo Boulevard and within 300 feet of the freeway pavement edge.
- C. Upon identifying and constructing within all building areas, the allowed number of units and/or square footage will be reduced to that built plus 10% additional square footage or units, provided the number of residential units does not exceed 1550.
- D. When the Development Agreement expires on March 21, 2021, any development proposed for the 168 acres, known as the Boulevards at South Bay, shall be subject to environmental review pursuant to the California Environmental Quality Act.

Of special note is the fact that at-grade residential uses are only permitted in Development District 3. This is because Development District 1 occupies the former landfill site, while Development District 3 does not. Only elevated residential uses, which separate first-floor units from the ground level using at least one level of parking, retail uses, or other nonresidential space, are permitted in Development District 1. This is the result of regulations provided by the Department of Toxic Substances Control that prohibit ground-floor residential units on former landfill soil.

**Table 6.1  
Permitted Uses**

P ----- Automatically permitted use.  
 L ----- Automatically permitted use provided special limitations and requirements are satisfied as noted herein or in Division 8 of the CMC.  
 LD ----- Use permitted provided special limitations and requirements are satisfied as noted herein or in Division 8 of the CMC, and subject to approval of Planning Manager.  
 C ----- Use permitted upon approval of a Conditional Use Permit.  
 CC ----- Use permitted upon approval of the City Council as prescribed under other provisions of the CMC.  
 [blank cell]----- Not permitted

Use Category	Typical Permitted Uses	Development District		
		1	2	3
<b>Regional Commercial</b>				
Food Sales and Service	Dog or cat food catering (retail only)	P	P	P
	Food catering (only direct retail sales or retail distribution)	P	P	P
	Food store: grocery, fish, meat, fruits and vegetables, retail bakery, pastry, candy, health food, take-out food, tobacco shop	L	L	L
	Poultry shop (no live poultry or slaughtering)	P	P	P
	Restaurant (including refreshment stands, soda fountain, drive-in or drive-through restaurants)	P	P	P
Health Services	Medical or dental laboratory (as an incidental use in a medical/dental office building or clinic)		L	
	Medical or dental office or clinic, public health center	P	P	P
	Optical services (for the fitting, grinding or mounting of eyeglasses)	P	P	P
	Pharmacy	P	P	P
Office	Business, professional, financial, insurance, real estate, utility payments, telegraph, telephone answering service, messenger service, advertising, newspaper or publishing (no printing), ticket agency, travel agency, employment agency, collection agency, detective agency, security service, bail bondsman	P	P	P
	Wholesale business, manufacturer's agent, broker (no storage or deliveries other than samples)		L	
Public Assembly	Arcade, drive-through, pool hall, night club		C	
	Auditorium, meeting hall, wedding chapel	P	P	P
	Community center, lodge hall, private club	P	P	P
	Indoor theater (motion picture or live stage)		P	
	Outdoor theater (live stage, not a drive-in)	C	LD	C
Public and Quasi-Public Uses	Church, temple, or other place of religious worship <sup>1</sup>	C	C	C
	Fire station, police station, post office, library, museum	P	P	P
Retail Sales and Service	Animal services: dog clip & wash, veterinary office or clinic (no animal hospital/kennel)	P	P	P
	Barber shop, beauty shop, reducing salon, manicure parlor	P	P	P
	Big box retail (stand-alone retail stores with 50,000 square feet or more)		P	
	Copying, addressographing, mimeographing, photostating, instant printing, blueprinting, silk screening, photography, picture framing	P	P	P
	Clothing services: laundry or dry cleaning agency, self-service laundry or dry cleaning, hand laundry, sponging and pressing, tailor, dressmaker, seamstress, shoe repair	P	P	P
	Fix-it shop		P	
	Furniture redecorating, restoration and upholstery; glass repair, installation or glazing; screen repair; plumbing shop; lawnmower sharpening		P	
	Gas Station	C	C	C

**Table 6.1  
Permitted Uses**

P -----	Automatically permitted use.
L -----	Automatically permitted use provided special limitations and requirements are satisfied as noted herein or in Division 8 of the CMC.
LD -----	Use permitted provided special limitations and requirements are satisfied as noted herein or in Division 8 of the CMC, and subject to approval of Planning Manager.
C -----	Use permitted upon approval of a Conditional Use Permit.
CC -----	Use permitted upon approval of the City Council as prescribed under other provisions of the CMC.
[blank cell]-----	Not permitted

Use Category	Typical Permitted Uses	Development District		
		1	2	3
Retail Sales and Service cont.	Hotel		P	
	Indoor mini-mart, auction house <sup>2</sup>		C	
	Locksmith, watch repair, small appliance repair, bicycle repair	P	P	P
	Parcel delivery service	P	P	P
	Photo-finishing, film developing	P	P	P
	Secondhand store, pawn shop		C	
	Specialized stores for apparel, household supplies, business supplies, promotional retail, service retail	P	P	P
Studios	Costume design, interior decoration, photography, writing, drama, dance, music, arts and crafts (including stained glass)	P	P	P
	Motion pictures (indoor) <sup>3</sup>		C	
	Radio, television, recording	P	P	P
<b>Mixed-Use</b>				
Mixed-Use <sup>4</sup>	At-grade apartments, townhomes, condominiums			P
	Elevated apartments, townhomes, condominiums	P		P
	Vertically integrated uses: supermarket, food store, variety store, service retail, restaurant, health club/gym	P		P
	Live-Work Residential			P
	All uses permitted in Regional Commercial except theaters and stand-alone stores greater than 50,000 square feet	P		P
<b>Parking</b>				
Automobile Parking Structure	Parking lot, parking building/structure, shared parking facilities	P	P	P
<b>Accessory Uses <sup>5</sup></b>				
Public Park or Playground	Park, playground	P	P	P
Private Recreational Facilities	Swimming pool, tennis court, skating rink	P	P	P
Passenger Station	Bus station, rail station, taxi stand	LD	P	LD
Alcoholic Beverage Sales and Service	Alcoholic beverage sales and service in conjunction with a restaurant, department store, supermarket	LD	P	LD
	Alcoholic beverage sales and service in conjunction with a variety store, drug store, take-out food, mini-market, liquor store, bar, billiards, indoor theater	C	C	C
Communication and Utilities Stations	Transmitter, receiver, or repeater station; gas distribution, control, or measurement station; electric distribution substation; pumping station; major wireless telecommunication facilities <sup>6</sup>	C	C	C
Storage <sup>7</sup>	Space and facilities to house the inventories, supplies and equipment needed to conduct permitted activities.	P	P	P
Recycling	Small collection recycling facility	L	P	L
<b>Temporary Uses</b>				
Offices	Contractor office, real estate office, election campaign office, construction storage	L	L	L

**Table 6.1  
Permitted Uses**

P ----- Automatically permitted use.  
 L ----- Automatically permitted use provided special limitations and requirements are satisfied as noted herein or in Division 8 of the CMC.  
 LD ----- Use permitted provided special limitations and requirements are satisfied as noted herein or in Division 8 of the CMC, and subject to approval of Planning Manager.  
 C ----- Use permitted upon approval of a Conditional Use Permit.  
 CC ----- Use permitted upon approval of the City Council as prescribed under other provisions of the CMC.  
 [blank cell]----- Not permitted

Use Category	Typical Permitted Uses	Development District		
		1	2	3
Outdoor Sales	Sidewalk, parking lot, and tent sales; Christmas tree sales; pumpkin sales	LD	LD	LD
Outdoor Festivals	Farmer’s market, carnival, pony rides, swap meet, flea market		CC	
	Fireworks stand <sup>8</sup>	P	P	P

**Prohibited Uses**

**Sexually oriented business establishments**

**Vehicle sales and service**

1. See CMC 9138.22 and 9182.25.
2. Ord. 86-763U, §1; Ord. 87-813, §1.
3. See CMC 9133.
4. A conditional use permit shall be required for any proposed residential use north of Del Amo Boulevard and within 300 feet of the freeway pavement edge.
5. Accessory use: A use of the land or of a building which is: (1) clearly incidental and subordinate to the principal use of the land or building; (2) located on the same lot with the principal use; (3) not a generator of additional auto trips, parking needs, or adverse environmental impacts; and (4) occupies equal to or less than 10 percent of the area of the principal use. Where more than one accessory use occurs on a site, the total aggregate of all accessory uses must be equal to or less than 10 percent.
6. Major wireless telecommunication facilities shall be permitted subject to a Conditional Use Permit from the Planning Commission and the requirements of Section 9138.16 of the Carson Municipal Code. Minor wireless telecommunication facilities, as defined in Section 9138.16 of the Carson Municipal Code, are permitted by right and do not require a Conditional Use Permit.
7. No on-site storage shall be allowed in temporary or permanent cargo containers.
8. Fireworks stands are permitted per Sections 3101.0–3101.10 of the Carson Municipal Code.

## 6.2 General Development Standards

Development standards control the building envelopes for the proposed residential, commercial, service and entertainment uses. These regulations have been designed to provide for flexibility in site design while ensuring a consistent and coordinated built environment for The Boulevards at South Bay.

<b>Table 6.2-1 General Development Standards</b>		
TOPIC	MIXED-USE MARKETPLACE (MU-M)	COMMERCIAL MARKETPLACE (CM)
<b>DENSITY/INTENSITY</b>		
At-grade multifamily	60 du/ac max.	n/a
Elevated multifamily	60 du/ac max.	n/a
Vertical mix of uses <sup>1</sup>	1.50 min., 4.0 FAR max.	n/a
Commercial uses	n/a	n/a
Hotel <sup>2</sup>	1.0 FAR max.	1.0 FAR max.
Overall Project	0.33 FAR (commercial uses only)	
<b>BUILDING SETBACKS</b>		
Perimeter Setbacks:		
Interstate 405	110 feet min.	110 feet min.
Del Amo Boulevard	10–20 feet min. <sup>3</sup>	n/a
Main Street	10–20 feet min. <sup>3</sup>	n/a
Northern Border <sup>4</sup>	20 feet min. from property line	n/a
Storm Channel	n/a	70 feet min. from property line
Internal Setbacks:		
Building to Loop Road at Del Amo Entry <sup>5</sup>	20 feet min. from the back of curb for buildings with base building height up to 28 feet 30 feet min. from the back of curb for buildings with base building height greater than 28 feet	n/a
Commercial building to Loop/Corridor Roads	Loop road (private): 10 feet min. from the back of curb Corridor road (public): 10 feet min. from the property line	n/a
Residential building to Loop/Corridor Roads	15 feet min. from the back of the sidewalk	n/a
Commercial building to commercial building (if detached)	20 feet min. from building to building	n/a
Residential building to commercial building or parking structure (if detached)	25 feet min. from building to building	n/a
<b>ENCROACHMENTS<sup>6</sup></b>		
Encroachments	See Municipal Code §9126.29	See Municipal Code §9136.29
<b>WALKWAYS/PARKWAYS</b>		
Internal	5 feet min.	5 feet min.
Adjacent to:		
Corridor Road	8 feet min. including at least 3 feet of landscaping	8 feet min. including at least 3 feet of landscaping
Loop Road	5 feet min.	8 feet min. including at least 3 feet of landscaping
Multi-Purpose Path (see Figure 5.11)	8 feet min. of sidewalk plus an additional 4 feet of landscaping	8 feet min. of sidewalk plus an additional 4 feet of landscaping

**Table 6.2-1  
General Development Standards**

TOPIC	MIXED-USE MARKETPLACE (MU-M)	COMMERCIAL MARKETPLACE (CM)
<b>OPEN SPACE<sup>7</sup></b>		
Private Open Space <sup>12</sup>	<p><b>Development 25 du/acre or more in density:</b> studios and 1 bedroom: 60 square feet average, 50 square feet min. per unit; 2 bedrooms: 75 square feet average, 65 square feet min. per unit; 3+ bedrooms: 100 square feet average, 80 square feet min. per unit; all with a minimum dimension of 5 feet in any direction.</p> <p><b>Development less than 25 du/acre in density:</b> 100 square feet min. per unit, with a minimum dimension of 5 feet in any direction.</p>	n/a
Common Open Space <sup>8</sup>	<p><b>Development District 1 (rental units):</b> studio and 1 bedroom: 150 square feet min. per unit 2 bedrooms: 200 square feet min. per unit; 3+ bedrooms: 250 square feet min. per unit; all with a minimum dimension of 15 feet in any direction.</p> <p><b>Development District 1 (ownership units):</b> studio and 1 bedroom: 200 square feet min. per unit 2 bedrooms: 250 square feet min. per unit; 3+ bedrooms: 300 square feet min. per unit; all with a minimum dimension of 15 feet in any direction.</p> <p><b>Development District 3:</b> 300 square feet min. per unit, with a minimum dimension of 15 feet in any direction</p>	n/a
Public Plazas <sup>9</sup>	n/a	Each commercial use shall provide or contribute towards public plaza space equal to 25 percent of the total square feet (GLA) of building. This standard applies only to those buildings within the Lifestyle/Entertainment area in Development District 2.
<b>PARKING</b>		
Auto Parking <sup>10, 11</sup>	<p><b>Residential:</b> 0 bedrooms (not more than 450 square feet.) 1 space/unit; 1 bedroom, and 0 bedroom units that are larger than 450 square feet: 1.5 spaces per unit; 2 bedrooms or more: 2 spaces per unit. Guest parking: 1 space per 4 units</p> <p><b>Commercial:</b> 5 spaces per 1,000 sq. ft. of gross leasable area, except: Theatre = 1 space/ 4 seats Hotel = 1.0 space/room</p>	5 spaces per 1,000 sq. ft. of gross leasable area, except: Theatre = 1 space/4 seats Hotel = 1.0 space/room
Preferential Auto and Bicycle Parking	Per City Code Section 9165.3	Per City Code Section 9165.3
<p>1. The FAR for vertically integrated mixed-use is to be calculated using the total square footage of all residential and commercial uses, divided by the total area of the parcel. The 1.50 minimum FAR applies only to projects that incorporate residential uses.</p> <p>2. Hotel FAR is to be calculated based upon a 5-acre site.</p> <p>3. Development north of Del Amo Boulevard shall not be closer than 10 feet from Del Amo Boulevard or Main Street, as measured from the property line. Development south of Del Amo Boulevard shall not be closer than 20 feet from Del Amo Boulevard or Main Street, as measured from the property line.</p> <p>4. The "Northern Boundary" refers to the northern boundary of Development District 3.</p> <p>5. Standard applies to buildings adjacent to Loop Road between Del Amo Boulevard and Corridor Road. See Table 6.2-2 for base building height standards.</p> <p>6. Outdoor dining, benches, outdoor displays, or any other ancillary uses as approved by the Planning Manager may encroach into the sidewalk area a maximum of 8 feet from the building frontage.</p>		

**Table 6.2-1  
General Development Standards**

TOPIC	MIXED-USE MARKETPLACE (MU-M)	COMMERCIAL MARKETPLACE (CM)
<p>7. At least 40 percent of common and private open space must be usable for recreation, which is defined as open space that serves a specific function with an average gradient of not more than 5 percent and excludes sidewalks within the public right-of-way. Usable open space shall be designed in a manner to be appropriate for the end users of the dwelling units. Usable open space excludes space located within roadway setback areas. The recreational areas shall be located within reasonable proximity of the dwelling units. Usable open space may include, but is not limited to, balconies, terraces, roof gardens, children's playgrounds, pools, clubhouses, BBQ pits, fire pits, seating areas, and landscape areas within or immediately surrounding these open space areas. Walkways and their associated landscaping that serve no purpose other than connecting these spaces shall not be considered usable open space.</p> <p>8. Open space includes accessible walkways, landscaping areas and non-private courtyards. Common areas such as clubhouses, pools and spas can satisfy up to 50 percent of the common open space requirement. Up to 1/2 of the common open space can be satisfied on other development sites within reasonable proximity to the dwelling units.</p> <p>9. Refer to Section 6.3 for additional guidance on the provision of public plazas.</p> <p>10. Shared parking will be allowed per the Planning Manager's approval and subsequent to a parking study if deemed necessary by the Planning Manager.</p> <p>11. If DD 3 is developed with only residential units (no commercial), the guest parking requirement shall be 0.5 space per unit. If DD 3 is developed with a combination of residential and commercial use, the guest parking requirement shall be 0.25 space per unit.</p> <p>12. Each bedroom category must address both its minimum size and average size private open space requirements. Any unit that does not meet the minimum requirement will not have any of its private open space counted towards the overall average. No more than 10% of 1 BR, 2 BR or 3 BR units may provide less than the minimum size requirement. If any bedroom category has a shortfall in average private open space, that shortfall must be replaced by additional usable open space above the required amount at a one-to-one ratio.</p>		

**Table 6.2-2  
Building Height Development Standards**

USE	AREA	BASE BUILDING	WITH SECONDARY FEATURES <sup>1</sup>		WITH MAJOR FEATURES <sup>1</sup>	
			Max. Height	Max. Width of Feature (% of elevation length)	Max. Height	Max. Width of Feature (% of elevation length)
<b>RESIDENTIAL</b>						
Multifamily <sup>2</sup>	n/a	75 feet	75 feet	n/a	75 feet	n/a
<b>COMMERCIAL</b>						
Retail	>100,000 SF	32 feet	42 feet	30%	52 feet	15%
Retail	<60,000–100,000 SF	30 feet	38 feet		48 feet	20%
Retail	>40,000–60,000 SF	28 feet	36 feet		46 feet	30%
Retail	15,000–40,000 SF	28 feet	34 feet		44 feet	40%
Retail	<15,000 SF	26 feet	30 feet		36 feet	50%
Theater	n/a	60 feet	70 feet		80 feet	20%
Hotel	n/a	75 feet	79 feet	85 feet	15%	
<b>MIXED-USE</b>						
Vertical mix of uses: two-story office/retail over at-grade retail	10,000–30,000 SF	35 feet	40 feet	30%	45 feet	30%
Other vertical mix of uses <sup>2,3</sup>	n/a	75–85 feet	75–85 feet	n/a	75–85 feet	n/a
<b>PARKING</b>						
Parking Structure <sup>4</sup>	n/a	45 feet	50 feet	n/a	55 feet	n/a
<b>ACCESSORY STRUCTURES</b>						
Accessory Storage	maximum height to be determined according to standard for principal use					
<p>1. Major and secondary features are building elements that are added to building faces to provide architectural interest, without adding to interior floor area. Major features are more prominent than secondary features, and are often used to focus visual attention with a vertical element that rises above the base building. Major features may sometimes incorporate secondary features, which are physically connected to them. Where such secondary features are an integral part of the major feature, the overall assemblage can be considered collectively as the major feature, with the height limitation applying to the highest-most point of the assemblage.</p> <p>2. The maximum height of any living space in residential structures cannot exceed 74 feet, 11.9 inches, so as not to be classified as a high-rise structure as defined by Los Angeles County Fire Department regulations.</p> <p>3. The maximum height for vertically mixed-use buildings is 85 feet when located within 1,000 feet of the project's easterly border (loosely defined as I-405) as measured along the southern edge of Del Amo Boulevard. For buildings along the northern edge of Del Amo Boulevard or beyond the 1,000-foot area described above, the maximum height is 75 feet.</p> <p>4. Maximum parking structure height applies to the height of the primary structure only; elevator shafts are excluded.</p>						

### 6.3 Public Plazas

This Plan requires each commercial use within the lifestyle and entertainment area to provide or contribute towards public plaza space equal to 25 percent of the total square feet (GLA) of building. Shown conceptually in Figure 6.4a, the lifestyle and entertainment area consists of commercial uses such as a movie theater, restaurants, arcades and various retail shops clustered together and oriented internally for pedestrians. The conceptual site plan proposes approximately 139,000 square feet of lifestyle and entertainment uses in Development District 2, as shown in Table 4.1. Based upon the requirement stated above, 34,750 square feet of public plaza space would be provided within the lifestyle and entertainment area (139,000 multiplied by 25 percent). The following are public plaza requirements and guidelines.

#### 6.3.1 Public Plaza Requirements

- A. Public plazas may consist of pedestrian-accessible spaces, including outdoor seating areas, open space, water features and landscape areas. Please refer to Section 7.0, Design Standards and Guidelines, for further information.
- B. Outdoor eating areas provided as part of private eating establishments cannot be counted towards the public plaza requirement, unless:
  1. The eating areas are open and accessible to the public, and have intermittent fencing and/or landscaped obstructions.
  2. If the eating areas are enclosed by fencing or landscaping no greater than four feet in height, these areas may count towards up to 20 percent of the total public plaza requirement.
- C. Public plazas shall exclude parking areas, roadways (except for Fire Department access) and the first five feet surrounding all sides of the buildings.
- D. Public plazas shall have a minimum dimension of 20 feet in width and 20 feet in length.
- E. Public plaza areas are not intended to serve as space for outdoor sidewalk sales.
- F. Uses in the lifestyle and entertainment area do not need to satisfy the public plaza space requirement immediately next to their buildings, and are instead encouraged to coordinate public plaza space with other uses to provide larger plaza spaces that are centrally located and serve multiple buildings. Public plazas are encouraged to be contiguous and connected via landscaped pedestrian walkways.
- G. Development applications that incorporate public plazas shall be accompanied by design plans for the plaza areas, specifying location and extent of landscaping, irrigation systems, structures and circulation (vehicular, pedestrian and bicycle).
- H. If the lifestyle and entertainment area is not constructed, public plaza space is not required.

## 6.4 Landscaping

### 6.4.1 General Provisions

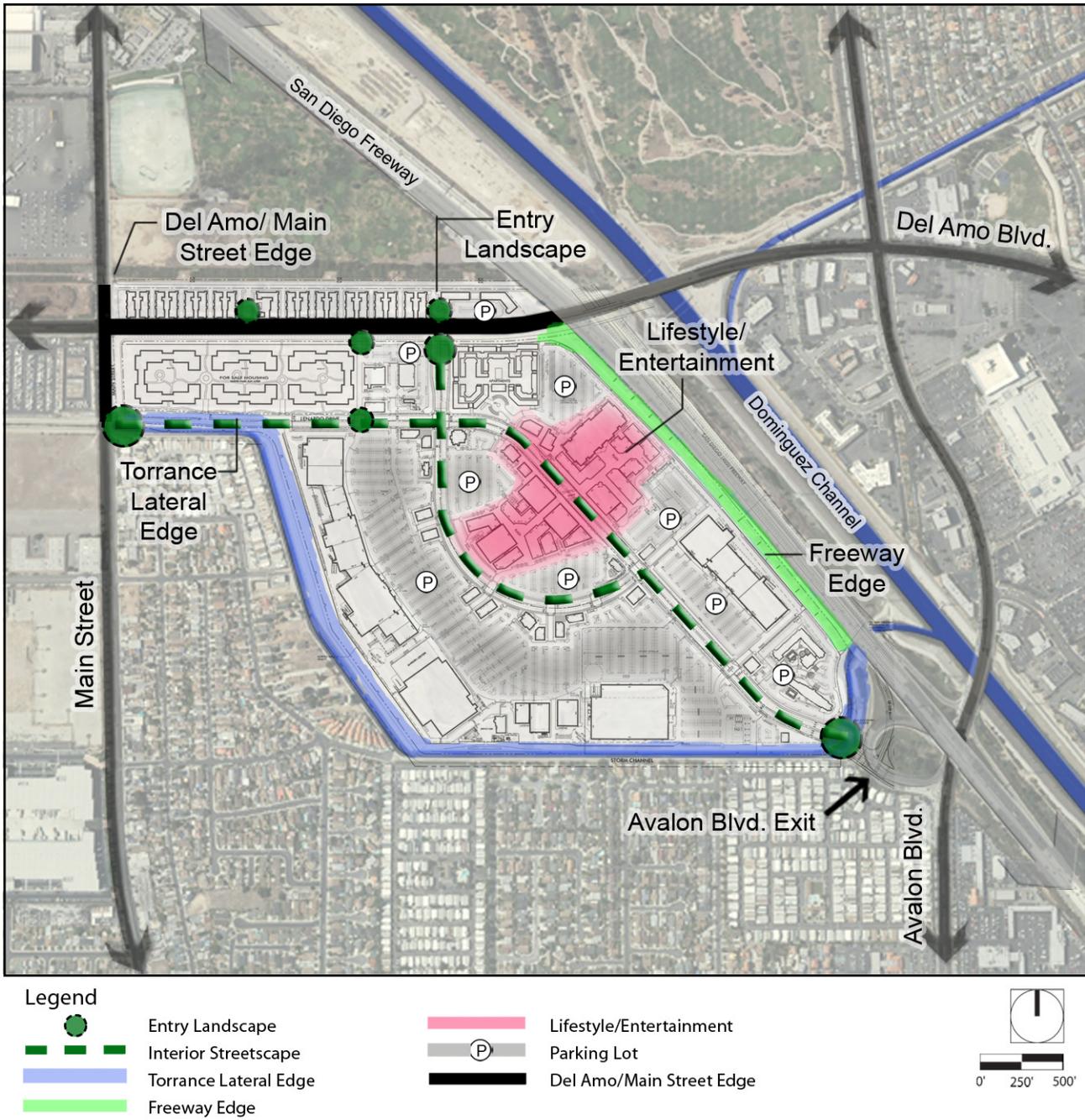
- A. Due to the subsurface constraints posed by the site, trees shall generally not be permitted to be planted in the soil unless there is reasonable certainty that the proposed tree and its location are not determined to pose a threat to the landfill cap by the Department of Toxic Substances Control (DTSC).
- B. For plantings that will be directly in the soil, the landscape palette for the project shall consist primarily of small to medium shrubs, members of the grass family and other plants with fibrous root systems, bulbs, culms or rhizomes. For taller species with fibrous and/or surficial root systems, this includes, among others, members of the palm and bamboo families.
- C. The taller species of trees that have a typical dendritic root structure shall be containerized either above or below grade. For containerized trees below grade, a subsurface drainage conveyance system will be necessary to convey drainage off-site.
- D. Although Pampas Grass (*Cortaderia sellowiana*) and Giant Reed (*Arundo donax*) are plants that have fibrous root systems, they are invasive exotic plants and their use is strongly discouraged due to their ability to escape and naturalize off-site.
- E. The plant palette for the project includes, but is not limited to, Bob Perry's *Landscape Plants for Western Regions* since these plants are either native or adapted to our climate and can survive with limited amounts of water. The plant palette is located in Appendix A.
- F. The intent is for irrigation of the landscape to be kept to a minimum to conserve water and to avoid the impact irrigation may have on the shallow soils and the landfill cap. Therefore drip irrigation and a native-plant palette shall be used to the maximum extent feasible.

### 6.4.2 Landscape Theme Areas

The Boulevards at South Bay has several landscape theme areas with unique qualities or goals to address the diversity of edge conditions and planned uses. These themes are conceptual in nature and therefore not precise and will be clarified further during plan submittal. The following is a description of the landscape themes for various areas within the Project and a brief discussion of their design intent. For the conceptual delineation of these themed areas, see Figure 6.4a.

#### Del Amo Boulevard and Main Street Edges

The Del Amo and Main Street edges shall have landscaped setbacks to buffer the proposed residential and/or commercial uses from the street. Because the setbacks are measured from the back of the sidewalk, it is envisioned that a landscape treatment will be applied to the entire setback. These edges shall be designed to coordinate with the landscape themes in the Carson Street Conceptual Visualization and the Home Depot Center. This landscape coordination will help connect The Boulevards at South Bay with these two existing districts and generate a comprehensive image for this area.



Source: The Planning Center, 2010.

Figure 6.4a Landscape Themes

### **Entries**

There will be seven ingress-egress/points of access (see Figure 6.4a for the proposed points of access). These points of access shall have landscaping that identifies the entries and clearly separates them from the surrounding context. To attract attention and create a focal point entries shall typically have species that differ in height, color and texture from the streetscape treatment.

### **Freeway Edge**

This zone will primarily consist of the top of slope and slope bank that parallel the western edge of I-405 and shall be designed to work in conjunction with the signage and building facades to draw attention to The Boulevards at South Bay project.

### **Lifestyle and Entertainment**

A Lifestyle and Entertainment component makes up a significant portion of the central core of the Project. This area shall have a variety of plants from small to very large that will primarily be containerized in large and small pots, raised planters and trellises. The landscaping should be pedestrian friendly, providing areas of shade and accents.

### **Internal Streetscape**

The internal streetscape consists of entry drives and Corridor and Loop Roads (see Figure 5.1a). These form a hierarchy of streetscapes with the opportunity to design them together as an integral element of the overall plan.

It is expected that these internal streets will typically have landscaped medians and edges (see Figure 6.4b). There shall be continuous shrub and ground-cover plantings in the medians and edges with vertical landscape and/or hardscape elements at a minimum of every 50 feet along the edges. The landscape plans for the median and parkway on the public road (Corridor Road) must be approved by the Development Services Manager.

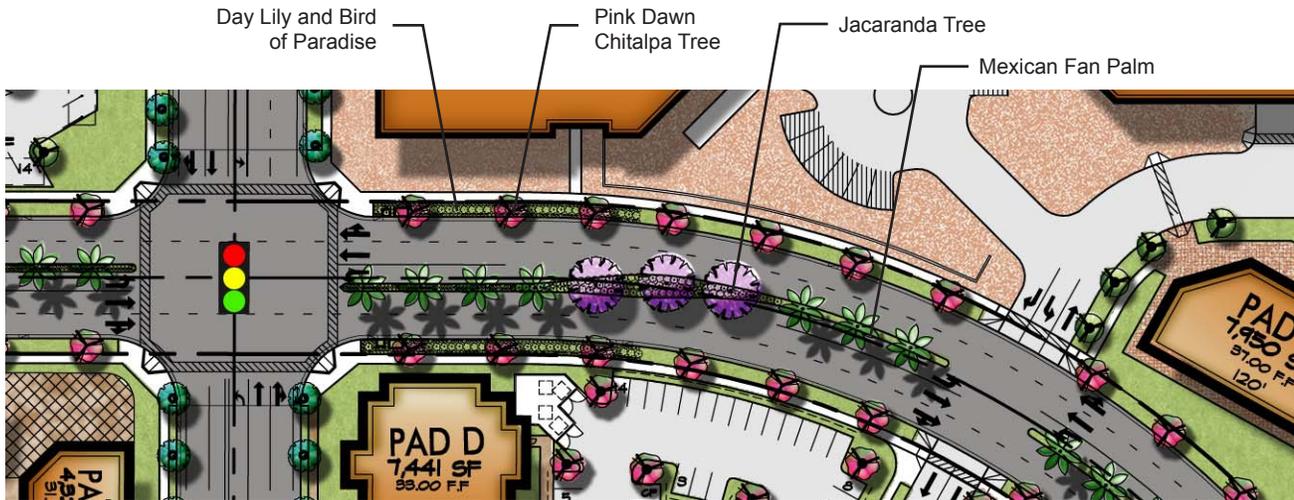
### **Parking Lot**

The parking lot areas shall achieve, Project-wide, a minimum of 5 percent landscape coverage. The landscaping may consist of tall vertical elements such as palms or low-lying shrubs and/or groundcovers. The shrubs and groundcovers should not exceed three feet in height at maturity to keep sight distances clear for vehicles. Landscaping in the parking lot areas may be grouped or focused to facilitate stormwater uptake and filtration.

### **Parking Structure Edge**

Parking structure facades visible from the freeway should be designed with enhanced aesthetic treatments to soften the visual appearance of the structure. Treatments may include, but are not limited to, landscaping, signage, or special treatment of building materials (use of color or patterns) as approved by the City. If parking structures are adjacent and visible to residences, the edge of the structure shall achieve 50 percent coverage of visible concrete surfaces with landscaping. Coverage can be achieved through measures such as planters along the visible edge of the structure planted with cascading vines, or through a vertical trellis surface with vines planted at each parking level, or by other means.

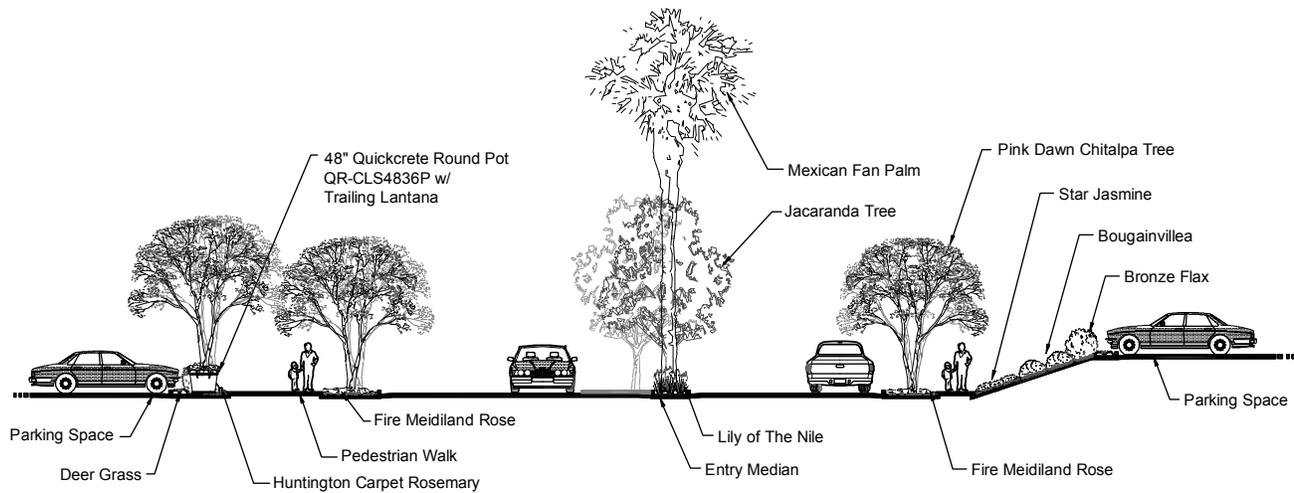
6. DEVELOPMENT STANDARDS



Typical Design



At Entertainment Area



Typical Section

Source: CCA, 2010.

Note: Illustrations are purely conceptual in nature. Final landscaping to be determined with the submittal of a Development Plan.

Figure 6.4b Conceptual Landscape for Corridor Road

### Channel-Adjacent Slope

There is, and will continue to be, a slope bank along the southern and western edges of the project immediately adjacent to the access road that serves the Torrance Lateral. The intent of the landscaping for this zone will be to improve upon the existing unimproved condition, stabilize slopes with minimum maintenance and water requirements, and soften the development edge as viewed from outside the southern and western edges. This zone shall consist of a combination of native and adapted drought-tolerant trees, shrubs and groundcovers.

## 6.5 Walls and Fences

The need for walls or fences within The Boulevards at South Bay is a function of the location and building orientation of commercial and residential uses. A primary goal of this project is to achieve an aesthetically and functionally integrated mix of uses. Convenient access (pedestrian and auto) and visual access from residential to commercial uses on the site are main components of integration. This can be accomplished through creative site planning techniques without compromising privacy and the quality of living environments.

Another objective is to ensure the visual compatibility of on-site commercial uses with existing surrounding residential areas. Rather than a traditional, complete separation of residential from commercial uses by walls, barriers within the Specific Plan area will be incorporated only as needed to provide for privacy or noise control.

The Boulevards at South Bay incorporates two types of walls and fences, each with its own purpose and function. Perimeter walls are primarily intended to screen the Project from surrounding land uses while also providing a secondary level of security. As such, these walls should be designed to be opaque and consist of slump or split-faced block, or solid panel at heights of six to eight feet. Perimeter walls can also be used to screen trash enclosures, utilities and other similar functional uses.

View fencing serves to buffer residential uses from surrounding traffic or, when desired, commercial uses. As the name implies, however, view fencing does not completely shield residential uses from the remainder of the site. The Boulevards at South Bay is intended to function as an integrated, mixed-use project, and visual connectivity is an important component of the Project. View fencing, therefore, should consist of a semiopaque combination of slump or split-faced block, wrought iron and/or landscaping to provide a secure yet friendly border. View fencing may also consist entirely of landscaping. Materials other than split face block may also be used with approval of the Planning Manager, so long as the design is consistent with the design theme and intent outlined in the specific plan.

### 6.5.1 General Provisions

The conceptual locations of walls and fencing, as they relate to the site perimeter, are shown on Figure 6.5a. The following guidelines are established to guide the location and treatment of walls and fences.

- A. Solid walls or screens shall be used to minimize the visual impacts of commercial development along the perimeter of the site. A combination of solid and transparent barriers should be used to separate the residential component of The Boulevards at South Bay from Del Amo Boulevard and Main Street. Fencing shall be designed with variations using accent elements in combination of pilasters, landscapes and setbacks to reduce monotonousness of fencing design.
- B. A maximum 6-foot wall or fence may be incorporated for ground-floor screening of private outdoor space of residents. Other barrier alternatives such as a landscape screen may be used if noise is not a major consideration.
- C. Entrances and exits (both auto and pedestrian) for residential projects should be integrated with the entries of adjacent commercial sites so that internal access opportunities between uses are maximized.
- D. Common open space areas for commercial development, such as plaza or outdoor dining, should be accessible to adjacent residential uses.
- E. A landscape treatment shall be applied to spaces between a wall or fence and the adjacent sidewalk.
- F. Commercial loading areas shall be screened and located appropriately, where it is feasible, to minimize visual and noise impacts.

## 6.6 Signage

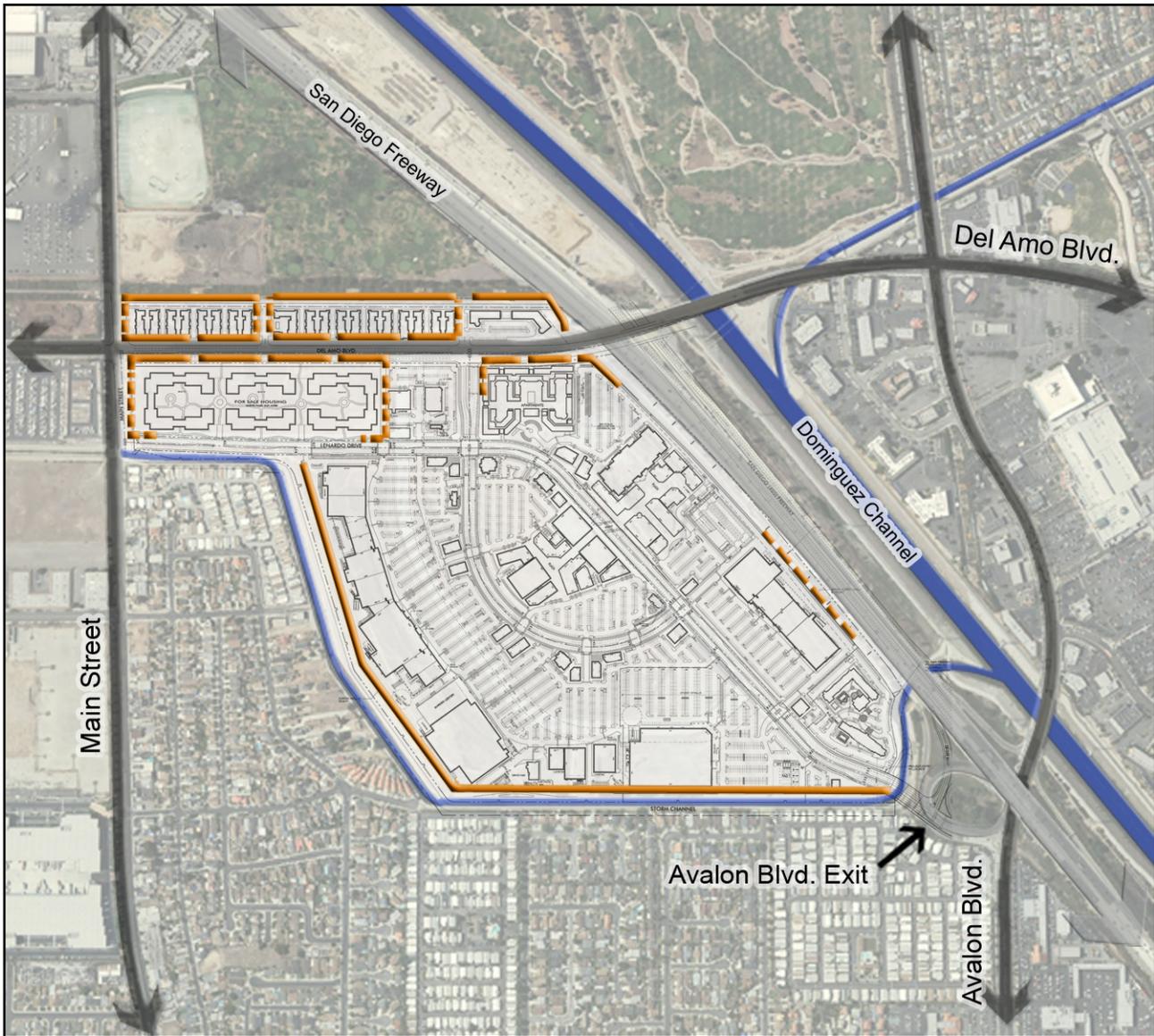
Because of their high visibility, signs are prominent elements of the physical environment of The Boulevards at South Bay. Signs announce the presence of The Boulevards at South Bay, welcome visitors and residents, and help users navigate the site. The sign development standards set forth below are intended to maximize the identification of The Boulevards at South Bay as a distinct location in a manner that complements the overall image of the City of Carson. All signs proposed for The Boulevards at South Bay Specific Plan will be governed by a comprehensive sign program, provided under separate cover, that will provide consistency in design style and direction for placement and size of signs, including a standardized way-finding program. The sign program shall also include provisions that ensure that lighting from signs shall not intrude or impact adjacent residential uses.

General sign standards are provided in Table 6.6, while a conceptual map of sign locations is shown in Figure 6.6a. Figure 6.6b provides some conceptual sketches to illustrate the maximum sign dimensions set forth in Table 6.6. Figure 6.6c presents a conceptual illustration of two freeway icons and ten freeway monument signs within the context of I-405. Final sign designs may vary and will be provided as part of a comprehensive sign program that shall be reviewed and approved by the Planning Officer. Any Electronic Message Center sign shall be permitted upon approval of a Conditional Use Permit pursuant to Section 9172.21 of the Carson Municipal Code.

**Table 6.6  
Sign Standards**

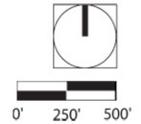
SIGN TYPE	MAXIMUM NUMBER	MAXIMUM SIGN DIMENSIONS		NOTES
		Height	Width	
Freeway Icon	2	70 feet	25 feet	The base width will be 15–25 feet. If the base is greater than 15 feet, the sign will taper up to 15 feet at top. The attached reader board will be a maximum 16 feet high x 20 feet wide. The top of the reader board will be located no higher than 40 feet above the base of the sign. If only one Freeway Icon sign is constructed, it will most likely be located in a central location, between the Freeway Monument signage. Height is measured from the elevation of I-405.
Freeway Monument	10	35 feet	20 feet	While the overall height is 35 feet, the sign is stepped up the slope along the freeway. Each sign consists of a sloped base 5 feet high x 20 feet wide, tenant signage up to 15 feet high x 20 feet wide, and a tower element that extends 15 feet above the tenant signage and is 3 feet in width. Height is measured from the midpoint between the elevation of I-405 and the top of slope at the eastern edge of the Project.
Primary Entry Monument	4	15 feet	20 feet	While the overall height is 15 feet, the sign consists of tenant signage up to 10 feet high x 20 feet wide and a tower element that extends 5 feet above the tenant signage and is 3 feet in width. Height is measured from the finished pad.
Main Street Entry Monument	1	14 feet	8 feet	While the overall height is 14 feet, the sign consists of tenant signage up to 6 feet high x 8 feet wide and a tower element that extends 8 feet above the tenant signage and is 3 feet in width. Height is measured from the finished pad.
North Del Amo Entry Monuments	2	8 feet	12 feet	If the signage serves residential development, the sign dimensions shall be no greater than 6 feet high x 8 feet wide. Height is measured from the finished pad.
Parking Garage Signage	Multiple	30 feet	300 feet	The multiple letter and graphic signs shall be provided on parking garage wall area facing Freeway with 60 percent maximum wall coverage.

Note: Signage adjacent to the freeway will comply with Caltrans standards and requirements subject to the approval of the Planning Officer.



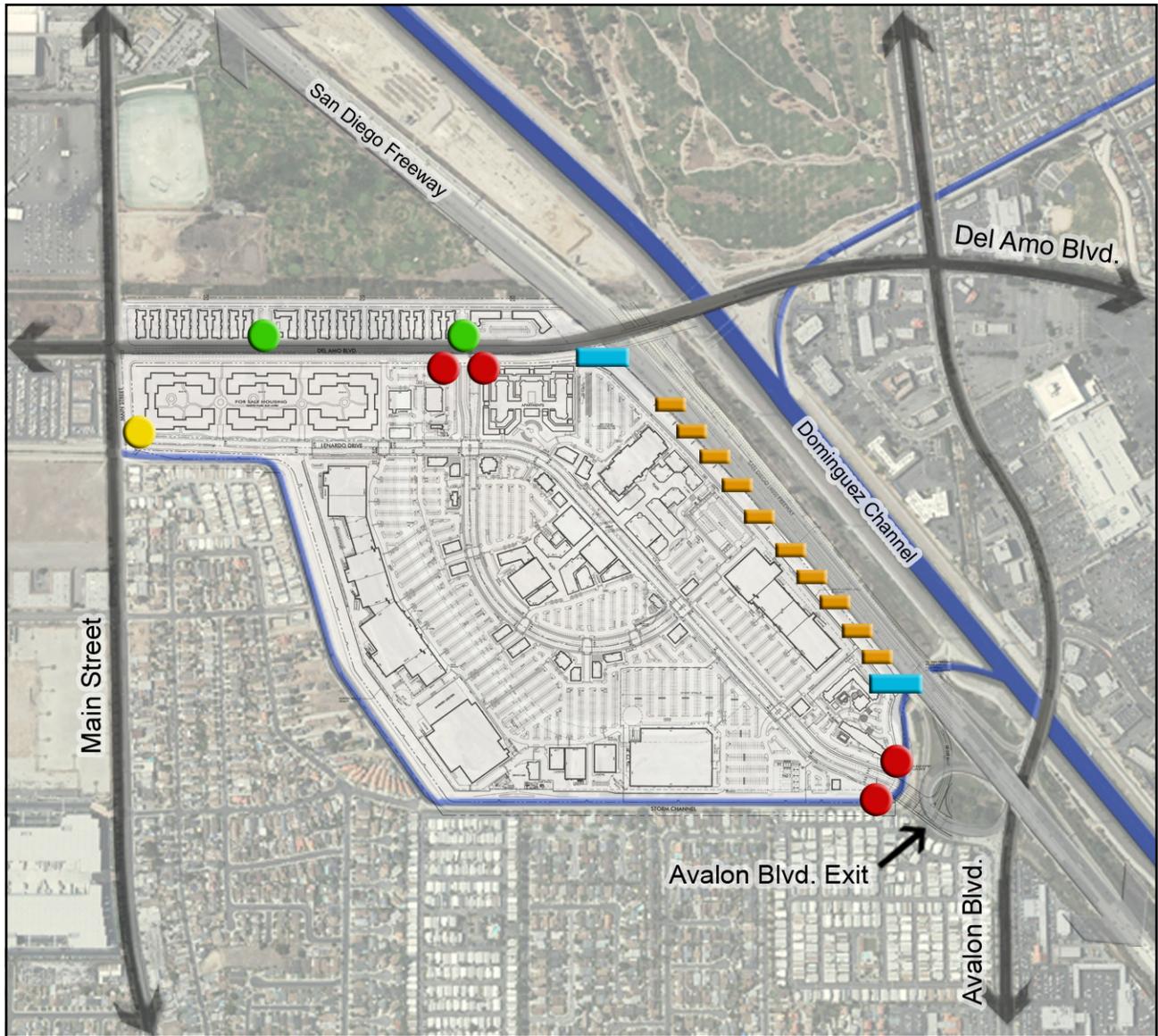
Legend

-  Perimeter Wall
-  View Fence or Landscape Barrier
-  Potential Perimeter Wall, View Fence, or Landscape Barrier



Source: Nadel Retail Architects, 2010.

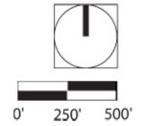
Figure 6.5a Walls and Fences



Legend

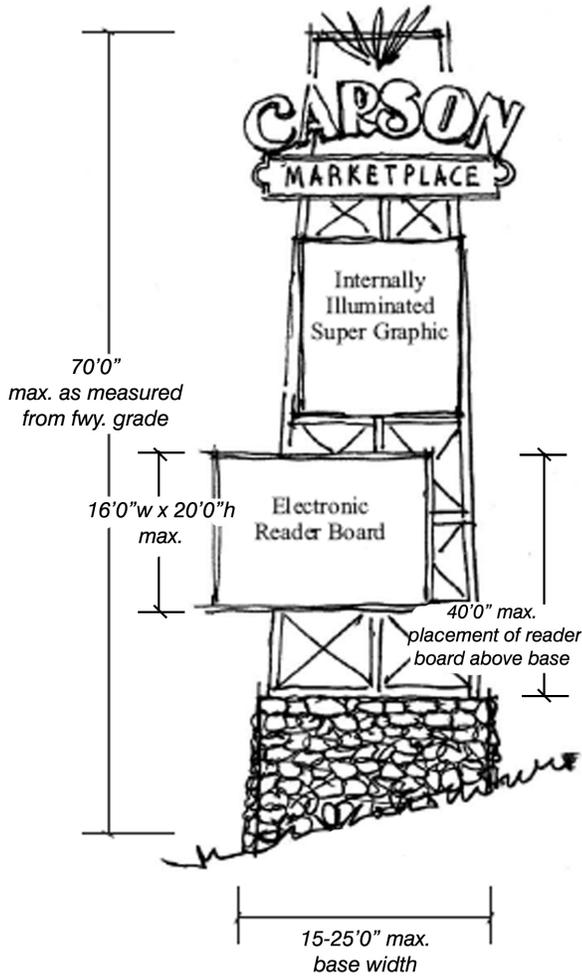
- Freeway Icon
- Freeway Monument
- Primary Entry Monument

- Main Street Monument
- North Del Amo Entry Monument

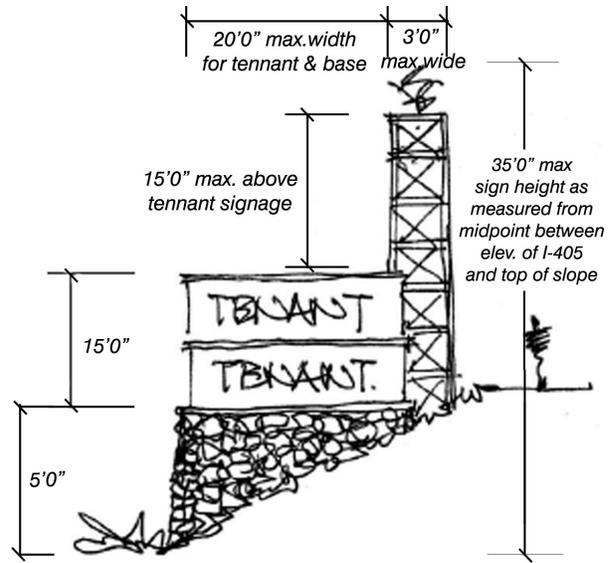


Source: AD/S, 2010.

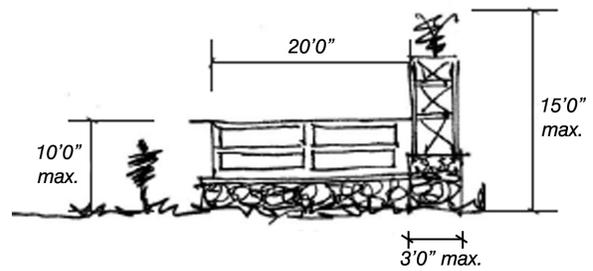
Figure 6.6a Conceptual Sign Locations



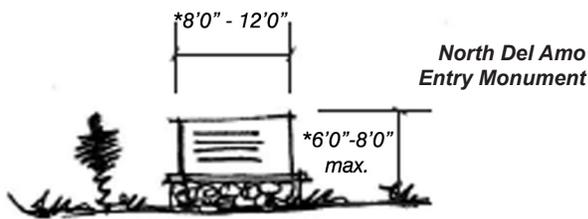
Freeway Icon



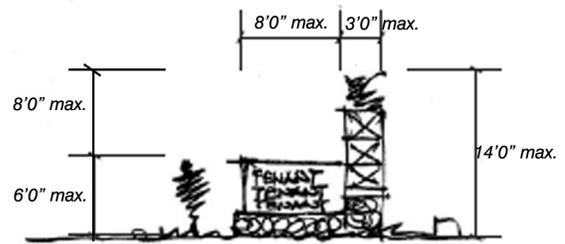
Freeway Monument Sign



Primary Entry Monument



\*If Sign serves Residential dimensions are reduced to --6'0" x 8'0"

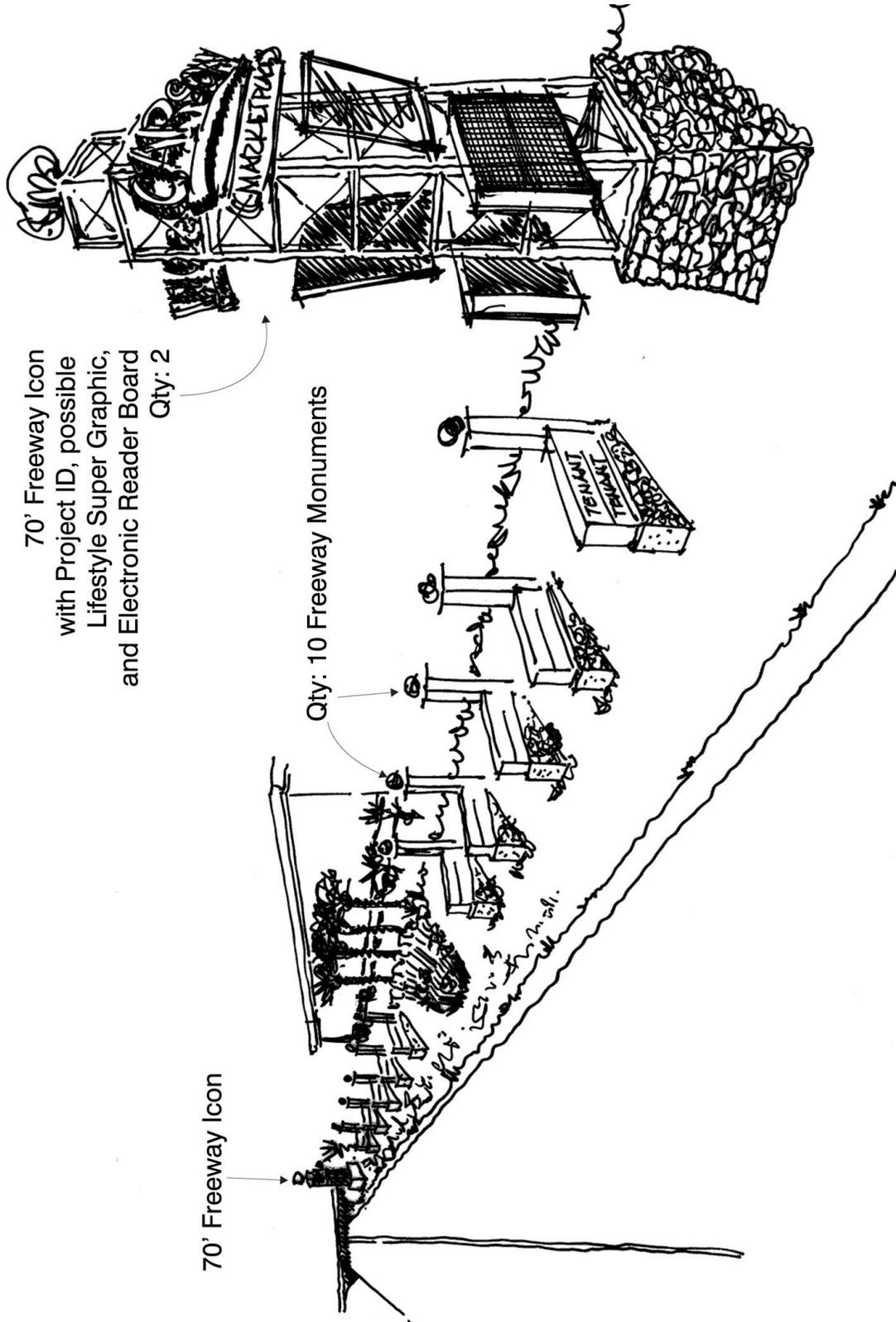


Main Street Entry Monument

Figure 6.6b Conceptual Sign Illustratives

Note: Sign designs are purely conceptual and are intended to illustrate dimensions. Final designs will be provided as part of the comprehensive sign program.

Source: AD/S, 2005.



70' Freeway Icon  
with Project ID, possible  
Lifestyle Super Graphic,  
and Electronic Reader Board  
Qty: 2

Qty: 10 Freeway Monuments

70' Freeway Icon

Figure 6.6c Conceptual Freeway Signs Illustrative

Note: Sign designs are purely conceptual and are intended to illustrate dimensions. Final designs will be provided as part of the comprehensive sign program.

Source: AD/S, 2005.

## 6.7 Lighting

The Boulevards at South Bay lighting standards establish a design framework to guide all future lighting improvements and meet specific lighting standards for each particular application and type of use anticipated within the proposed development options. These standards define the scale, brightness, direction, and shielding for all lighting installations within the Project Site and are intended to restrict light intensity, minimize off-site impacts, proscribe light control methods, and limit light pole heights. Design of lighting is focused on providing comfortable spaces for people to walk and ensuring the safety of residents, visitors and employees. A Lighting Palette, consisting of various lighting styles, is included in Appendix B.

The lighting standards and the resulting lighting improvements establish the basis for evaluation of the proposed lighting impact of this development on the surrounding community. The information presented within the lighting standards establish performance criteria based upon standard practices established by the Illuminating Engineering Society of North America (IESNA) for measurement and design of light sources, illuminated surfaces, and lighting systems. Illuminance data and recommended practice performance standards utilized in this report refer to standards defined in the 9th edition of the IESNA Light Handbook, IESNA RP 6-01, IESNA RP-33-99, and IESNA RP-20-98.

Generally, all light sources will be shielded to prevent direct view of high brightness light sources from adjacent properties. The lighting standards provide for specific control of the direction of light so as to limit glare and any off-site view of glare. This control limits the light distribution angle so that light is primarily directed down to the ground or up to a vertical surface (see Figure 6.7c). Special Event Lighting, Entertainment Lighting, and Construction Lighting are exempt from these angular criteria if the light is focused to restrict any direct illumination of adjacent residential properties.

To provide for safe illumination for vehicles and pedestrians within The Boulevards at South Bay pole-mounted lights will be required for roads and sidewalks. To prevent direct view of these pole-mounted light sources off-site and to reduce the overall brightness of the property, the standards establish maximum heights for street and pedestrian lighting fixtures, maximum horizontal illuminance (foot-candles) at the ground plane, and average to minimum uniformity ratios for light at the ground plane. Lighted signs, landscape, decorative or ornamental structures will be limited to 7 - 50 candelas/square foot per IESNA recommendation for luminous backgrounds in a shopping center. The lighting standards define special lighting criteria for parking areas to prevent direct view of lighting fixtures. The performance criteria are summarized below as a table of measurable numerical criteria based on the various options for commercial, residential, and mixed-use development within the site.

Lighting conditions are analyzed and prototypical solutions are presented for the following project components: Perimeter Roadways, Interior Roadways, At-Grade Parking, Parking Structures, Pedestrian Sidewalks and Walkways, Retail Exterior, Office Exterior, and Residential Exterior. Design performance standards are established for each of the above-mentioned project components by the following issues and their listed measurable criteria:

**Light Level Requirements:** Task Illuminance (foot candles)

**Light Control Methods:** Glare/Light Distribution (luminaire photometrics)

**Visibility:** Pole Height Limits (section diagram)

**Design Style or Character:** Luminaire and pole characteristics, pattern of light, and color of light

### 6.7.1 Light Level Requirements

The commercial and social use of The Boulevards at South Bay Project is dependent upon activities at night, which will require illumination for vehicular and pedestrian access, advertising, and on-site tasks or functions. Each of these activities has a defined light level requirement (illuminance, measured in fc) as well as unique color, brightness, pattern, and architectural features. Low-pressure sodium lamps will not be considered for design purposes within these standards. To provide for more aesthetically pleasing environmental conditions, the use of low-pressure sodium lamps is not recommended due to their low correlated color temperature (CCT), particularly less than 2,100K.

Table 6.7-1 summarized light intensity levels (illuminance, foot-candles) recommended by the IESNA for safe operation of vehicles and pedestrian security. Future lighting improvements should meet these minimum standards to provide adequate light for the property for public access. These standards are the recommended maintained horizontal illuminance values for each specified use within the project.

<b>Table 6.7-1 Light Intensity Minimum Requirements</b>			
<b>SPECIFIC USE/AREA</b>	<b>LOCATION OF FOOT-CANDLES</b>	<b>FOOT-CANDLES AVERAGE</b>	<b>UNIFORM RATIO (MIN TO MAX fc)</b>
<b>PERIMETER AND INTERIOR ROADWAYS</b>			
On-Site Circulation Roads	Pavement	1.0	5:1
Entrance Roads	Pavement	1.2	5:1
<b>RETAIL EXTERIOR</b>			
Entrances	Doorway	5.0	-
Facade Floodlighting	Building	3.0	-
<b>OFFICE EXTERIOR</b>			
Entrances	Doorway	3.0	-
Facade Floodlighting	Building	3.0	-
<b>RESIDENTIAL ROADWAYS</b>			
Roadway	Pavement	0.6	5:1
<b>ON-GRADE PARKING</b>			
Parking	Parking Surface	1.0	15:1
<b>PARKING STRUCTURES</b>			
Parking	Parking Surface	5.0	10:1
<b>SIDEWALKS</b>			
Residential	Pavement	0.6	-
Commercial	Pavement	1.0	-

- A. **Perimeter Roadways:** The lighting for perimeter roadways shall provide adequate illumination for safe and efficient vehicular travel. Roadway lighting fixtures shall either be equipped with glare shields or be of a high cutoff type. On-site circulation roads will conform to an “Intermediate” classification characterized by medium-sized residential and business developments with frequent moderately heavy nighttime pedestrian activity. The entrance roads will be designed to conform to a “Commercial” classification characterized by dense business developments with heavy nighttime vehicular and pedestrian traffic.

- B. **Interior Roadways:** The lighting for interior roadways shall provide adequate illumination for safe and efficient vehicular travel. Roadway lighting fixtures shall either be equipped with glare shields or be of a high cutoff type. Lighting of roadways categorized as Scenic Byways shall be of a minimal level, with fixtures being shielded to prevent glare. Circulation roads within the mixed-use/residential sites will be designed to conform to an “Intermediate” classification defined by medium-sized residential and business developments with frequent moderately heavy nighttime pedestrian activity. The Boulevards at South Bay entrance roads will be designed to conform to a “Commercial” classification defined by dense business developments with heavy nighttime vehicular and pedestrian traffic.
- C. **Retail Exterior:** The lighting for the exterior of retail buildings and spaces shall be safe and attractive to customers. This can be achieved mainly with entrance accent and façade floodlighting. “Entrances” and “Façade Floodlighting,” as listed in Table 6.7-1, refer to entrances of dense retail developments with heavy nighttime vehicular and pedestrian traffic.
- D. **Office Exterior:** The lighting for the exterior of office buildings and spaces shall be to a level that provides security and egress. If the office use is part of a mixed-use building, then the retail criteria can override the values shown in Table 6.7-1. “Entrances,” as shown in Table 6.7-1, refer to entrances that are unoccupied at nighttime, requiring lighting for entrance identification. “Egress lighting” applies to areas that will be unoccupied at nighttime, requiring lighting for the safe path of travel.
- E. **Residential Exterior:** The lighting for the exterior of residential buildings and spaces shall be to a level that provides security and safe egress. If part of a mixed-use building, then the retail criteria can override the lower values. “Entrances” refers to entrance areas where lighting is required for entrance identification and “Egress Lighting” applies to areas where lighting is required for safe path of travel.
- F. **At-Grade Parking:** The lighting for at-grade parking lots shall be to a level that provides safe movement of vehicles and pedestrians, and the security and safety of customers and employees, as approved by the Sheriff’s Department. Lighting fixtures for parking lots shall either be equipped with glare shields and/or with cutoff capability. Lighting fixture standard height shall not be in excess of what is necessary to meet with recommended minimum illuminance levels identified in Table 6.7-1.
- G. **Parking Structures:** The lighting for parking structures shall be provided at a level that enhances pedestrian safety and visibility. These recommended values should apply to those parking structures used by apartment building and/or commercial developments.
- H. **Pedestrian Sidewalks and Walkways:** The lighting for pedestrian sidewalks and bikeways shall be to a level that increases pathway visibility and safety of pedestrians. For the purposes of these standards and guidelines, “Intermediate” refers to medium-sized residential and business developments with frequent moderately heavy nighttime pedestrian activity, and “Commercial” refers to dense business developments with heavy nighttime vehicular and pedestrian traffic.

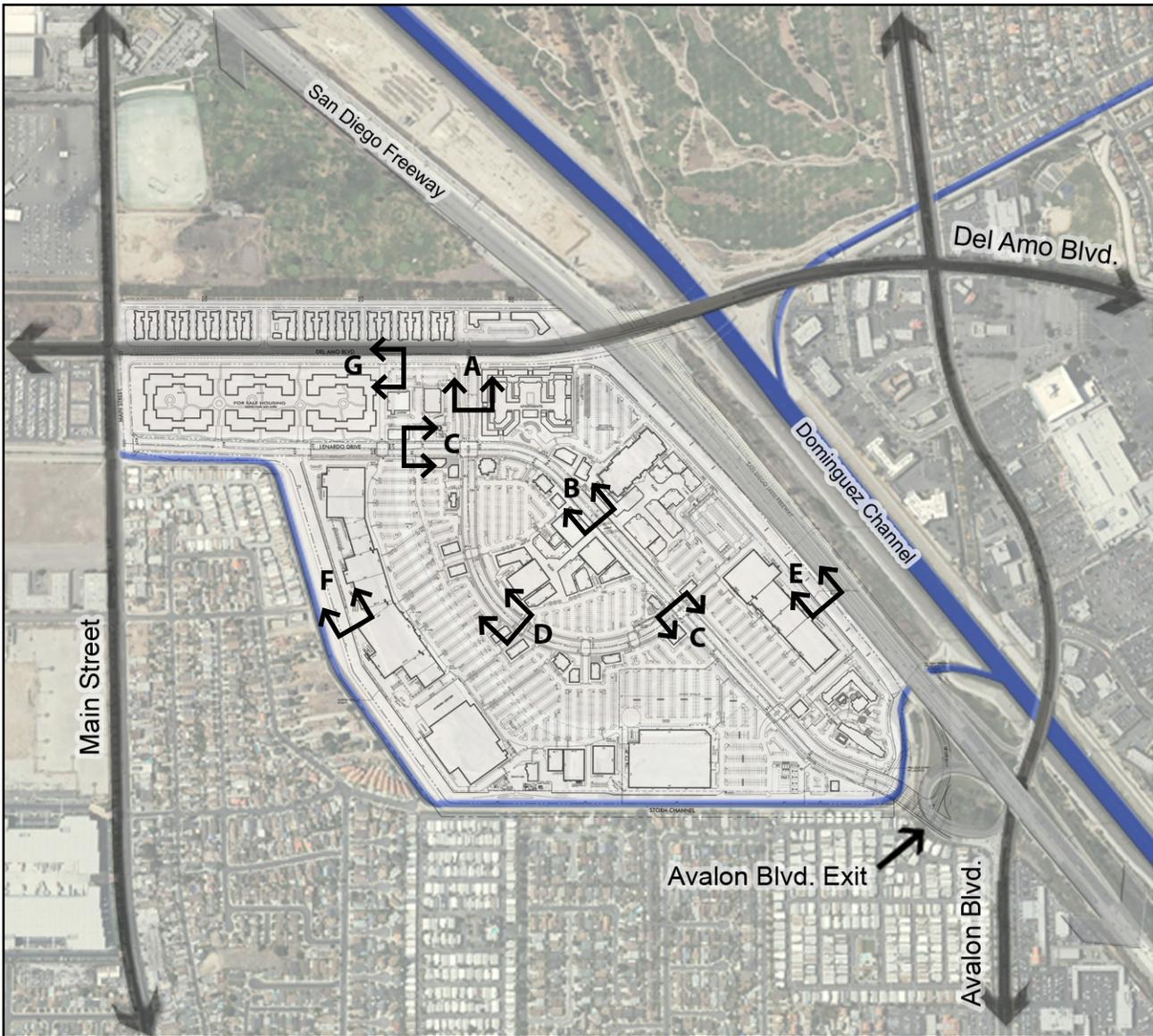
### 6.7.2 Light Control Methods

- A. **Glare/Light Distribution:** Offensive or unattractive lighting results from excessive contrast, or glare. Glare conditions usually result from highly visible lamps (light bulbs) within landscape, streetlights, parking, security, or entertainment lighting. Proper design and selection of light fixtures, mounting heights, and placement will control the visibility of light sources from outside or within the Project Site, and therefore limit the perception of glare. The lighting standards establish criteria to control the light output, mounting height, and placement of fixtures to reduce glare.
- B. All Parking and Roadway light poles from 12 ft. high to 50 ft. high shall be in accordance with California 2005 Title 24 Energy Code cutoff distributions (see Table 6.7-2).
- C. **Pole Height Limits:** Light pole height limits are established to prevent light trespass from the site onto adjacent properties. These height restrictions will not eliminate complete visibility of the pole itself. Height restrictions in combination with the shielding and glare control restrictions will decrease visibility of the high brightness lamps within the pole fixtures and will prevent stray light from extending over the property line. Lighting shall be constructed, shielded and directed so that adjacent residences are not impacted by light or glare coming from the project site.

<b>Table 6.7-2 Luminaire Photometric Classification</b>	
NAME	DESCRIPTION OF DISTRIBUTION
<b>ILLUMINANCE</b>	
Type I	Narrow, symmetric illuminance pattern
Type II	Slightly wider illuminance pattern than Type I
Type III	Wide illuminance pattern
Type IV	Widest illuminance pattern
Type V	Symmetrical circular illuminance pattern
Type VS	Symmetrical, nearly square illuminance pattern
<b>CUTOFF INTENSITY</b>	
Full cutoff	A luminaire light distribution where zero candela intensity occurs at an angle of 90 degrees above nadir, and at all greater angles than nadir. Additionally, the candela per 1000 lamp lumens does not numerically exceed 100 (10%) at a vertical angle of 80 degrees above nadir. This applies to all lateral angles around the luminaire.
Cutoff	A luminaire light distribution where the candela per 1000 lamp lumens does not numerically exceed 25 (2.5%) at an angle of 90 degrees above nadir, and 100 (10%) at a vertical angle of 80 degrees above nadir. This applies to all lateral angles around the luminaire.

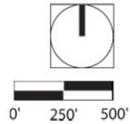
### 6.7.3 Site Lighting Exhibits

Lighting design exhibits as shown on Figures 6.7a thru 6.7h demonstrate lighting design for each area with intended pole locations and heights, and luminaire head orientations.



Legend\*

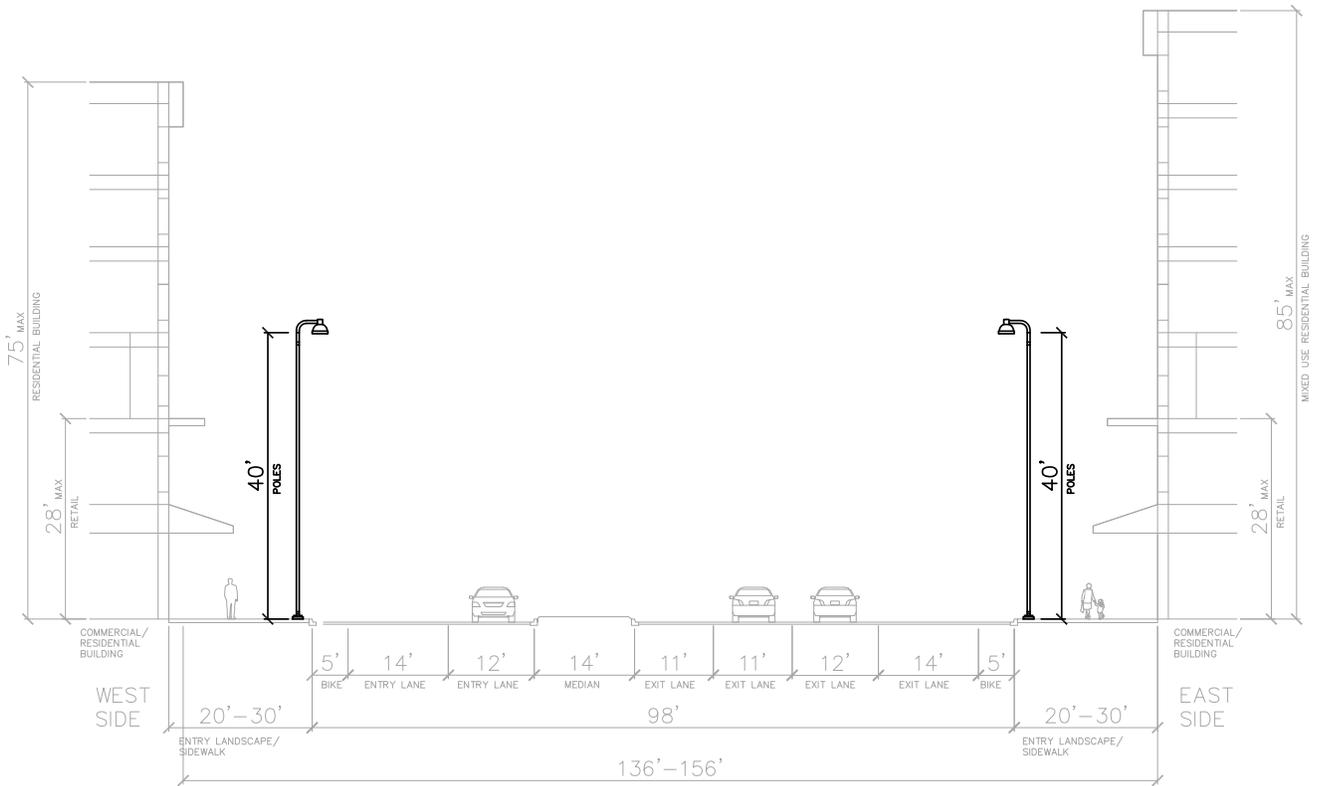
- |                                         |                                                           |
|-----------------------------------------|-----------------------------------------------------------|
| A. Del Amo Entrance                     | E. Freeway Edge (I-405/Project Interface)                 |
| B. Corridor Road in Entertainment Areas | F. Channel-Adjacent Slope (Residential/Project Interface) |
| C. Typical Corridor Road                | G. Del Amo Boulevard                                      |
| D. Loop Road (Private)                  |                                                           |



Source: The Planning Center, 2009.

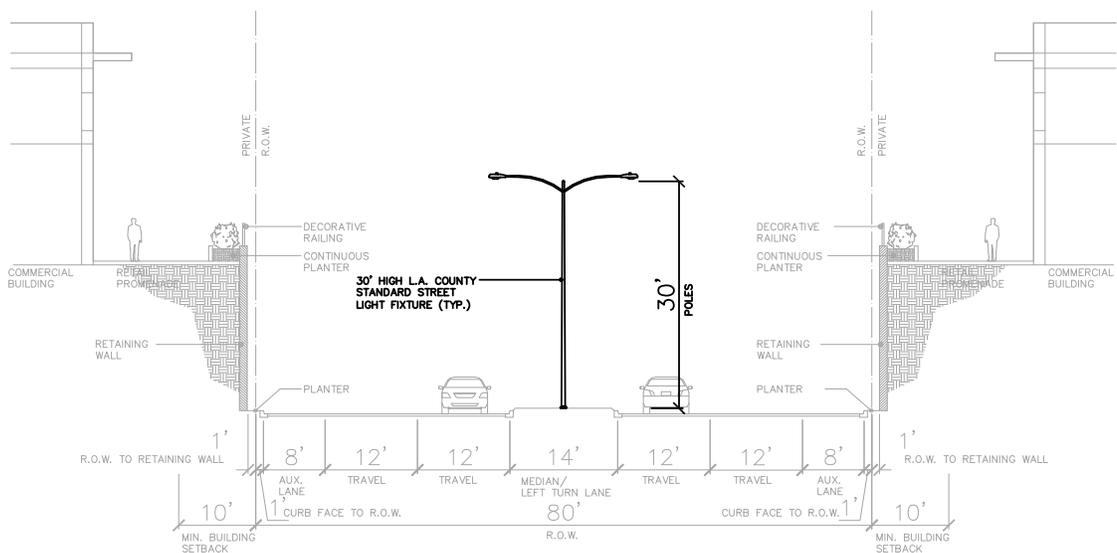
Figure 6.7a Site Lighting Exhibit Key Map

Figure 6.7b Section A - Del Amo Entrance



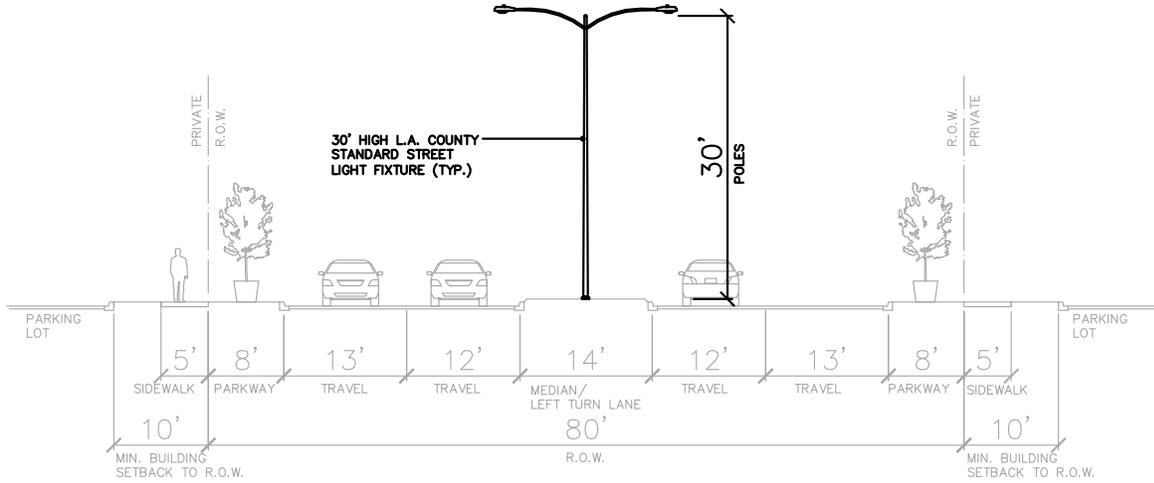
Source: The Planning Center, 2010.

Figure 6.7c Section B - Corridor Road in Entertainment Areas



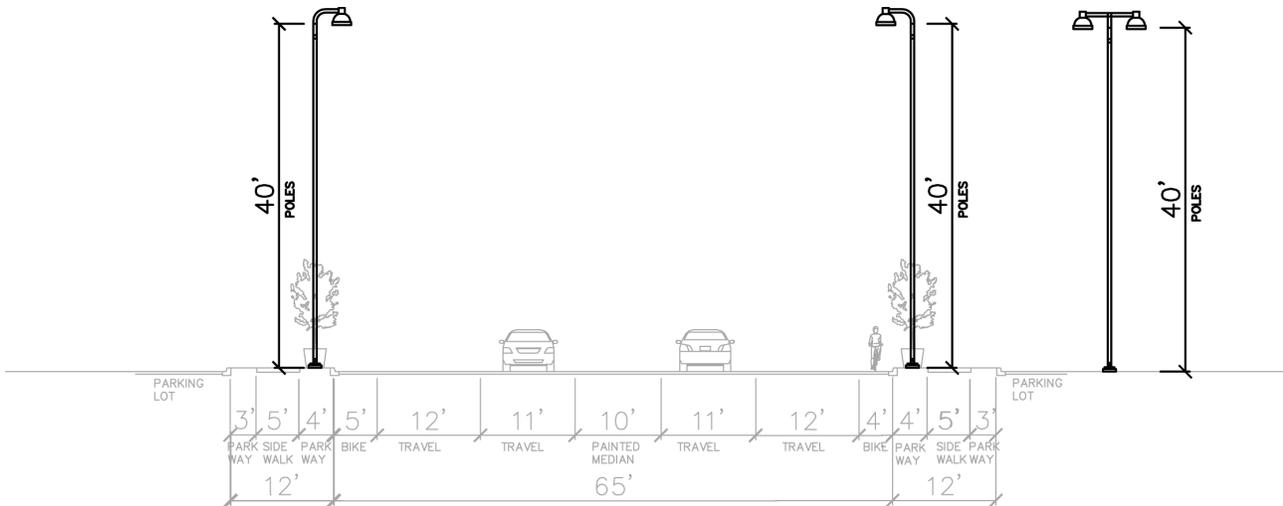
Source: The Planning Center, 2010.

**Figure 6.7d Section C - Typical Corridor Road**



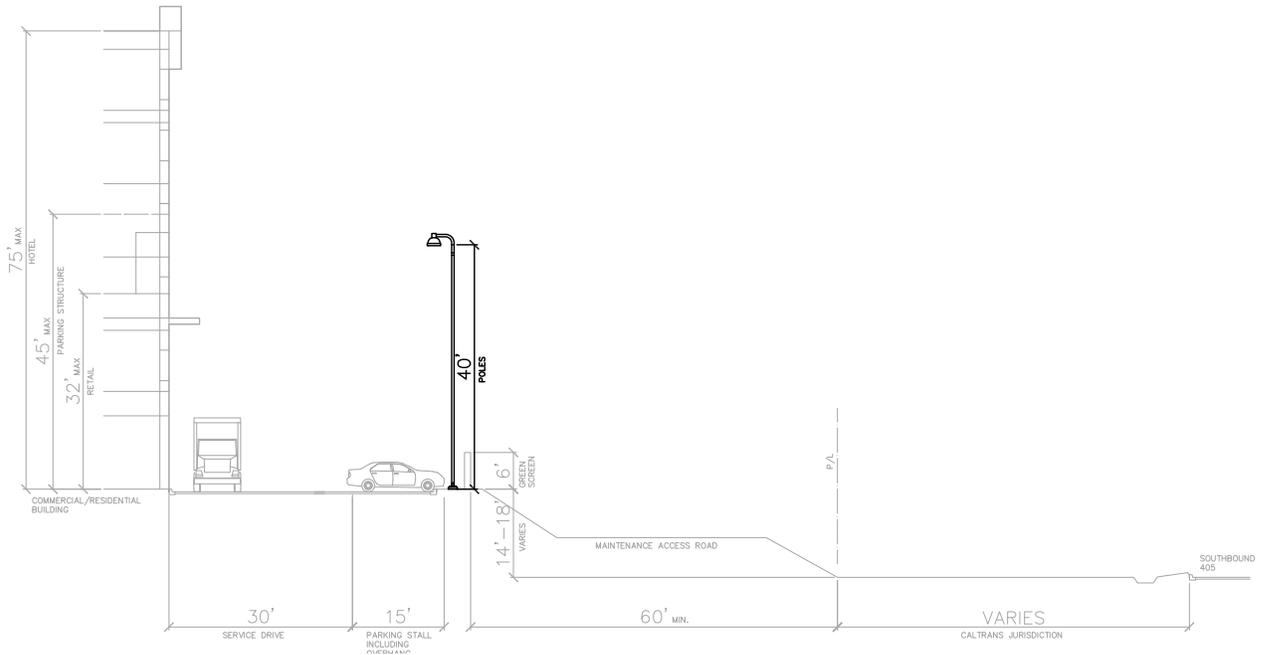
Source: The Planning Center, 2010.

**Figure 6.7e Section D - Loop Road (Private)**



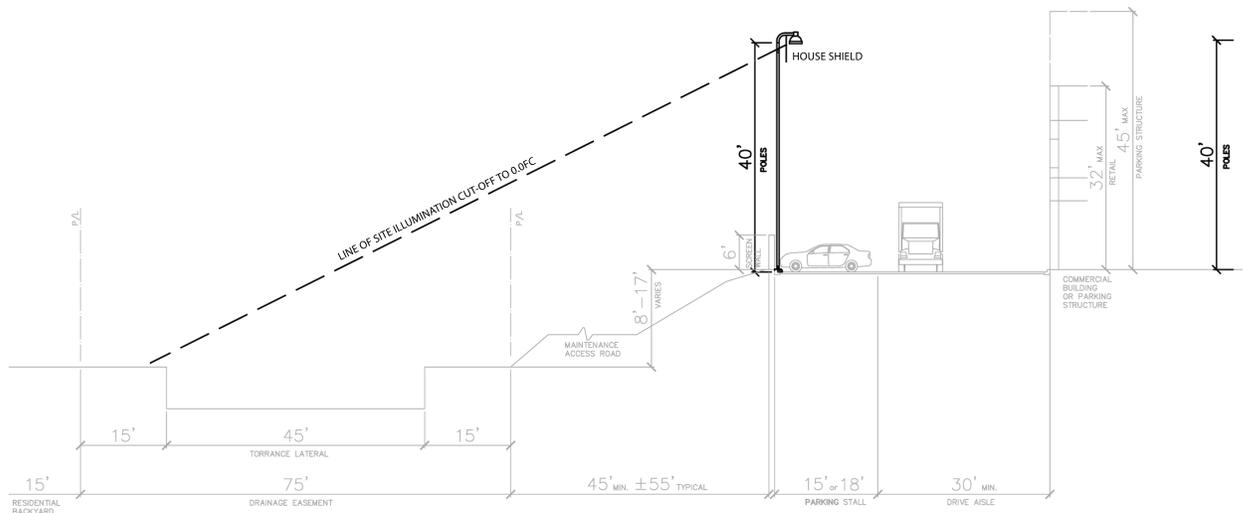
Source: The Planning Center, 2010.

**Figure 6.7f Section E - Freeway Edge (I-405/Project Interface)**



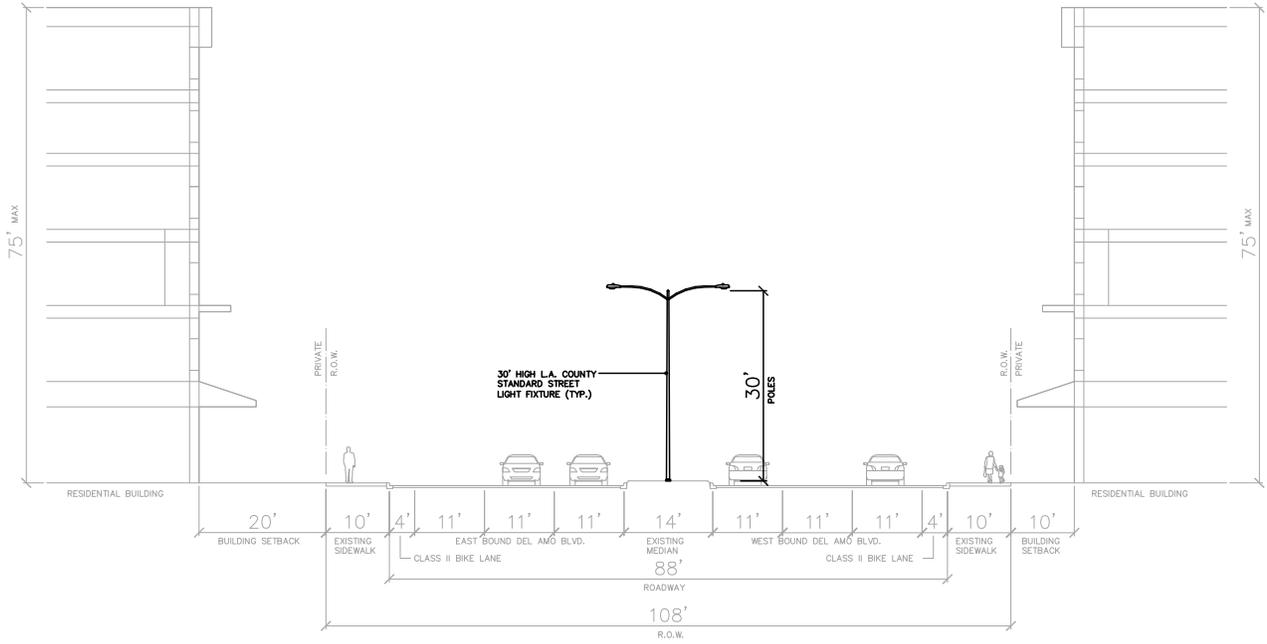
Source: The Planning Center, 2010.

**Figure 6.7g Section - F Channel-Adjacent Slope (Residential/Project Interface)**



Source: The Planning Center, 2010.

Figure 6.7h Section G - Del Amo Boulevard



Source: The Planning Center, 2010.

## 6.8 Service, Trash and Utility Areas

- A. Service, maintenance, storage and trash areas shall be located in discreet places to the extent feasible while still allowing convenient access for each tenant, and screened with landscaping from adjacent public right-of-ways, public plazas, pedestrian corridors and building fronts.
- B. All trash and garbage bins shall be stored in an enclosure and designed to architecturally integrate within the overall design theme of the development.
- C. Trash enclosures located in obscured areas such as behind buildings or adjacent to loading areas shall also be screened from view, but the design of the enclosure shall consist of solid fencing only—landscape and decorative treatments are not required in these areas.
- D. Trash enclosures shall be constructed of substantial building materials used in the design of the building(s). Gates shall be constructed of durable building materials that screen a minimum of 80 percent of the view of the trash enclosure. Wood or chain link gates are not permitted.
- E. Trash enclosures shall include provisions for concrete pads or appropriately designed asphalt sections in front of the enclosure. The area in front of the trash enclosure shall be a minimum of six (6) feet to reduce pavement damage from disposal trucks.
- F. When non-residential buildings are adjacent to residential uses, loading and delivery shall be planned to occur on the side of the building away from residences. Loading and delivery areas shall not be located in a required setback area.
- G. Service areas and loading docks shall not be directly visible from a public street. Screening shall match the design of the building and the overall landscape design theme of the development.
- H. Truck maneuvering/circulation areas adjacent to residential properties shall be designated to prohibit trucks from parking and idling in these locations, except in approved loading spaces or docks.

## 6.9 Public Art

Public art is an instrumental feature that can be used to create a connection between the public and any particular project or space. Public art makes spaces more interesting, helps to distinguish one place from another by creating landmarks that are easily recognizable, and creates a unique shopping, working or living environment. Art also revitalizes public spaces and makes them more welcoming. By enhancing the overall quality of a project and giving it a unique character, public art increases a project's value. The following are public art requirements and guidelines.

### 6.9.1 Public Art Requirements

- A. Public art within the Specific Plan project area shall be provided for the following:
  - 1. New residential or commercial development having total project costs of \$300,000 or more, as determined by the City's valuation of building permits issued for the development;
  - 2. Expansion of existing buildings or remodeling of existing buildings when any such work has a building permit valuation of \$300,000 or more.
- B. Public art provided shall have a value equal to one-half of 1 percent (0.50 percent) of the total building costs (as measured by building permit valuations), excluding land, site development, off-site requirements and remediation costs. The value of the public art shall include the art piece itself and the cost of installation.
- C. Public art may be installed concurrently with each building that triggers the public art requirement; or the value of the required public art for each building can be consolidated, or banked, and applied to the provision of larger installations that serve multiple buildings.
- D. The public art requirements shall not apply to reconstruction of structures that have been damaged by fire, flood, wind, earthquake or other calamity.

### 6.9.2 General Provisions

- A. Artwork siting and its visibility are important design considerations. The artwork shall be easily visible to the general public and be located in an area specifically designated on the approved building plans. Appropriate locations may include entryways, greenbelts, pathways and building exteriors.
- B. Installation of the artwork shall be planned and implemented to enhance the piece and allow for unobstructed public viewing from as many angles as possible.
- C. The artwork shall be constructed of permanent materials with a high level of durability and weather resistance and requiring a low level of maintenance.
- D. The continued maintenance of the artwork in the specific plan area shall be the responsibility of the property owner. Stolen or vandalized art must be replaced or repaired as close as possible to its original form.

- E. Artwork must be designed by artists with experience and knowledge of monumental-scale public art.
- F. All forms of original visual art are encouraged, including, but not limited to:
  - 1. Painting of all media, such as portable and permanently affixed works such as murals;
  - 2. Sculpture, which may be in the round, bas-relief, high relief, mobile, fountain, kinetic, electronic, architectural, etc. in any material or combination of materials; and
  - 3. Other visual media including, but not limited to: prints, drawings, stained glass, artistic lighting, mosaics, photography, clay, wood, metals, paving, plant materials, plastics, or other durable and weather-resistant materials.
- G. A wide range of styles, materials and types of artworks is encouraged to assure a balanced and interesting collection.
- H. Artwork shall be constructed in a size proportional to the scale of the development.
- I. Artwork shall be an integral part of the landscaping and/or architecture of the building.
- J. Exterior artwork(s) should be adequately lit to be clearly visible from sidewalks during evening hours. Interior artworks should be adequately lit during all hours of public access.
- K. To provide diversity in artwork and opportunity among artists, generally not more than five pieces by the same artist are permitted.
- L. All art within the Specific Plan area belongs to the project owner. The artist, project developer and architect should be credited for their roles in the art project with a plaque placed near the art piece.
- M. Artworks shall be a permanent part of any development within the Specific Plan and must remain in place for the life of the development. If a portion or all of the Project is rebuilt or remodeled, resulting in the movement or removal of art required by the Specific Plan, the required art shall be re-created according to this Public Art section of the Specific Plan.

When property within the Specific Plan area is transferred to new owners, they shall be informed of their responsibility to maintain the artwork and surrounding landscaping and lighting and of their inability to remove any existing artwork without written City approval.

## 6.10 Noise and Vibration

### 6.10.1 Noise

- A. Where residential uses are potentially exposed to interior or exterior noise levels greater than those permitted by Chapter 5 of the Carson Municipal Code, certification from a licensed acoustical engineer shall be obtained to document attenuation to those maximum levels. The exterior standards shall be measured either at the closer of the property line or the nearest noise sensitive use such as a patio, yard or landscaped open space.
- B. Commercial uses shall be designed and operated, and hours of operation limited, where appropriate, so that neighboring residents are not exposed to offensive noise, especially from traffic, trash collection, routine deliveries or late-night activity. No use shall produce continual loading or unloading of heavy trucks at the site between the hours of 8 p.m. and 7 a.m.
- C. Prior to issuance of building permits, the applicant shall submit a detailed acoustical study demonstrating that all project structures will meet applicable City interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.
  - 1. The study shall be prepared by a City-approved acoustical expert, to the satisfaction of the Planning Manager.
  - 2. The study shall document projected ultimate noise exposure for interior office, retail and residential space and shall demonstrate that Project design plans have incorporated adequate sound attenuation measures to achieve the applicable noise standards.
- D. Noise mitigation and proper design may include, but shall not be limited to, building orientation, double or extra-strength windows, wall and ceiling insulation, and orientation and insulation of vents. Where it is necessary that windows be closed in order to achieve the required level, means shall be provided for ventilation/cooling to provide a habitable environment.
- E. A sound wall may be required at the west property line adjacent to the Torrance Lateral as deemed necessary to minimize visual and noise impacts subject to the approval of the Planning Manager.

### 6.10.2 Vibration

- A. No use, activity or process shall produce continual vibrations or noxious odors that are perceptible without instruments by the average person at the property lines of the site or within the interior of residential units on the site.

## 6.11 Energy Conservation

The California Energy Code, Part 6 of Title 24, has codified many ways to reduce energy usage. It addresses lighting, building construction and heating/cooling systems. Compliance with this Code results in a reduction of energy usage for any given building or complex. Additional steps can be taken to further reduce the energy usage and reduce operating costs of a building or complex. The Boulevards at South Bay Project will meet or exceed the requirements of Title 24 through measures that may include:

- A. Use of light-colored roofing materials to reflect heat and reduce cooling requirements in residential and retail buildings. Energy Star-labeled roofing materials are encouraged.
- B. Installation of Energy Star-labeled appliances (e.g., water heaters) to the greatest feasible extent. Solar, electric (efficiency rating of at least 0.92) or lower-nitrogen oxides (as defined by the Air Quality Management District) gas-fired water heaters are strongly encouraged.
- C. Participation in programs offered by or sponsored by local utilities such as:
  - 1. California Energy Star New Homes Program
  - 2. Residential Property Development Program
  - 3. California Home Energy Efficiency Rating System (CHEERS) Program
  - 4. Savings by Design Program
- D. Development of a recycling program for residential and commercial uses to recycle paper, glass, plastic and other by-products of business or residential activities.
- E. Provision of three electric vehicle charging stations in appropriately spaced locations throughout the Specific Plan area.

## 6.12 Residential Condominium Requirements

### 6.12.1 Private Storage Space

- A. **Private Storage Space.** Units within the Project developed at densities of 25 units per acre or less shall have at least two hundred (200) cubic feet of enclosed, weather-proofed and lockable storage space for the sole use of the unit owner. Units within the Project developed at densities over 25 units per acre shall have at least one hundred (100) cubic feet of private storage space as described above.
1. Such space may be provided within individual storage lockers, cabinets or closets, and may be split among two (2) locations. Moreover, it is the intention of this standard to require space over and above that normally associated with the day-to-day functioning of the unit, such as guest, linen or clothes closets or food pantries that are customarily within the unit. Thus, while providing such private storage space within the limits of the unit is not precluded, it shall be over and above that which would otherwise be provided within the unit.
  2. If such space is located within a common area within the site, the residential association shall be responsible for the care and maintenance of the exterior surface of the space in order to assure that the surface is maintained in a manner compatible with the architectural treatment of the Project. Regardless of the location, the precise architectural treatment of such space shall be approved by the Planning Department to ensure that such areas are safe, convenient and unobtrusive to the functional and aesthetic qualities of the Project.

### 6.12.2 Treatment of Utilities

- A. **Plumbing Shut-Off Valves.** Water supply lines to each unit within the Project shall be fitted with shut-off valves of either a hand valve or screw-stop type. If there are extenuating circumstances which make the installation of such valves impracticable, the Planning Commission may approve a system which provides individual shut-off valves ahead of each fixture within the unit. A shut-off valve shall also be provided ahead of each water-supplied appliance not contained within a unit.
- B. **Drip Pans.** Clothes washers, dish washers, hot water heaters and any other appliance which the Building Official determines to be a potential source of water leakage or flooding shall be installed with built-in drip pans and appropriate drains subject to the approval of the Building and Safety Division of the Community Development Department.
- C. **Utility Meters.** With the exception of water supply and central heating and/or air conditioning, each utility that is controlled and consumed within the individual unit shall be separately metered in such a way that the unit owner can be separately billed for its use.
- D. **Circuit Breakers.** Each unit shall have its own circuit breaker panel for all electrical circuits and outlets which serve the unit. Such panel shall be accessible without leaving the unit.

**6.12.3 Isolation of Vibration and Sources of Structure-Borne Noise**

- A. **Shock Mounting of Mechanical Equipment.** Where units have common walls and/or floors and ceilings, all permanent mechanical equipment such as motors, compressors, pumps and compactors which, because of their rotation, reciprocation, expansion and/or contraction, turbulence, oscillation, pulsation, impaction or detonation, are determined by the Building Official to be a source of structural vibration or structure-borne noise, shall be shock mounted with inertia blocks or bases and/or vibration isolators in a manner approved by the Building Official. Domestic appliances which are cabinet installed or built into the individual units, such as clothes washers and dryers, or other appliances which are determined by the Building Official to be a source of structural vibration or structure-borne noise, shall be isolated from cabinets and the floor or ceiling by resilient gaskets and vibration mounts approved by the Building Official. The cabinets in which they are installed should be offset from the back wall with strip gasketing of felt, cork or similar material approved by the Building Official. Where such appliances utilize water, flexible connectors shall be installed on all water lines. If provision is made within the units for the installation of nonpermanent appliances such as clothes washers and dryers, then permanent rubber mounting bases and surface plates shall be installed in a manner approved by the Building Official.
- B. **Location of Plumbing Fixtures.** No plumbing fixture shall be located on a common wall between two (2) separate units where it would back up to a living room, family room, dining room, den or bedroom of an adjoining unit.
- C. **Separation of Vents and Lines.** No common water supply lines, vents, or drain lines shall be permitted for contiguous units unless there is at least eight and one-half (8-1/2) feet of pipe between the closest plumbing fixtures within the separate units. The Building Official may approve other methods of isolating sound transmission through plumbing lines where their effectiveness can be demonstrated.
- D. **Isolation and Insulation of Lines.** All water supply lines within residential condominium projects shall be isolated from wood or metal framing with pipe isolators specifically manufactured for that purpose and approved by the Building Official. In multistory condominium projects all vertical drainage pipe shall be surrounded by three-quarter (3/4) inch thick dense insulation board or full thick fiberglass or wool blanket insulation for its entire length, including the sections that pass through wood or metal framing.

**6.12.4 Attenuation of Noise**

- A. **General.** Wall and floor/ceiling assemblies separating units from each other or from public or quasi-public spaces such as interior corridors, laundry rooms, recreation rooms, and garages shall provide airborne sound insulation for walls, and both airborne and impact sound insulation for floor/ceiling assemblies.
- B. **Airborne Sound Insulation.** All wall assemblies enumerated or alluded to in the previous paragraph shall be of a type of construction that has a minimum rating of 58 STC (Sound Transmission Class). All floor/ceiling assemblies enumerated or alluded to in the previous paragraph shall be of a type of construction that has a minimum rating of 50 STC. Wood floor joists and subflooring shall not be continuous between separate condominium units. Penetrations or openings in the construction for piping, electrical outlets and devices, recess cabinets, bathtubs, soffits, heating, and ventilating and/or air conditioning intake and exhaust ducts, and the like, shall be sealed, lined, insulated or otherwise treated to maintain the required rating, and such treatment shall be approved by the Building Official. Entrance doors to the unit shall be of solid construction and, together with perimeter seals, shall have a minimum rating of 30 STC. Such perimeter seals shall be maintained in effective operating condition.
- C. **Impact Sound Insulation.** All separating floor/ceiling assemblies enumerated or alluded to above shall be of a type of construction that has a minimum rating of 69 IIC (Impact Insulation Class). Floor coverings may be included in the assembly to obtain the required ratings, but must be retained as a permanent part of the assembly and may only be replaced by another floor covering that provides the same or greater impact insulation.
- D. **Verification of Sound Class.** STC and IIC ratings shall be based on the results of laboratory measurements and will not be subjected to field testing. The STC rating shall be based on the American Society for Testing and Materials system specified in ASTM B90-66t or equivalent. The IIC rating shall be based on the system in use at the National Bureau of Standards or equivalent. Ratings obtained from other testing procedures will require adjustment to the above rating systems.

## 7.0 DESIGN STANDARDS & GUIDELINES

This section establishes design standards and guidelines to ensure that The Boulevards at South Bay will possess an identifiable look and feel. The standards and guidelines in this chapter will shape the development by providing specific design criteria for building orientation, landscaping, walls and fences, and other design elements integral to creating development projects that fit into the theme of the community. Architecture standards and guidelines are also provided to ensure that buildings within The Boulevards at South Bay are attractive, relate to one another and create a sense of place.

The pictures and illustrations contained in this section are provided to convey the general design intent of the standards and guidelines and are not intended to require the specific design style depicted. Like development standards, design standards constitute regulations, requirements and by-laws by which development must abide, and are indicated by the use of the word “shall.” Design guidelines generally use the word “should” and identify actions or outcomes that are encouraged but not mandatory.

### 7.1 Site Design & Landscape

#### 7.1.1 Commercial

##### A. Building Orientation and Site Planning

1. Building placement and orientation shall be organized to create visual interest along public right-of-ways, particularly oriented at intersection nodes, and project entryways.
2. Buildings shall be oriented so that public access or windows face public spaces.
3. Multiple buildings in a single area should be grouped and organized to demonstrate a positive functional relationship to one another. The grouping of multiple buildings should be clustered to create functional plazas and pedestrian corridors. Where clustering is impractical, a visual link should be established between buildings through the integration of an arcade system, trellis, colonnade or other such open structure.
4. Buildings with special architectural elements, such as clock towers, should be positioned on corners of significant intersections or entryways to enhance the sense of arrival and project monumentation. This does not preclude landmark structures, public plazas or project entry monumentation/signage at these locations.



5. Stacking lanes for drive-through food service windows shall accommodate a stacking for at least eight (8) cars and all other service windows shall accommodate stacking for at least four (4) cars.
6. Drive-through businesses shall be visually screened and shall be situated so as to not block any other drive aisle or parking space.



7. Drive-throughs shall be separated from residential properties by an intervening building or a maximum six (6) foot high wall and a ten (10) foot wide buffering landscape strip.

B. Public Spaces and Pedestrian Circulation

1. Areas other than those spaces occupied by buildings, the first nine feet surrounding all public (non-service) sides of the buildings, parking, service drives or other surface circulation should be used as plaza areas with amenities such as enhanced landscape/hardscape, outdoor seating areas, trellises, ornamental trees, benches, planters, open space, water features, public art, and pedestrian-accessible spaces.



2. Public plazas shall be located near building entrances or areas of high pedestrian traffic to ensure their use and highest functionality. Buildings clustered together should coordinate their public plaza space with one another to provide larger plaza spaces that are centrally located and serve multiple uses.



3. Public plazas shall be oriented to maximize the visual and physical link from public right-of-ways and pedestrian corridors.

4. Public plazas should be either contiguous or connected via landscaped pedestrian walkways.



5. Pedestrian circulation shall be located primarily along internal roadways and building frontages to provide safe pedestrian crossing and access through the commercial area. The space between the sides of buildings should incorporate seating areas and enhanced pedestrian connections where appropriate.
6. Pedestrian connections through the parking fields to Loop Road should provide landscaping and amenities to create visual interest, pedestrian access and rest breaks over longer distances of pavement. A minimum five (5) foot wide sidewalk with five (5) feet of landscaping (either on one side or in total on both sides) should be provided through these pedestrian connections.
7. Pedestrian circulation should be enhanced with landscape/hardscape treatments to provide a pedestrian-friendly shopping environment.
8. Bike racks shall be provided at convenient locations throughout The Boulevards at South Bay.

#### C. Parking Lots

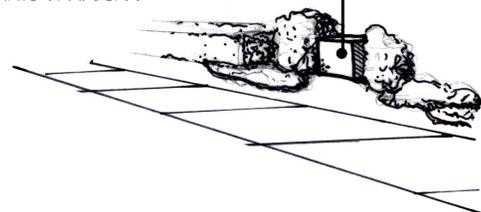
1. Parking lot entryways and primary intersection nodes should be treated with special landscape elements, such as special paving, graphic signage, specialty lighting, ornamental trees, or flowering plants, that will provide an identity to the project.
2. No more than 10 percent of the required parking should be in the rear service area of a project site, with the exception of the Lifestyle & Entertainment Area.
3. Parking structures shall be screened and shall include architectural detailing, façade treatment, artwork, landscaping, or similar visual features to enhance the street façade.

#### D. Landscape

1. Landscape treatments shall be used to enhance intersection nodes, public right-of-ways, building fronts, pedestrian corridors, and public plazas.
2. All areas not utilized for parking, buildings, plazas or access/circulation should be landscaped to the back of curb.
3. Landscape treatments should be used to screen the visual impacts of parking areas, sides of buildings and service, trash and utility areas.
4. Landscaped areas should be irrigated with permanent automatic irrigation systems.



UTILITY BOX SHOULD BE INTEGRATED INTO LANDSCAPE



## E. Walls and Fences

1. Walls and fences shall be utilized to minimize the visual impacts of commercial development along the perimeter of the site.
2. Solid walls shall be screened with ornamental trees and plant material at a minimum of three (3) feet in height.
3. A landscape treatment should be applied to spaces between a wall or fence and the adjacent sidewalk.
4. Design of all walls and fencing shall be consistent in terms of material, color and detail with the architecture of the project.
5. The application of materials, colors, textures and alignment in the design of walls shall be used to relieve visual monotony. Pilasters should be placed at wall terminus points and as determined to be necessary for improved aesthetics.

## F. Service, Trash and Utility Areas

1. All trash enclosures should be screened with landscape treatment if located adjacent to or within a landscaped area. Potted plants may be used in landfill areas.
2. Exterior on-site utilities, including sewer, gas, water, electric, telephone, and communications equipment should be installed underground, where feasible. Transformers and other utility equipment that must be above ground should be screened and incorporated into the landscape wherever possible.



3. Trash enclosures shall be located on a four-inch concrete pad screened by a six-foot-high decorative concrete block wall that is compatible with the architectural design of the main building. When adjacent to multistory buildings, said enclosure shall incorporate an opaque decorative gate, a screened pedestrian access door and decorative beams or other roofing material to provide visual screening from said multistory buildings. Trash enclosure design is to be approved by the Planning Manager prior to issuance of any building permit(s).

## 7.1.2 Residential

### A. Building Orientation and Site Planning

1. Residential buildings shall emphasize pedestrian access and connections to public sidewalks, paths, recreational facilities and enhanced edges.
2. Structures should be configured and oriented to afford a sense of individuality and privacy and to create small-scale public spaces.
3. Where possible, the housing should be oriented to streets and pedestrian walkways.
4. Windows of interior living spaces should overlook streets and public spaces.
5. Front doors and entrances to buildings shall be clearly defined and articulated and shall be easily recognizable from pedestrian and vehicular vantage points.
6. Residential units shall be designed to ensure the security of residents through the provision of secure entrances and exits that are separate from non-residential uses and are directly accessible to parking areas. Non-residential and residential uses shall not have common entrance hallways or common balconies. These separations shall be shown on the development plan and shall be permanently maintained.



### B. Public Spaces and Pedestrian Circulation

1. Recreational facilities shall be conveniently and centrally located for the majority of units.
2. Entrances and exits (both auto and pedestrian) for residential projects should be integrated with the entries of adjacent commercial sites so that internal access opportunities between uses are maximized.
3. Residential uses shall have one off-street loading space or moving plaza for every 150 units.
4. Loading spaces or moving plazas shall be located near the entries and/or elevators.
5. Loading spaces or moving plazas shall be incorporated into the design of vehicular access areas.
6. Decorative paving, removable bollards and potted plants are permitted and encouraged to enhance loading spaces and moving plazas.
7. Loading spaces and moving plazas may be located on a local or connector street with the approval of the Traffic Engineer. The adjacent parkway and setback landscape treatment shall be designed to allow for loading and unloading.

C. Parking

1. The size and placement of garages should be varied, although garage “rows” in service areas hidden from view are acceptable. Garages shall not dominate the street scene.
2. Parking structures shall be screened and shall include architectural detailing, façade treatment, artwork, landscaping, or similar visual features to enhance the street façade.

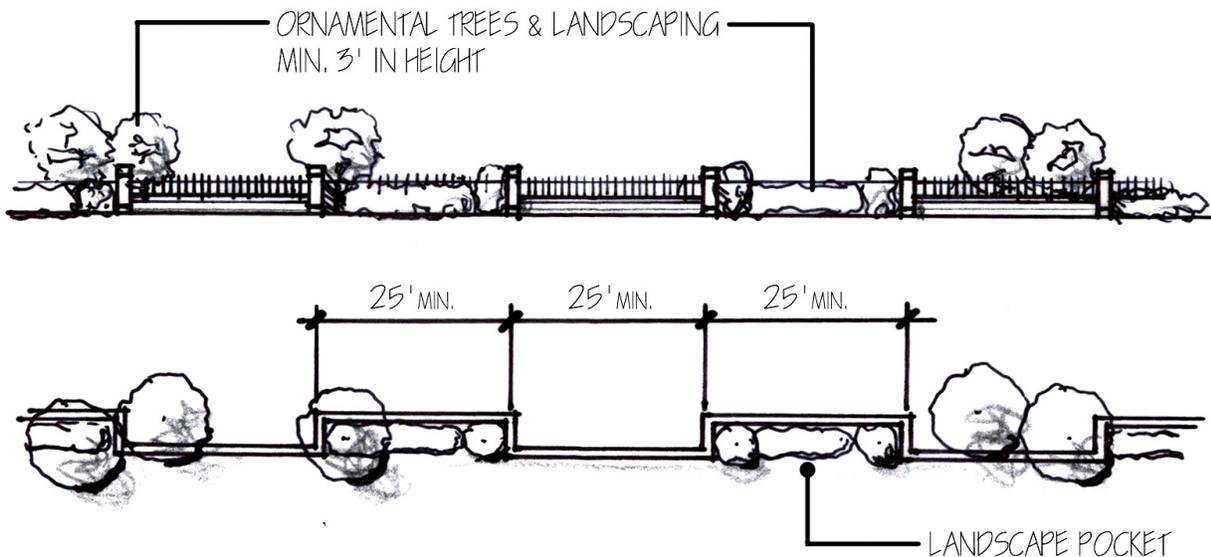
D. Landscaping

1. Landscape treatments shall be used to enhance intersection nodes, public right-of-ways, building fronts and pedestrian corridors.
2. Landscaping around the entire foundation base of buildings should be provided to enhance the area between the parking areas, walkways and the structures.



E. Walls and Fences

1. A combination of solid and transparent barriers should be used to separate the residential component of The Boulevards at South Bay from Del Amo Boulevard and Main Street. Fencing should vary in setback, providing landscape recesses and flat expanses of wall no longer than 25 feet in length.
2. View fences shall include landscape sufficient to screen views of private yards from adjacent properties and public rights-of-way.



3. A maximum six-foot wall or fence may be incorporated for ground-floor screening of private outdoor space of residences. Other barrier alternatives such as a landscape screen may be used if noise is not a major consideration.
4. A landscape treatment shall be applied to spaces between a wall or fence and the adjacent sidewalk.
5. Design of all walls and fencing shall be consistent in terms of material, color and detail with the architecture of the project.



#### F. Service Areas and Trash Enclosures

1. Service, maintenance, storage, and trash areas shall be located in discreet places to the extent feasible while still allowing convenient access for each tenant, and screened with landscaping from adjacent public right-of-ways, public plazas, pedestrian corridors and building fronts.
2. Exterior on-site utilities, including sewer, gas, water, electric, telephone and communications equipment should be installed underground, where feasible. Transformers and other utility equipment that must be above ground should be screened and incorporated into the landscape wherever possible.
3. Trash enclosures shall be located on a four inch concrete pad screened by a six foot high decorative concrete block wall that is compatible with the architectural design of the main building. When adjacent to multi-story buildings, said enclosure shall incorporate an opaque decorative gate, a screened pedestrian access door and decorative beams or other roofing material to provide visual screening from said multi-story buildings. Trash enclosure design is to be approved by the Planning Manager prior to issuance of any building permit(s).

### 7.1.3 Mixed-Use

The design standards and guidelines described above for individual commercial and residential uses shall also apply to horizontally and vertically mixed-uses. Additional standards and guidelines for mixed-uses are provided below.

#### A. Building Orientation and Site Planning

1. The ground level of buildings shall provide visual and functional interest for the pedestrian and motorist through extensive window space, pedestrian-scale signs, sitting areas, varied entrances and architectural detailing.



2. The residential units shall be designed to ensure the security of residents through the provision of secured entrances and exits that are separate from the non-residential uses and are directly accessible to parking areas. Non-residential and residential uses shall not have common entrance hallways or common balconies. These separations shall be shown on the development plan and the separations shall be permanently maintained.



B. Public Plazas and Pedestrian Circulation

1. Pedestrian access from residential parking areas to commercial areas is encouraged through the use of restricted access pedestrian gates to facilitate access for residents to adjacent commercial services.

C. Parking

1. In vertically mixed uses, parking spaces designated for non-residential and residential uses shall be marked by the use of posting, pavement markings or physical separation.

**7.2 Architecture**

**7.2.1 Commercial**

A. Building Massing, Scale and Form

1. Buildings and structures shall be designed at a human scale that is inviting and attractive. The scale of buildings shall relate to adjacent public plazas, pedestrian corridors and other surrounding buildings. They should typically comply with the heights specified in Table 6.2-2. However, buildings within the centralized, retail “entertainment” component of Development District 2, heights for secondary and major features may deviate from the Table where it can be demonstrated that such deviation enhances the visual attractiveness of the immediate public space, and is appropriate in scale to the surrounding buildings and outdoor pedestrian space subject to Administrative Design Overlay Review.



2. Building facades and footprints shall be articulated to reduce the large scale and often uniform, impersonal appearance of many large retail buildings and to provide visual interest. Building facades shall vary in height or vary the planes of exterior walls in depth and direction. There shall be no long flat expanses of walls that exceed 50 feet (150 feet for buildings larger than 50,000 square feet) without incorporating at least two of the following: color change, material change, texture change, plane projections of recesses, trellises, balconies or windows.
3. Articulated facades should be integrated on all sides of the building visible to the interior of the site or to uses or roadways off-site. The intent is to continue attractive surface detailing which strengthens community design themes and the character and quality of the development.
4. Ground floor facades that face public right-of-ways should integrate arcades, display windows, entry areas, awnings, or other pedestrian-friendly design elements.
5. Building heights shall relate to the adjacent non-building area to address sunlight penetration, ventilation, protection from prevailing winds, public view enhancement, and view preservation.
6. The presence of smaller retail stores gives a commercial center a “friendlier” appearance by creating variety, breaking up large expanses and expanding the range of activities. Windows and window displays of such stores should be used to contribute visual interest of exterior facades.
7. Larger buildings may employ a multiple-unit facade to give the appearance of many smaller stores, similar to that of a downtown.



#### B. Style and Design Details

1. Wall treatments shall contain panelized accents in place of faux windows.
2. Both regular and irregular fenestration should be used to add visual interest.
3. Attention to detail and design shall be placed on the Lifestyle & Entertainment Area more than any other commercial type use. Dynamic, playful storefronts with extensive use of planter walls and seating, enhanced trellises with flowering vines, accent or festive lighting, integration of focal objects such as water, murals, sculpture, or topiary, should be used to enhance the quality of this environment.
4. Storefronts shall integrate awnings, bays, openings and entryways to express individuality.



### C. Material and Color

1. Buildings and structures within the development shall be aesthetically pleasing and compatible with materials and colors used in adjoining buildings to enhance the overall theme and identity.
2. Facades shall utilize low reflecting, subtle, neutral or earth tone colors, with the exception of the Lifestyle & Entertainment Area where a more vibrant use of color is encouraged in combination with the earth tones. The use of high-intensity colors, metallic colors, black or fluorescent colors is prohibited.

### 7.2.2 Residential

#### A. Massing, Scale and Form

1. Building facades and footprints shall be articulated to vary the streetscape and provide visual interest. Building facades shall vary in height or vary the planes of exterior walls in depth and direction to break up the box-like mass and scale of buildings.
2. Rooflines shall employ varied articulation on vertical and horizontal planes for visual relief to the tops of buildings. Other elements such as towers and piers may also be used to break up the horizontal massing.
3. There shall be no long flat expanses of walls that exceed 75 feet without incorporating at least two of the following: color change, material change, texture change, plane projections of recesses, trellises, balconies or windows.
4. The architecture facing a pedestrian area shall exhibit a human scale of detail, such as awnings, moldings, pilasters and other architectural details.
5. Stairs, balconies, porches and patios shall be integrated into the overall building design.
6. Upper stories should be set back to diminish building mass consistent with the specific architectural style.



#### B. Style and Design Details

1. Building architecture shall vary and yet be of a consistent design theme. Avoid diverse elements of different styles.
2. Carports and garages shall be designed as an integral part of the architecture of the development. They shall be the same in materials, color and detail to the principal buildings of the development.

3. Exterior elevations shall receive architectural treatments, with an emphasis on the front façades.
4. Each unit should be designed to be individually recognizable through the use of balconies, setbacks, projections and patterns of windows and doors.
5. Architectural elements and accessories shall be provided on the building mass, which may include arcades, balconies, towers and decorative lighting. Details such as lower wainscoting or built-up/recessed features can add interest to the building elevations.
6. Individual television and radio antennae shall be prohibited outside any unit. The applicant shall provide either central antennae with connections to each unit via underground or internal wall wiring, or each unit shall be served by a cable antenna service provided by a company licensed to provide such service within the City. Any satellite dishes shall be screened from public view.



#### C. Materials and Color

1. Buildings and structures within the development shall be aesthetically pleasing and compatible with materials and colors used in adjoining buildings to enhance the overall theme and identity. A variation in colors, materials and textures is encouraged however, unusual colors and patterns should be avoided.
2. Coordinate color and finishes on building exteriors of all elevations of a building to provide continuity of design.
3. Compatible colors should be blended in a single façade or composition to add character and variety.
4. Building façades shall be constructed of durable, high-quality building materials exhibiting rich texture and conveying a sense of permanence. Materials may include manufactured or natural brick, stone, precast concrete decorative block and stucco.
5. Exterior materials of metals or unfinished concrete block shall not be permitted.

#### 7.2.3 Mixed-Use

The design standards and guidelines described above for individual commercial and residential uses shall also apply to horizontally and vertically mixed-uses.

*This page intentionally left blank.*

## 8.0 IMPLEMENTATION

### 8.1 Review and Approval Process

Approval of development within The Boulevards at South Bay Specific Plan shall be subject to the review process set forth in this section. Chapter 1 of Article IX of the Carson Municipal Code (CMC) shall apply to matters not covered in this Specific Plan. If there is any conflict between the provisions of this Specific Plan and Chapter 1 of Article IX of the CMC, the provisions of this Specific Plan shall control.

#### 8.1.1 Subdivisions

Unless specifically provided for in The Boulevards at South Bay Specific Plan, the regulations set forth in Chapter 2 of Article IX of the CMC, entitled “Subdivision Regulations,” shall apply to all divisions of land hereafter made of property within the Marketplace Specific Plan.

#### 8.1.2 Residential Condominiums

The regulations set forth in Chapter 3 of Article IX of the CMC, entitled “Standards and Criteria for Residential Condominiums,” shall not apply to residential condominiums within the Marketplace Specific Plan.

#### 8.1.3 Amendments to Specific Plan

Amendments to the Marketplace Specific Plan shall be processed in accordance with the applicable provisions of state law provided in California Government Code sections 65450, et seq. The procedure in Section 9172.11 of the CMC shall be followed for hearing, notice and decision of a Specific Plan Amendment by the Planning Commission and City Council.

#### 8.1.4 Minor Modifications

- A. The following minor modifications to the Marketplace Specific Plan do not require an amendment to the Specific Plan and are subject to review and approval by the Planning Manager. The Planning Manager shall have the discretion to refer a minor modification request to the Planning Commission. A request for a minor modification shall not require a public hearing and may be approved, conditionally approved or denied. The following are minor modifications:
1. To allow a decrease not exceeding 10 percent in required minimum setbacks.
  2. To allow walls or fences to exceed the height limit by a maximum of one foot.
  3. To allow expansion or reduction of the net acreage covered by a given Development District within the Specific Plan by no more than 10 percent.
  4. To allow a decrease not exceeding 10 percent of the required area for landscape coverage in parking lot areas.
  5. Modifications of a similar nature to those listed above, which are deemed minor by the Planning Manager, and which are in keeping with the intent of this Specific Plan.

### 8.1.5 Interpretation

In cases of uncertainty or ambiguity as to the meaning or intent of any provision of this Specific Plan, the Planning Manager shall prepare a written interpretation which shall be generally applicable to all future situations of the same type. The interpretation shall be based upon and consistent with the intent of this Specific Plan. The written interpretation shall be transmitted to the property owners and any pending applicant of property within The Boulevards at South Bay Specific Plan. Any property owner or applicant may appeal the interpretation to the Planning Commission and then to the City Council in accordance with CMC section 9173.4, except an appeal must be filed within 10 days of the date of the Planning Manager's notice or the Commission's action, and the appellate body shall have 45 days from the filing of the appeal to make a decision.

### 8.1.6 Conditional Use Permit

Applications for permitted uses set forth in Table 6.1 of section 6 of this Specific Plan that require approval of a conditional use permit shall be processed in accordance with the provisions of section 9172.21 of the CMC.

### 8.1.7 Major Modification

A "major modification" shall be defined as a modification to the development standards other than a minor modification as defined in section 8.1.4 herein. Applications for a major modification shall be subject to review and approval by the Planning Commission. Notice and hearing for a major modification shall be as set forth in section 9172.21 (B) and (C) of the CMC. After the hearing, the Planning Commission shall, by resolution, render its decision. The Planning Commission shall approve a major modification if it makes the following findings:

- A. The modification is consistent with the goals and policies of the Specific Plan.
- B. The modification is not detrimental to the public health, safety or welfare.
- C. The modification does not create a nuisance or hazard.
- D. The modification does not have a significant effect on adjoining properties or the immediate neighbors.

In approving a major modification, the Planning Commission may impose conditions as deemed necessary to protect the public's health, safety and welfare, and to assure compliance with the objectives of the Specific Plan.

### 8.1.8 Site Plan and Design Review

- A. Applications for proposed construction of structures and site improvements require site plan and design review approval as set forth in this subsection. A Development Plan, as defined in section 9191.184 of the CMC, shall be submitted to the Planning Division. The Planning Division shall determine if the submitted Development Plan is in substantial conformance with the Illustrative Plan set forth in Section 4.0 of this Specific Plan (the "Illustrative Plan").

- B. If the Planning Division determines that the submitted Development Plan is in substantial conformance with the Illustrative Plan and Land Use Summary, then the Planning Division shall review and take action on the submittal. Review by the Planning Division shall not require a public notice hearing. The Planning Division may approve, conditionally approve or deny the submitted Development Plan. The Planning Division shall approve the Development Plan upon finding the following, as applicable:
1. Substantial conformity with The Boulevards at South Bay Specific Plan, including the Illustrative Plan and Table 4 Land Use Summary and, if applicable, the Equivalency Program requirements.
  2. Substantial conformity with applicable landscape provisions of this Specific Plan, including, as applicable, specially themed landscape treatments at key locations, landscape coverage in parking lots, landscape coverage on parking structures visible to residences, landscaping of trash enclosures and mechanical equipment, and proper plant palette for the project. The landscape plan shall also comply with the City's Water Efficient Landscape Ordinance, section 9168.1 of the CMC.
  3. Substantial conformity with the design guidelines of this Specific Plan, including, as applicable, siting, building mass, fences and walls, color and materials, building detail, land use compatibility, noise attenuation, internal circulation, parking, trash enclosures, loading, delivery, service, storage areas, mechanical equipment, and accessory structures.
  4. Substantial conformity with the signage guidelines of this Specific Plan, including, as applicable, the size, height, number, lighting, and location of signs so as to be compatible with the buildings, surrounding uses, and location.
  5. That the lighting plan is adequate for on-site coverage, but shall not interfere with off-site activities or intrude on adjacent residential uses.
- C. If the Planning Division determines that the submitted Development Plan is not in substantial conformance with the Illustrative Plan, Land Use Summary, and Specific Plan, then the Development Plan shall be referred to the Planning Commission to review and take action on the submittal. Notice and hearing for a Development Plan review shall be as set forth in section 9172.21 (B) and (C) of the CMC. The Planning Commission may approve, conditionally approve or deny the submitted Development Plan. The Planning Commission shall approve the Development Plan upon finding the following, as applicable:
1. Substantial conformity with The Boulevards at South Bay Specific Plan, including the Illustrative Master Plan and Table 4 Land Use Summary and, if applicable, the Equivalency Program requirements.
  2. Substantial conformity with applicable landscape provisions of this Specific Plan, including, as applicable, specially themed landscape treatments at key locations, landscape coverage in parking lots, landscape coverage on parking structures visible to residences, landscaping

- of trash enclosures and mechanical equipment, and proper plant palette for the project. The landscape plan shall also comply with the City’s Water Efficient Landscape Ordinance, section 9168.1 of the CMC.
3. Substantial conformity with the design guidelines of this Specific Plan, including, as applicable, siting, building mass, fences and walls, color and materials, building detail, land use compatibility, noise attenuation, internal circulation, parking, trash enclosures, loading, delivery, service, storage areas, mechanical equipment, and accessory structures.
  4. Substantial conformity with the signage guidelines of this Specific Plan, including, as applicable, the size, height, number, lighting, and location of signs so as to be compatible with the buildings, surrounding uses, and location.
  5. That the lighting plan is adequate for on-site coverage, but shall not interfere with off-site activities or intrude on adjacent residential uses.
- D. In determining whether a Development Plan is in “Substantial conformance with the Illustrative Plan, Land Use Summary and Specific Plan,” the Planning Division (or higher body, if applicable) shall consider the following:
1. The Illustrative Plan in Section 4.0 provides a conceptual plan of development in three Development Districts (“DD”)—DD1, DD2, and DD3. In DD1 and DD3, the Illustrative Plan provides for a mixture of residential uses and commercial uses. In DD2, the Illustrative Plan provides for a wide mix of different commercial uses, including Regional Commercial, Commercial Recreation & Entertainment, Neighborhood-Serving Commercial and Restaurants, along with a proposed Hotel.

As shown in the Illustrative Plan, a large portion of the Regional Commercial is located in DD2 on the southern and western border along the Torrance Lateral, the Hotel is located on the southeast corner along the 405 freeway, additional Regional Commercial is facing the 405 freeway on the east, and a major Commercial Recreation & Entertainment element, with Restaurants, is located in the northeastern and central portion of DD2. In addition, Neighborhood-Serving Commercial is located along the northern portion of DD2, and various pads are also located in DD2. The Land Use Summary in Table 4.1 provides a textual description of the proposed mix of residential and commercial uses in the three Development Districts.

2. In DD3, if the submitted Development Plan provides for a mixture of residential uses and commercial uses in a substantially similar ratio as shown in the Illustrative Plan and Land Use Summary, and the location of the residential buildings and commercial buildings are substantially similar as shown on the Illustrative Plan, then the submitted Development Plan shall be in substantial conformance with the Illustrative Plan and the Land Use Summary.

3. In DD1, if the submitted Development Plan provides for a mixture of residential uses and commercial uses in a substantially similar ratio as shown in the Illustrative Plan and Land Use Summary, and the location of the residential buildings and commercial buildings are substantially similar as shown on the Illustrative Plan, then the submitted Development Plan shall be in substantial conformance with the Illustrative Plan and the Land Use Summary.
  4. In DD2, if the submitted Development Plan provides for a mixture of commercial uses in a substantially similar location as shown in the Illustrative Plan and Land Use Summary, then only the portion of the Development Plan not in conformance shall be referred to the Planning Commission for review and approval.
- E. Notice of the decision by the Division shall be mailed to the applicant. The Planning Commission and City Council may appeal the decision to the Planning Commission and then to the City Council in accordance with section 9173.4 of the CMC.

#### **8.1.9 Other Considerations**

- A. An Internal Circulation Report shall be submitted to the Traffic Engineer. This report shall be approved before any building permits can be issued. The internal roadways, sidewalks and bike paths shall be constructed pursuant to the approved Internal Circulation Report.
- B. Due to variations in parking demand and needs of each project, vehicle parking requirements and the design of the parking areas, including ingress and egress, shall be determined based upon information contained in a parking demand study prepared by an independent traffic engineer hired by the City. The parking demand study shall be prepared at the property owner's/developer's expense and provided at the time of the application for the use.
- C. All on-site intersection spacing and access openings shall be subject to approval by the City of Carson Traffic Engineer.
- D. Prior to approval of any building permit, a construction truck traffic routing plan shall be submitted to the City of Carson Traffic Engineer for approval. The truck traffic routing plan shall emphasize that truck traffic avoid residential areas.
- E. The applicant shall submit two sets of landscaping and irrigation plans drawn, stamped, and signed by a licensed landscape architect. Such plans are to be approved by the Planning Manager prior to the issuance of any building permit.
- F. A Public Safety Plan which addresses on-site security and the level of Sheriff's staffing both for the on-site security office and patrol cars will be submitted for approval by the City and the Los Angeles County Sheriff's Department.
- G. Issuance of grading or building permits for Development Districts 1 and 2 is contingent upon a finding that the issuance of said permits is not in conflict with the requirements established by the State Department of Toxic Substances (DTSC) Control.

- H. Prior to issuance of building permits for residential units, unless determined by the Planning Manager, the applicant shall submit a detailed acoustical study demonstrating that all project structures will meet applicable City interior noise levels and exterior living area noise levels, in accordance with applicable noise standards and zoning regulations.
- I. Prior to approval of any building permit, a trash enclosure design shall be submitted to the Planning Manager for approval.
- J. A comprehensive recycling plan consisting of a construction debris recycling program and a general recycling program for residential and commercial uses shall be included with plan submittals prior to building permit approval.
- K. Focused burrowing owl surveys shall be conducted prior to the beginning of any Project-related ground disturbance if such work occurs during the owl's nesting season (March through April).

## 8.2 Maintenance

Maintenance of private/quasi-public open space and recreation facilities, private roadways, commercial circulation and common landscape areas, and residential common areas will be the responsibility of the residential and commercial associations that are formed within the Specific Plan area. Maintenance and upkeep of common areas and amenities must also comply with the Master Association Codes, Covenants, and Restrictions (CC&Rs) that govern the Project Site.

The associations shall be responsible for private roads parking, open space areas, signing, landscaping, irrigation, common areas, on-site sewers, storm drains, retention basins and other responsibilities as necessary.

To the maximum extent feasible, services for property maintenance and property management shall include the utilization of alternative fuel vehicles and electric equipment in order to minimize air quality impacts.

## 8.3 Equivalency Program

The Boulevards at South Bay Specific Plan incorporates an Equivalency Program that would allow the composition of on-site development to respond to the future needs and demands of the southern California economy and changes in Project requirements. The Equivalency Program will provide flexibility for modifications to land uses and square footages within the site, so long as the limitations identified in Section 8.3.1 are not exceeded. The Land Use Equivalency Program provides a framework within which permitted land uses, pursuant to Section 6.1, can be exchanged for certain other permitted land uses, so long as the limitations of the Equivalency Program are satisfied.

Table 8.3 provides a sample listing of the equivalency ratios that have been established for the potential on-site land uses. The equivalency ratios are expressed in terms of thousands of square feet of floor area for commercial uses, rooms for hotels, and dwelling units for residential uses. An example of an

equivalency transfer would be a transfer of 100,000 square feet of shopping center to 38,000 square feet of supermarket development (e.g.,  $100,000 \times 0.38 = 38,000$ ). A comprehensive matrix of conversion factors can be found in Appendix F.

Land use	Equivalency to 1 KSF of Shopping Center	Equivalency to 1 KSF of Regional Supermarket	Equivalency to 1 KSF of Quality Restaurant	Equivalency to 1 Room of Hotel	Equivalency to 1 DU of Apartments	Equivalency to 1 DU of Condominiums
Shopping Center	–	1.96 KSF	1.73 KSF	0.22 KSF	0.2 KSF	0.13 KSF
Supermarkets	0.38 KSF	–	0.73 KSF	0.09 KSF	0.09 KSF	0.05 KSF
Quality Restaurant	0.27 KSF	0.64 KSF	–	0.07 KSF	0.1 KSF	0.07 KSF
Hotel	2.61 Rooms	5.11 Rooms	7.94 Rooms	–	0.78 Rooms	0.55 Rooms
Apartments	n/a	n/a	n/a	n/a	–	0.62 DU
Condominiums	n/a	n/a	n/a	n/a	1.44 DU	–

Source: PCR, 2005.

### 8.3.1 Limitations

The land use on any portion of the site may be exchanged for another land use, so long as the new use is otherwise permitted by this Specific Plan, and the new use does not cause impacts that are greater than those identified in the certified EIR for the Specific Plan. Such determination shall be based on consideration of the following factors:

- A. The development shall be in compliance with all provisions of the Specific Plan and implement all applicable mitigation measures as set forth in the Project's Mitigation Monitoring and Reporting Program.
- B. Conversion of the uses shall not cause any of the threshold levels shown in the certified EIR to be exceeded. If the uses proposed as part of this plan, or any newly proposed uses are found to be equivalent using the matrix provided in Table B of Appendix F, the impacts are considered to be below the threshold levels identified in the certified EIR and Table A of Appendix F.
- C. Prior to implementing the Equivalency Program, an implementation manual describing the program and the process—including directions on how to classify a proposed use, directions on how to apply traffic generations rates, and a tracking tool to ensure the maximum thresholds for trips, water consumption, wastewater generation and solid waste generation in the certified EIR are not exceeded—shall be submitted to the Planning Division and approved by the Planning Manager. The Implementation Manual will serve as a companion and supplement to the provisions identified in this section.

### 8.3.2 Use Classification and Impact Assessment Procedures

- A. Accurate classification of the proposed use is necessary to apply the equivalency program effectively. Appendix F includes Tables, A through C, that list all of the possible use classifications along with impacts and conversion factors. If the proposed land use clearly matches one of the designations in Table B, then the conversion factor in the table can be applied and the new impact calculated. If the proposed use does not match exactly with one of the designations, a use that is equivalent to the use in question can be used. The discussion in Section 8.3.2(C) can help to classify the use for impact assessment purposes in the event that a proposed use does not match exactly with a use designation and does not have an equivalent use that can be applied.
- B. After the original and proposed uses have been classified, the impacts for the proposed use can be calculated. Tables A, B and C in Appendix F will be used for substitution and impact calculation.
  1. Table A includes the various project impacts and their corresponding thresholds that have been identified in the EIR. Grading, Air Quality, Residential Development, and Utility Use are shown with the corresponding maximum threshold levels identified for this Project. These thresholds were set as maximums, not to be exceeded.
  2. Table B facilitates the conversion of traffic impacts from one use to another. It includes traffic impact conversion factors for various uses and square footages. By using this table, one can assess whether use or square footage substitutions will result in a yield that exceeds the current traffic impact used in the EIR.
  3. Table C comprehensively breaks down specific use classifications and shows the current plan's traffic impacts. This table is helpful when classifying various commercial uses or comparing proposed use impacts (generated from factors in Table B) to the planned use impacts of the existing plan.
- C. Classifying Commercial Uses

Potentially, the many variations of commercial uses can be more difficult to define and classify than residential uses. For Impact assessment purposes, it will be necessary to classify the commercial use as either part of a retail center or as a stand-alone use. If more like a stand-alone use, the ITE code should be used to categorize and evaluate impacts. If the use does not match with a land use designation category, does not have an applicable equivalent use, and is not a stand-alone use, then the use in question should be categorized as “regional center.”

To help with this classification, Table C in Appendix F certain land use divisions. Additionally, the definition of a “shopping center” use is included below to further aide commercial use classification. The “shopping center use,” ITE code 820, is defined as follows:

“A shopping center is an integrated group of commercial establishments that is planned, developed, owned and managed as a unit. . . . A shopping center also provides on-site parking facilities sufficient to serve its own parking demands. . . . Over 650 shopping centers including neighborhood centers, community centers, regional centers, and super regional centers were surveyed for this land use. Some of these centers contained non-merchandising facilities, such as office buildings, movie theaters, restaurants, post office, banks, health clubs, and recreational facilities (e.g. ice skating rinks or indoor miniature golf courses). . . . Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices.”

The definition does not include large, stand-alone, warehouse type retail facilities (superstores). These uses are more intense than traditional shopping centers and generate more trips. Therefore, the EIR traffic analysis includes such uses separately for a more conservative analysis. (Seven of the twenty land use categories in the trip generation table are types of superstore.)

Other retail, entertainment and recreation uses in the trip generation table are uses that might also occur under a shopping center context. However, when these uses occur in a stand alone context their trip generation rates are higher. Subsequently, if the use in question acts like a stand-alone use, it can be classified as such. If not, it must be classified as a “shopping center.”

### 8.3.3 Submittal and Approval Procedures

Conversion of uses under the Equivalency Program shall occur through the following procedures:

- A. Conversion of uses shall occur by the Applicant filing a request for such action with the Planning Division of the Department of Development Services. This request shall specifically identify the exchange in land uses proposed at that time, accompanied by information which provides sufficient data to review the request, pursuant to the limitations of Section 8.3.1.
- B. The approval of the conversion of uses under the Equivalency Program shall occur under the ministerial review of the Planning Manager.
- C. Upon ministerial review, the Planning Manager must determine that the proposed conversion of land uses would not result in any environmental impacts that would be greater than those identified in the certified EIR. Should the Planning Manager determine that the environmental impacts of the proposed conversion of land uses does not exceed the environmental impacts addressed in the certified EIR, the requested exchange in land uses shall be granted. However, should the Planning Manager conclude that the proposed exchange in land uses would result in environmental impacts which are greater than those identified in the certified EIR, then the request shall be denied subject to further analyses and findings, pursuant to CEQA.

## 8.4 Financing

The Boulevards at South Bay is two discrete projects: a remediation and infrastructure project financed through a combination of public and private funds, and a private development project financed exclusively with private funds. Public financing mechanisms could include, but are not limited to, community facilities districts, tax increment funds, developer-constructed facilities in lieu of fee payment, and state and federal funding that may become available.

## 8.5 Phasing

Construction of The Boulevards at South Bay is anticipated to begin in April 2008 and be completed by the end of 2015. The Boulevards at South Bay project will be developed in coordination with implementation of the approved 1995 Remedial Action Plan (RAP) for the site approved by and subject to the oversight of the Department of Toxic Substances Control. The principal phases of construction include site preparation, implementation of the RAP, and site construction. While three construction phases are identified, it is anticipated that there would be some overlapping of activities since, the current design is for the piles that support the buildings to be integrated with the remediation cap. As construction of the building support piles is tied to user demand, this phase of construction could proceed in multiple phases. Consequently, the buildings above the support piles may also be developed in multiple phases. Subject to the approval of the Planning Officer, access and mitigation measures must be implemented so the development in each phase does not produce unforeseen impacts.

Site preparation, including mass grading, dynamic compaction, fill-and-cap foundation, rough grading and the establishment of building pads, is anticipated to begin April 2008 and last until spring of 2011. Implementation of the RAP, including the installation of the cap as well as the installation of the requisite containment, collection and treatment facilities, and also the placement of piles, is anticipated to begin in summer 2010 and last until fall of 2014. Construction of off-site improvements would begin in the winter of 2012 and end in the fall of 2013. Site construction, including the establishment of structural slabs, utility installation, building construction, roads, parking lots and landscaping, is anticipated to begin in the winter of 2011 and be completed by the end of 2015.

**APPENDIX A  
PLANT PALETTE**

APPENDICES

*This page intentionally left blank.*

**Table A-1  
Plant Palette**

AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
<b>TREES</b>		
<i>Acacia baileyana</i>	Bailey Acacia	AL
<i>Acacia dealbata</i>	Silver Wattle	AL
<i>Acacia decurrens</i>	Green Wattle	AL
<i>Acacia farnesiana</i>	Sweet Acacia	L
<i>Acacia longifolia</i>	Sydney Golden Wattle	AL
<i>Acacia melanoxylon</i>	Blackwood Acacia	AL
<i>Acacia pendula</i>	Weeping Myall	L
<i>Acacia retinodes</i>	Water Wattle	L
<i>Acacia saligna</i>	Willow Acacia	L
<i>Acacia smallii</i>	NCN	L
<i>Aesculus californica</i>	California Buckeye	AL
<i>Agonis flexuosa</i>	Peppermint Tree	M
<i>Albizia julibrissin</i>	Silk Tree	L
<i>Angophora costata</i>	Gum Myrtle	L
<i>Arbutus menziesii</i>	Madrone	L
<i>Arbutus unedo</i>	Strawberry Tree	L
<i>Brachychiton populneus</i>	Kurrajong Bottle Tree	L
<i>Broussonetia papyrifera</i>	Paper Mulberry	L
<i>Callistemon citrinus</i>	Lemon Bottlebrush	L
<i>Callistemon viminalis</i> & cvs	Weeping Bottlebrush	L
<i>Calocedrus decurrens</i>	Incense Cedar	M
<i>Casuarina cunninghamiana</i>	River She-oak	L
<i>Casuarina equisetifolia</i>	Horsetail Tree	AL
<i>Casuarina stricta</i>	Drooping She-oak	AL
<i>Ceanothus arboreus</i>	Feltleaf Ceanothus	L
<i>Ceanothus</i> 'Ray Hartman'	NCN	AL
<i>Ceanothus thyrsiflorus</i>	Blue Blossom	AL
<i>Cedrus atlantica</i> & cvs	Atlas Cedar	M
<i>Cedrus deodara</i> & cvs	Deodar Cedar	M
<i>Ceratonia siliqua</i>	Carob Tree	AL
<i>Cercidium microphyllum</i>	Foothill Palo Verde	<u>L</u>
<i>Cercis canadensis</i> & cvs	Eastern Redbud	M
<i>Cercis occidentalis</i>	Western Redbud	L
<i>Chilopsis linearis</i>	Desert Willow	L
<i>Chitalpa tashkentensis</i>	Chitalpa	L
<i>Cordyline australis</i>	Giant Dracaena	L

**Table A-1  
Plant Palette**

<b>Botanical (Latin) Name</b>	<b>Common Name</b>	<b>Estimated Water Needs in Coastal California</b>
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
<i>Cupressus arizonica</i>	Arizona Cypress	L
<i>Cupressus forbesii</i>	Tecate Cypress	L
<i>Cupressus glabra</i>	Smooth Arizona Cypress	L
<i>Cupressus macrocarpa</i>	Monterey Cypress	L
<i>Cupressus sempervirens</i>	Italian Cypress	L
<i>Dodonaea viscosa</i>	Hopseed Bush	LM
<i>Dracaena draco</i>	Dragon Tree	L
<i>Erythrina caffra</i>	Kaffirboom Coral Tree	M
<i>Feijoa sellowiana</i>	Pineapple Guava	L
<i>Ficus carica</i> & cvs	Common Fig	LM
<i>Geijera parviflora</i>	Australian Willow	L
<i>Grevillea robusta</i>	Silky Oak	L
<i>Jacaranda mimosifolia</i>	Jacaranda	M
<i>Juglans californica</i>	S. Calif.Black Walnut	AL
<i>Juniperus chinensis</i> 'Torulosa'	Hollywood Juniper	L
<i>Juniperus virginiana</i>	Eastern Redcedar	LM
<i>Lagerstroemia indica</i> & cvs	Crape Myrtle	L
<i>Laurus nobilis</i>	Sweet Bay	L
<i>Leptospermum laevigatum</i>	Australian Tea Tree	AL
<i>Leptospermum scoparium</i>	New Zealand Tea Tree	LM
<i>Lyonothamnus floribundus</i> & var.	Catalina Ironwood	AL
<i>Melaleuca armillaris</i>	Drooping Melaleuca	L
<i>Melaleuca linariifolia</i>	Flaxleaf Paperbark	L
<i>Melaleuca quinquenervia</i>	Cajeput Tree	L
<i>Melia azedarach</i> & cv	Chinaberry	AL
<i>Metrosideros excelsus</i>	New Zealand Christmas Tree	LM
<i>Olea europaea</i> 'Wilsonii'	Wilson Olive	L
<i>Pinus canariensis</i>	Canary Island Pine	L
<i>Pinus coulteri</i>	Coulter Pine	L
<i>Pinus eldarica</i>	Afghan Pine	L
<i>Pinus halepensis</i>	Aleppo Pine	AL
<i>Pinus pinea</i>	Italian Stone Pine	L
<i>Pinus radiata</i>	Monterey Pine	AL
<i>Pinus sabiniana</i>	Digger Pine	L
<i>Pinus torreyana</i>	Torrey Pine	AL
<i>Pittosporum phylliraeoides</i>	Willow Pittosporum	L
<i>Platanus racemosa</i>	Western Sycamore	M

**Table A-1  
Plant Palette**

AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
<b>Botanical (Latin) Name</b>	<b>Common Name</b>	<b>Estimated Water Needs in Coastal California</b>
<i>Prunus caroliniana</i>	Carolina Laurel Cherry	L
<i>Prunus lyonii</i>	Catalina Cherry	AL
<i>Punica granatum</i> & cvs	Pomegranate	L
<i>Quercus agrifolia</i>	Coast Live Oak	AL
<i>Quercus douglasii</i>	Blue Oak	AL
<i>Quercus engelmannii</i>	Mesa Oak	AL
<i>Quercus ilex</i>	Holly Oak	L
<i>Quercus lobata</i>	Valley Oak	L
<i>Quercus suber</i>	Cork Oak	L
<i>Rhus lancea</i>	African Sumac	L
<i>Robinia ambigua</i> & cvs	Locust	L
<i>Robinia pseudoacacia</i>	Black Locust	L
<i>Sambucus caerulea</i>	Blue Elderberry	AL
<i>Schinus molle</i>	Pepper Tree	AL
<i>Schinus polygamus</i>	Peruvian Pepper	L
<i>Schinus terebinthifolius</i>	Brazilian Pepper	LM
<i>Tamarix aphylla</i>	Athel Tree	AL
<i>Tipuana tipu</i>	Tipu Tree	M
<i>Tristania conferta</i> & cv	Brisbane Box	M
<i>Vitex angus-castus</i>	Chaste Tree	L
<i>Xylosma congestum</i>	Shiny Xylosma	LM
<i>Yucca gloriosa</i>	Spanish Dagger	L
<b>PALMS</b>		
<i>Brahea armata</i>	Blue Hesper Palm	L
<i>Brahea edulis</i>	Guadalupe Palm	L
<i>Butia capitata</i>	Pindo Palm	L
<i>Chamaerops humilis</i>	Mediterranean Fan Palm	L
<i>Phoenix canariensis</i>	Canary Island Date Palm	L
<i>Phoenix dactylifera</i>	Date Palm	L
<i>Trachycarpus fortunei</i>	Windmill Palm	L
<i>Washingtonia filifera</i>	California Fan Palm	L
<i>Washingtonia robusta</i>	Mexican Fan Palm	L
<b>SHRUBS AND VINES</b>		
<i>Acacia cultriformis</i>	Knife Acacia	AL
<i>Acacia cyclops</i>	Western Coastal Wattle	AL
<i>Acacia farnesiana</i>	Sweet Acacia	L
<i>Acacia longifolia</i>	Sydney Golden Wattle	AL

**Table A-1  
Plant Palette**

AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
<i>Acacia retinodes</i>	Water Wattle	L
<i>Aesculus californica</i>	California Buckeye	AL
<i>Alyogyne huegelii</i>	Blue Hibiscus	L
<i>Anisodonteia hypomandarum</i>	Dwarf Pink Hibiscus	LM
<i>Arbutus unedo</i> 'Compacta'	Dwarf Strawberry Tree	L
<i>Arctostaphylos densiflora</i> & cvs	Sonoma Manzanita	L
<i>Arctostaphylos edmundsii</i>	Little Sur Manzanita	L
<i>Arctostaphylos hookeri</i>	Monterey Manzanita	L
<i>Artemisia arborescens</i>	Shrubby Wormwood	AL
<i>Artemisia californica</i> & cvs	California Sagebrush	AL
<i>Artemisia</i> 'Powis Castle'	NCN	AL
<i>Atriplex l. var. breweri</i>	Brewer Saltbush	L
<i>Baccharis p. consanguinea</i>	Chaparral Broom	AL
<i>Baccharis sarothroides</i>	Desert Broom	L
<i>Bougainvillea</i> species & cvs	Bougainvillea	LM
<i>Bougainvillea</i> x 'Oo-La-La' TM	Oo-la-la Bougainvillea	M
<i>Caesalpinia</i> species	Bird-of-paradise Bush	L
<i>Callistemon citrinus</i>	Lemon Bottlebrush	L
<i>Callistemon rigidus</i>	Stiff Bottlebrush	L
<i>Calocephalus brownii</i>	Cushion Bush	LM
<i>Carpenteria californica</i>	Bush Anemone	L
<i>Cassia artemisioides</i>	Feathery Cassia	L
<i>Cassia nemophila</i>	Desert Cassia	L
<i>Cassia odorata</i>	Spreading Cassia	L
<i>Cassia phyllodinea</i>	Silvery Cassia	L
<i>Ceanothus arboreus</i>	Feltleaf Ceanothus	L
<i>Ceanothus</i> 'Concha'	NCN	L
<i>Ceanothus</i> 'Dark Star'	NCN	AL
<i>Ceanothus</i> 'Frosty Blue'	NCN	AL
<i>Ceanothus gloriosus</i> & cvs	Point Reyes Ceanothus	AL
<i>Ceanothus griseus</i> & cvs	Carmel Ceanothus	AL
<i>Ceanothus impressus</i>	Santa Barbara Ceanothus	L
<i>Ceanothus</i> 'Joyce Coulter'	NCN	AL
<i>Ceanothus</i> 'Julia Phelps'	NCN	AL
<i>Ceanothus maritimus</i> & cvs	Maritime Ceanothus	AL
<i>Ceanothus</i> 'Ray Hartman'	NCN	AL
<i>Ceanothus rigidus</i> & cvs	Monterey Ceanothus	AL

**Table A-1  
Plant Palette**

<b>Botanical (Latin) Name</b>	<b>Common Name</b>	<b>Estimated Water Needs in Coastal California</b>
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Ceanothus thyrsiflorus & cvs	Blue Blossom Ceanothus	AL
Ceanothus 'Wheeler Canyon'	NCN	L
Cercis occidentalis	Western Redbud	L
Chamelaucium uncinatum	Geraldton Wax Flower	L
Chilopsis linearis	Desert Willow	L
Cistus species & cvs	Rockrose	L
Cleome isomeris	Bladderpod	AL
Comarostaphylis diversifolia	Summer Holly	AL
Correa species & cvs	Correa	L
Cotoneaster apiculatus	Cranberry Cotoneaster	LM
Cotoneaster buxifolius	NCN	L
Cotoneaster congestus	NCN	L
Cotoneaster horizontalis	Rock Cotoneaster	L
Cotoneaster lacteus	Red Clusterberry	L
Cotoneaster salicifolius	Willowleaf Cotoneaster	L
Dalea frutescens	Black Dalea	LM
Dalea pulchra	Indigo Bush	LM
Dendromecon species	Bush Poppy	AL
Dodonaea viscosa	Hopseed Bush	LM
Echium fastuosum	Pride of Madeira	L
Elaeagnus pungens	Silverberry	L
Encelia californica	California Encelia	AL
Eriogonum arborescens	Santa Cruz Island Buckwheat	AL
Eriogonum cinereum	Asyleaf Buckwheat	AL
Eriogonum fasciculatum	Common Buckwheat	AL
Eriogonum giganteum	St. Catherine's Lace	AL
Eriogonum parvifolium	Coastal Buckwheat	AL
Eucalyptus lehmannii	Bushy Yate	AL
Feijoa sellowiana	Pineapple Guava	L
Fremontodendron species & cvs	California Flannel Bush	AL
Galvezia speciosa	Island Bush-snapdragon	L
Garrya elliptica	Coast Silktassel	AL
Grevillea species & cvs	Grevillea	L
Hakea suaveolens	Sweet-scented Hakea	L
Hardenbergia violacea	False Sarsaparilla	L
Heteromeles arbutifolia	Toyon	AL
Hibiscus syriacus	Rose of Sharon	L

**Table A-1  
Plant Palette**

AL      Adapted to region L        Low supplemental water needs LM      Low to moderate supplemental water needs M        Moderate supplemental water needs		
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Iva hayesiana	Hayes Iva	AL
Jasminum species	Jasmine	LM
Juniperus chinensis & cvs	NCN	L
Juniperus sabina & cvs	Savin Juniper	L
Juniperus scopulorum & cvs	Rocky Mountain Juniper	L
Justicia californica	Chuparosa	L
Keckiella species	Native Penstemon	AL
Lagerstroemia indica & cvs	Compact Crape Myrtle	L
Lantana camara	Yellow Sage	LM
Lavandula species & cvs	Lavender	L
Lavatera species	Mallow	AL
Leonotis leonurus	Lion's Tail	L
Leptospermum laevigatum	Australian Tea Tree	AL
Leptospermum scoparium	New Zealand Tea Tree	LM
Leucophyllum species & cvs	Cenizo	L
Lupinus albifrons	Silver Lupine	L
Lupinus arboreus	Coastal Bush Lupine	AL
Macfadyena unguis-cati	Cat's Claw	L
Mahonia aquifolium	Oregon Grape	M
Mahonia 'Golden Abundance'	NCN	L
Mahonia nevinii	Nevin Mahonia	L
Mahonia pinnata & cvs	California Grape	L
Malosma laurina	Laurel Sumac	AL
Melaleuca armillaris	Drooping Melaleuca	L
Melaleuca nesophila	Pink Melaleuca	AL
Metrosideros excelsus	New Zealand Christmas Tree	LM
Myoporum laetum & cvs	NCN	L
Myrica californica	Pacific Wax Myrtle	LM
Myrtus communis & cvs	True Myrtle	L
Nerium oleander & cvs	Oleander	AL
Philodendron xanadu	Philodendron	M
Phormium tenax 'Bronze'	Bronze New Zealand Flax	L
Plecostachys serpyllifolia	NCN	L
Plumbago auriculata	Cape Plumbago	L
Polygonum aubertii	Silver Lace Vine	L
Prunus caroliniana cvs	Carolina Laurel Cherry	L
Prunus ilicifolia	Hollyleaf Cherry	AL

**Table A-1  
Plant Palette**

<b>Botanical (Latin) Name</b>	<b>Common Name</b>	<b>Estimated Water Needs in Coastal California</b>
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
<i>Prunus lyonii</i>	Catalina Cherry	AL
<i>Punica granatum</i> & cvs	Pomegranate	L
<i>Pyracantha</i> species & cvs	Firethorn	L
<i>Rhamnus alaternus</i>	Italian Buckthorn	L
<i>Rhamnus californica</i>	California Coffeeberry	L
<i>Rhamnus crocea</i> & var.	Redberry	AL
<i>Rhamphiolepis indica</i> & cvs	India Hawthorn	L
<i>Rhamphiolepis</i> 'Majestic Beauty'	NCN	L
<i>Rhamphiolepis umbellata</i> & cv	Yedda Hawthorn	L
<i>Rhus integrifolia</i>	Lemonade Berry	AL
<i>Rhus ovata</i>	Sugar Bush	AL
<i>Ribes aureum</i>	Golden Currant	AL
<i>Ribes indecorum</i>	White-flowered Currant	AL
<i>Ribes malvaceum</i>	Chaparral Currant	AL
<i>Ribes speciosum</i>	Fuchsia-flowering Gooseberry	LM
<i>Rosa banksiae</i>	Lady Banks' Rose	LM
<i>Rosa meidiland</i> series 'Fire'	Fire Meidiland Rose	M
<i>Rosmarinus officinalis</i> & cvs	Rosemary	L
<i>Salvia apiana</i>	White Sage	AL
<i>Salvia chamaedryoides</i>	Blue Sage	L
<i>Salvia clevelandii</i> & cvs	Cleveland Sage	AL
<i>Salvia greggii</i>	Autumn Sage	L
<i>Salvia leucantha</i>	Mexican Bush Sage	L
<i>Salvia leucophylla</i>	Purple Sage	AL
<i>Salvia mellifera</i> & cvs	Black Sage	AL
<i>Sambucus caerulea</i>	Blue Elderberry	AL
<i>Santolina</i> species	Lavender Cotton	L
<i>Schinus molle</i>	Pepper Tree	AL
<i>Schinus terebinthifolius</i>	Brazilian Pepper	LM
<i>Simmondsia chinensis</i>	Jojoba	L
<i>Sollya heterophylla</i>	Australian Blue-bell Creeper	L
<i>Trachelospermum jasminoides</i>	Star Jasmine	M
<i>Tecomaria capensis</i>	Cape Honeysuckle	LM
<i>Teucrium chamaedrys</i>	NCN	LM
<i>Teucrium fruticans</i>	Bush Germander	L
<i>Trichostema lanatum</i>	Woolly Blue Curls	AL
<i>Vitex agnus-castus</i>	Chaste Tree	L

**Table A-1  
Plant Palette**

AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Westringia species	NCN	L
Xylosma congestum	Shiny Xylosma	LM
<b>GROUND COVERS</b>		
Acacia redolens & cvs	NCN	L
Achillea millefolium	Common Yarrow	L
Acorus gramineus	Sweet Flag	LM
Adenostoma fasciculatum 'Prostrata'	Chamise	L
Aptenia 'Red Apple'	NCN	L
Arctostaphylos edmundsii & cvs	Little Sur Manzanita	L
Arctostaphylos 'Emerald Carpet'	NCN	L
Arctostaphylos hookeri & cvs	Monterey Manzanita	L
Arctostaphylos 'Pacific Mist'	NCN	L
Arctotheca calendula	Cape Weed	LM
Artemisia californica & cvs	Prostrate California Sagebrush	AL
Atriplex glauca	NCN	AL
Atriplex semibaccata	Creeping Saltbush	AL
Baccharis 'Centennial'	NCN	L
Bougainvillea cultivars	Bougainvillea	L
Carpobrotus species	Sea Fig	AL
Ceanothus gloriosus & cvs	Point Reyes Ceanothus	L
Ceanothus g. var. horizontalis	Carmel Creeper	L
Ceanothus g. var. h. 'Yankee Point'	NCN	L
Ceanothus 'Joyce Coulter'	NCN	L
Ceanothus maritimus & cvs	Maritime Ceanothus	L
Cephalophyllum 'Red Spike'	Red Spike Ice Plant	L
Cistus salviifolius	Sageleaf Rockrose	L
Cistus 'Sunset'	NCN	L
Coprosma kirkii	NCN	L
Coprosma 'Verde Vista'	NCN	L
Cotoneaster adpressus	Creeping Cotoneaster	L
Cotoneaster dammeri & cvs	NCN	L
Cotoneaster horizontalis	Rock Cotoneaster	L
Cotoneaster salicifolius 'Repens'	NCN	L
Crassula multicaeva	NCN	L
Delosperma 'Alba'	White Trailing Ice Plant	L
Drosanthemum floribundum	Rosea Ice Plant	L
Dymondia margaretae	NCN	L

**Table A-1  
Plant Palette**

AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
<b>Botanical (Latin) Name</b>	<b>Common Name</b>	<b>Estimated Water Needs in Coastal California</b>
Eriogonum fasciculatum & cvs	Common Buckwheat	AL
Festuca ovina glauca	Blue Fescue	L
Gazania species & cvs	Gazania	LM
Hardenbergia violacea & cvs	False Sarsaparilla	L
Iva hayesiana	Hayes Iva	AL
Juniperus chinensis & cvs	NCN	L
Juniperus conferta	Shore Juniper	L
Juniperus horizontalis & cvs	Creeping Juniper	L
Juniperus sabina & cvs	Tamarix Juniper	L
Lampranthus species	Ice Plant	L
Lantana montevidensis & cvs	Trailing Lantana	L
Lonicera japonica 'Halliana'	Hall's Japanese Honeysuckle	LM
Mahonia aquifolium 'Compacta'	Compact Oregon Grape	LM
Mahonia repens	Creeping Mahonia	L
Maleophora species	Ice Plant	L
Myoporum hybrids	NCN	L
Myoporum parvifolium & cvs	Prostrate Myoporum	L
Nassella tenuissima	Texas Needle Grass	L
Pacific Meadow Mix Creeping Fescue Blend		M
Pyracantha species & cvs	Firethorn	L
Ribes viburnifolium	Evergreen Currant	L
Rosmarinus officinalis & cvs	Prostrate Rosemary	L
Salvia mellifera & cvs	Prostrate Black Sage	AL
Scaevola 'Mauve Clusters'	NCN	L
Sedum species	Stonecrop	L
Senecio mandraliscae	NCN	L
Teucrium cossonii	NCN	LM
Verbena species & cvs	Verbena	L
<b>PERENNIALS</b>		
Achillea species & cvs	Yarrow	L
Anigozanthos species & cvs	Kangaroo Paw	LM
Armeria maritima	Sea Pink	M
Artemisia pycnocephala & cvs	Sandhill Sage	LM
Asteriscus species	NCN	L
Brachycome multifida	Cut-leaf Daisy	LM
Centaurea species	Dusty Miller	L
Centranthus ruber	Red Valerian	AL

**Table A-1  
Plant Palette**

<b>Botanical (Latin) Name</b>	<b>Common Name</b>	<b>Estimated Water Needs in Coastal California</b>
AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Cheranthus 'Bowles Mauve'	Shrubby Wallflower	LM
Convolvulus cneorum	Bush Morning Glory	L
Convolvulus mauritanicus	Ground Morning Glory	L
Coreopsis species & cvs	Coreopsis	L
Cortaderia selloana	Pampas Grass	L
Dietes species & cvs	Fortnight Lily	L
Diplacus species & hybrids	Monkey Flower	AL
Elymus species & cvs	Giant Wild Rye	L
Epilobium species & cvs	California Fuchsia	L
Erigeron glaucus & cvs	Beach Aster	L
Erigeron karvinskianus	Mexican Daisy	LM
Eriogonum crocatum	Conejo Buckwheat	L
Eriogonum grande ssp. rubescens	Red Buckwheat	L
Eriogonum umbellatum & cv	Sulfur Flower	LM
Eschscholzia californica	California Poppy	AL
Euphorbia milii	Crown of Thorns	L
Euphorbia rigida	NCN	L
Euryops pectinatus & cv	Euryops	L
Gaillardia grandiflora	Blanket Flower	L
Gaura lindheimeri	Gaura	LM
Helianthemum nummularium & cvs	Sunrose	LM
Helictotrichon sempervirens	Blue Oat Grass	L
Hemerocallis fulva 'Kwanso'	Daylily	M
Heuchera species & cvs	Coral Bells	M
Iris douglasiana & cvs	Pacific Coast Iris	LM
Kniphofia uvaria & cvs	Red-hot Poker	L
Limonium perezii	Sea Lavender	AL
Lobelia laxiflora	Mexican Bush Lobelia	L
Muhlenbergia species	NCN	L
Oenothera species	Mexican Evening Primrose	L
Pennisetum setaceum & cv	Fountain Grass	L
Penstemon species & cvs	Western Natives	L
Perovskia atriplicifolia	Russian Sage	L
Phlomis species	NCN	L
Phormium tenax & cvs	New Zealand Flax	L
Romneya coulteri & cvs	Matilija Poppy	AL
Rosmarinus spp	Rosemary	L

**Table A-1  
Plant Palette**

AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
<b>Botanical (Latin) Name</b>	<b>Common Name</b>	<b>Estimated Water Needs in Coastal California</b>
Salvia species & cvs	Sage	AL
Senecio cineraria	Dusty Miller	L
Sisyrinchium bellum	Blue-eyed Grass	AL
Stachys byzantina	Lamb's Ear	LM
Strelitzia reginae	Bird Of Paradise	AL
Tagetes lemmonii	Mountain Marigold	L
Thymus species & cvs	Thyme	LM
Tulbaghia violacea & cv	Society Garlic	M
Verbena species & cvs	Verbena	L
Xanthorrhoea species	Grass Tree	L
<b>AGAVE, CACTI, SUCCULENTS, AND YUCCA</b>		
Aeonium species & cvs	NCN	L
Agave americana	Century Plant	L
Agave attenuata	Foxtail Agave	L
Agave shawii	Shaw's Century Plant	L
Agave victoriae-reginae	NCN	L
Agave vilmoriniana	Octopus Agave	L
Aloe arborescens	Tree Aloe	AL
Aloe bainesii	NCN	AL
Aloe candelabrum	Candelabra Aloe	L
Aloe ciliaris	NCN	L
Aloe ferox	NCN	L
Aloe marlothii	NCN	L
Aloe nobilis	NCN	L
Aloe plicatilis	NCN	L
Aloe striata	Coral Aloe	L
Aloe vera	Medicinal Aloe	L
Beaucarnea recurvata	Ponytail Tree	L
Cereus peruvianus	Peruvian Apple	L
Cordyline australis	Dracaena Palm	L
Cotyledon species	NCN	L
Crassula species	Jade Plant	L
Dasyliirion species	Desert Spoon	L
Dracaena draco	Dragon Tree	L
Dudleya species	Live-forever	AL
Echeveria species	Echeveria	L

**Table A-1  
Plant Palette**

AL	Adapted to region	
L	Low supplemental water needs	
LM	Low to moderate supplemental water needs	
M	Moderate supplemental water needs	
Botanical (Latin) Name	Common Name	Estimated Water Needs in Coastal California
Euphorbia ingens	Candelabra Tree	L
Euphorbia tirucalli	Milkbush	L
Hesperaloe parviflora	Red Yucca	L
Kalanchoe species	NCN	L
Nolina species	Bear Grass	L
Opuntia species	Prickly Pear, Cholla	L
Portulacaria afra	Elephant's Food	L
Yucca aloifolia	Spanish Bayonet	L
Yucca gloriosa	Spanish Dagger	L
Yucca whipplei	Our Lord's Candle	AL
Source: Excerpted from Landscape Plants for Western Regions by Bob Perry.		

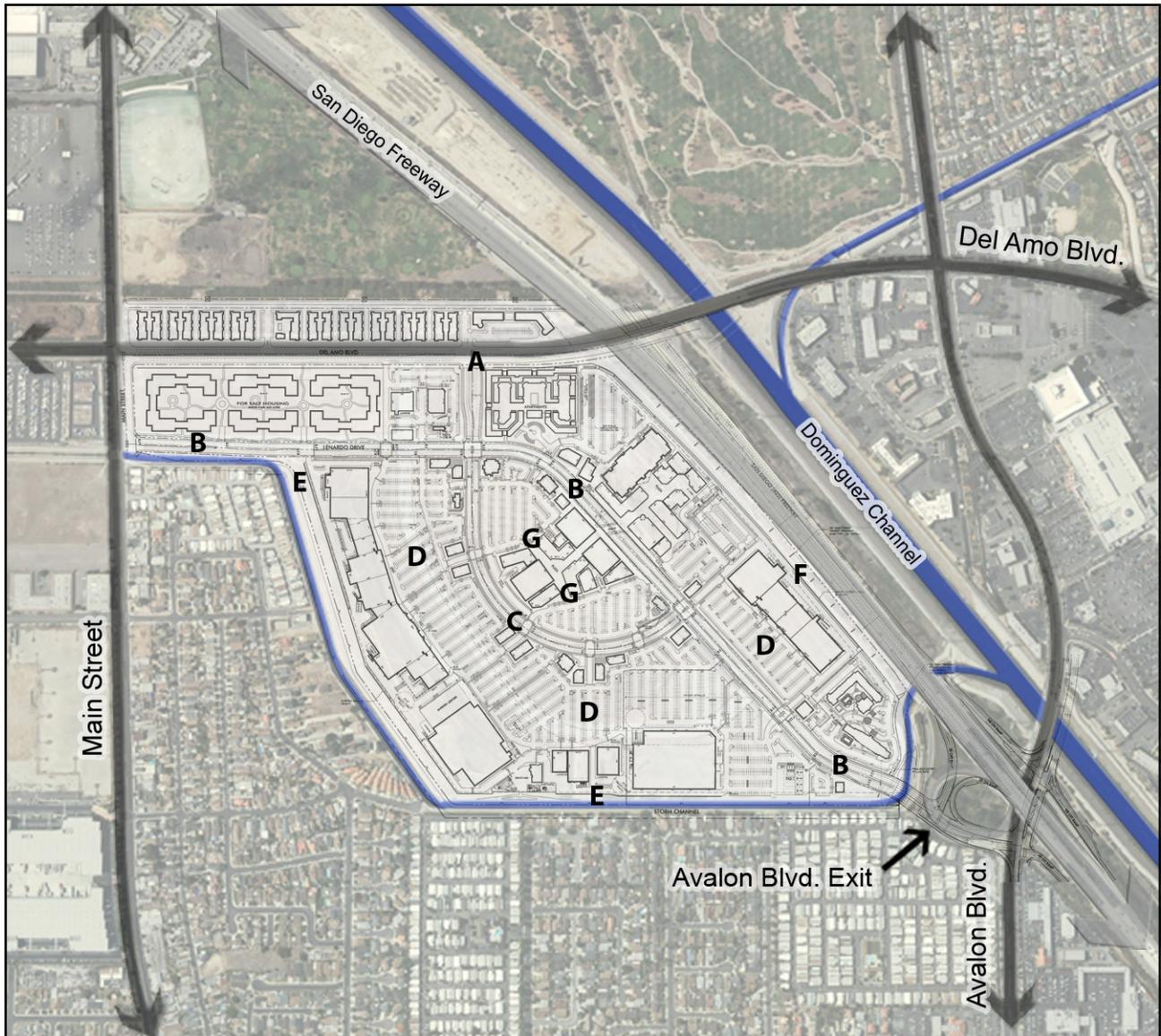
**APPENDIX B  
LIGHTING PALETTE**

APPENDICES

*This page intentionally left blank.*

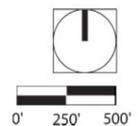
## THE BOULEVARDS AT SOUTH BAY LIGHTING PALETTE

The proposed palette of lighting fixtures, presented below, demonstrates examples of systems that would be in compliance with the design guidelines and to provide examples of the architectural scale and quality of these materials. These fixtures selections should meet the performance criteria of the guidelines while providing an attractive complement to the building and landscape. For each building-type and roadway component within the proposed development, examples of fixture types that would be applicable are illustrated below. These fixtures represent examples of lighting products that will satisfy the guidelines criteria for task illuminance, light trespass, and glare.



**Legend**

- |                             |                                          |
|-----------------------------|------------------------------------------|
| A. Typical Del Amo Entrance | E. Typical Residential/Project Interface |
| B. Typical Corridor Road    | F. I-405/Project Interface               |
| C. Typical Loop Road        | G. Entertainment Diveway Accent          |
| D. Typical Parking Lots     |                                          |



**The following example is applicable to:**

- Section A - Typical Del Amo Entry
- Section C - Typical Loop Road
- Section E - Typical Residential/Project Interface
- Section F - 405 Freeway Edge/Project Interface



**The following example is applicable to:**

- Section B - Typical Corridor Road



**The following example is applicable to:**

Section D - Typical Parking Lots



**The following example is applicable to:**

Section G - Entertainment Driveway Accent



APPENDICES

*This page intentionally left blank.*

**APPENDIX C**  
**CONSISTENCY ANALYSIS**

APPENDICES

*This page intentionally left blank.*

**Table C-1  
Consistency Analysis**

Relevant Policy		Analysis of Project Consistency
<b>Land Use Element (2004)</b>		
LU 4.1	Direct Redevelopment Agency investments to those economic activities and locations with the greatest potential economic return.	The proposed Project would convert a non productive site to a useful one through site remediation. It would add economic development within the central part of the City and serve as a gateway project. Also, with the South Bay Pavilion, the proposed Project would establish a large, clearly identified area of regionally serving economic activity, and serve the needs of the local Carson Community.
LU 5.1	Coordinate Redevelopment and Planning activities and resources to maximize commercial opportunities.	The proposed Project is being developed in Redevelopment Project Area No. One, pursuant to the Redevelopment Plan for that area. It is also being developed pursuant to numerous General Plan policies as discussed in the remainder of the Table.
LU 5.2	Implement and expand strategies to market, attract, and/or retain retail commercial areas and encourage businesses to participate.	The proposed Project would establish the Project site as a signature project along the I 405 Freeway, well located with regard to other freeways. The Project would offer high visibility in a new, planned development. It would include entertainment uses to attract visitors and meet the needs of local population. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
LU 5.3	Identify unique economic opportunities, such as niche markets, that will allow the City to capitalize on its location, its cultural diversity, and the tourism industry in the region.	The proposed Project would provide a regional facility in a mixed use development, visibly noticeable along a major freeway corridor. The large scale of the Project and the proposed mix of visitor and local serving uses would create an opportunity to support a large range of uses, including specialized markets.
LU 6.2	Achieve a sustainable land use balance through provision of incentives for desired uses; coordination of land use and circulation patterns; and promotion of a variety of housing types and affordability.	The proposed Project would occur pursuant to the Area One Redevelopment Plan and its policies and opportunities. The proposed Project would include an internal circulation system that would be linked with the regional network and linked to new/improved freeway access at Avalon Boulevard. The Project's mitigation measures would include improvements to reduce impacts on the local road network. (Impacts would be reduced to less than significant levels, except at one location where impacts would be reduced, although not to a less than significant level.) The proposed Project would add up to 1,550 new housing units including both rental and ownership uses, thus adding to the range and mix of housing available in the City of Carson. Also, it would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement). Retail uses would serve both local (City residents) and regional populations. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.

**Table C-1  
Consistency Analysis**

Relevant Policy	Analysis of Project Consistency
<p>LU 6.3 Consider establishing minimum land use density requirements in certain areas such as mixed-use zones to provide more efficient, consistent, and compatible development patterns while also promoting greater potential for pedestrian and transit oriented development.</p>	<p>The proposed Project would be implemented under a Specific Plan that allows for mixed use development in an efficient manner. A minimum floor area ratio of 1.5 is established for vertically mixed-use development. Density and height limits would allow for mid rise residential development including densities up to 60 units/acre. The Project includes provision for pedestrian and bicycle transit and can be linked to nearby public transit routes.</p>
<p>LU 6.4 Coordinate redevelopment and planning activities and resources to balance land uses, amenities, and civic facilities.</p>	<p>The proposed Project is being developed in Redevelopment Zone No. One, pursuant to the Redevelopment Plan for that area. It is also being developed pursuant to numerous General Plan policies as discussed in this Table. It is a mixed use development with visitor amenities; e.g., retail entertainment and residential uses. The conceptual Plan identifies numerous plazas to enhance the pedestrian experience.</p>
<p>LU 6.6 Attract land uses that generate revenue to the City of Carson, while maintaining a balance of other community needs such as housing, open space, and public facilities.</p>	<p>The proposed Project would include up to approximately 1,995,125 sq.ft. of commercial use that would be generating revenue to the City, as well as up to 1,550 housing units intermixed with plazas and open space.</p>
<p>LU 7.3 Promote the use of buffers between more intensive industrial uses and residential uses.</p>	<p>The proposed Project would include no industrial uses. New residential development would not be located adjacent to intensive industrial uses.</p>
<p>LU 8.1 Amend the Zoning Ordinance to provide for those Mixed Use areas identified on the General Plan Land Use Plan.</p>	<p>The Project site is designated for Mixed Use–Business Park in the 2004 General Plan. The Project would involve a General Plan Amendment and Zone change to integrate the proposed Specific Plan into the City’s principal planning documents. The Specific Plan would extend the General Plan’s mixed use designation to include residential development and allow for the appropriate mix of uses.</p>
<p>LU 8.3 Locate higher density residential uses in proximity to commercial centers in order to encourage pedestrian traffic and provide a consumer base for commercial uses.</p>	<p>The proposed Project includes high density residential development within a mixed use project containing up to 1,995,125 sq.ft. of commercial activity. The site design includes a pedestrian circulation system that connects the various components of the site.</p>
<p>LU 11.1 Target potential sites or areas for the development of signature projects.</p>	<p>Project implementation would create a signature project at a location that has been identified as being conducive to such a project, due to the site’s location along the I 405 Freeway, visual accessibility from the I 405 Freeway and its location within the central area of Carson.</p>
<p>LU 11.2 Encourage development of desired uses such as quality retail, restaurant uses, and entertainment in targeted areas.</p>	<p>The proposed Project would include up to 1,995,125 sq.ft. of commercial space. Based on the current Conceptual Plan, 81,125 sq.ft. is designated for restaurants, and 214,000 sq.ft. is designated for commercial recreation/entertainment.</p>
<p>LU 15.1 Encourage the location of housing, jobs, shopping, services and other activities within easy walking distance of each other.</p>	<p>The proposed Project includes mixed uses with up to 1,550 residential units and up to 1,995,125 sq.ft. within the Project site. The site design includes a pedestrian circulation system that connects the various components of the site thereby facilitating one type of pedestrian activity targeted by this policy.</p>
<p>LU 15.2 Maintain a diversity of housing types to enable citizens from a wide range of economic levels and age groups to live in Carson.</p>	<p>The proposed housing units, up to 1,550 units in total, would contribute to the range of housing opportunities within the City of Carson. It would add rental and for sale units that increase the diversity of available housing. Also, it would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).</p>
<p>LU 15.3 Ensure that community transportation facilities are connected to a larger transit network.</p>	<p>The proposed Project’s internal circulation system would provide access to Main Street and Avalon Boulevard via Del Amo Boulevard, with accessibility to the I 405 Freeway via new ramps at Avalon Boulevard.</p>

**Table C-1  
Consistency Analysis**

Relevant Policy	Analysis of Project Consistency
LU 15.4 Develop a center focus within the community that combines commercial, civic, cultural and recreational uses.	The Project site is located within the central part of the City. The Project's high-intensity development with commercial and entertainment venues would contribute development at a location amidst the Carson Civic Center, the Home Depot Center, California State University at Dominguez Hills, the South Bay Pavilion, and the Victoria Golf Course and Park, thus adding to the centrality of such community uses.
LU 15.5 Ensure that the design of public spaces encourages the attention and presence of people at all hours of the day and night.	The proposed Project is anticipated to offer entertainment and dining as well as shopping opportunities, oriented around a central Plaza. These activities would continue into the evening hours. The Specific Plan includes standards for public art and landscaping to enhance the public spaces.
LU 15.6 Ensure development of pedestrian oriented improvements which provide better connections between and within all developments while reducing dependence on vehicle travel.	The proposed Project includes an internal system of pedestrian sidewalks and pathways that would interconnect all portions of the Project site.
City of Carson General Plan, Land Use Element (1982)–Goals and Objectives	
<u>General</u>	
1. Allow each type of land use sufficient area to develop to the fullest extent indicated by the economy and general welfare.	This general policy is reflected in the General Plan land use designations. The Project's support of the expected land use patterns is discussed below (Subsection 3.C.2.(a).(ii)) on page 136.
6. Encourage the development of stable industrial and commercial uses which will broaden the economic base to create a more self sufficient local economy.	The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities are anticipated to include a broad array of uses to meet the needs of the local community.
<u>Residential Land Use</u>	
1. Residential areas should be organized into distinct districts and located in harmonious relationship with other adjacent or nearby land use activities.	Residential development would occur either as distinct developments, or in mixed use configurations within Development Districts 1 and/or 3. While not necessarily occurring in distinct districts, development would occur pursuant to various design and development standards established in the Specific Plan to ensure harmonious relationships between uses; e.g., standards regarding site planning, building massing, color and materials, building detailing, etc.
2. Housing should be provided for a variety of income groups.	The proposed Project would add rental and for sale units that vary in character from much of the existing housing within the City. Development would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
3. Residential areas should be served with schools, adequate parking, recreational parks and shopping areas in close proximity.	The proposed Project would provide proximity between residential and commercial uses, and would meet all parking needs on site. The Project residents would have access to twelve nearby parks; e.g., Victoria Golf Course and Park and schools. A new school (South Region High School # 4) is planned for the Project area. (Section IV.I.3, Schools, indicates that the Project could cause an exceedance of school capacity, but would mitigate Project impacts through the payment of SB 50 fees. Section IV.I.4, Parks and Recreation, indicates that project impacts on parks would be less than significant with the implementation of Project mitigation.)
5. Realistic density standards should be established to ensure adequate space, light and safety.	The Specific Plan includes density standards, including a maximum of 60 du/acre for residential development. The anticipated design of the Project includes provision for private open space, and safety.
<u>Commercial Land Use</u>	

**Table C-1  
Consistency Analysis**

Relevant Policy	Analysis of Project Consistency
<p>1. The Carson Mall and its peripheral areas should continue to serve as the major retail center in the City offering the widest range of goods and services to the citizens of Carson and nearby communities. This regional shopping center, anchored on one side by the Civic Center complex and on the other side by California State University Dominguez Hills, serves as a needed focal point for the City of Carson and links the northern and southern areas of the City.</p>	<p>The Project site lies in an area that is peripheral to the Carson Mall, now known as the South Bay Pavilion. The proposed Project would add to the focus of the central portion of the City as a major retail area. It would expand and broaden the intent of this policy by establishing a large complimentary commercial center in proximity to the South Bay Pavilion.</p>
<p>3. Most commercial areas should be served with arterial highway access and all commercial businesses should have an adequate supply of parking.</p>	<p>The proposed Project's internal circulation system would provide access to Main Street and Avalon Boulevard via Del Amo Boulevard, with accessibility to the I 405 Freeway via new ramps at Avalon Boulevard. The Project site would include on site parking to meet the Project's parking needs.</p>
<p>4. Commercial activities should be screened or buffered from adjacent residential uses wherever possible.</p>	<p>The proposed Project includes commercial development along the southern part of the Project site, opposite to the residential neighborhoods beyond the Torrance Lateral to the south. As described more fully in Subsection 3.C.(3).(b) on page 164, existing residential units would be separated from proposed development by a minimum of approximately 185 feet, inclusive of the intervening Torrance Lateral (75 feet wide with service roads) and a landscaped slope that runs along this face of the Project site. The landscaped slope would rise approximately 13 to 16 feet to the Project site's finished grade level and Project development. This landscaped, horizontal and vertical separation would provide buffering.</p> <p>Within the Project site, residential development and commercial development would likely be placed in proximity to each other, as mixed use development components. Such development would occur pursuant to the development and design guidelines set forth, for example, in The Boulevards at South Bay Specific Plan, regarding; landscaping, site planning, building massing, color and materials, building detailing, separation between residential and commercial uses, etc. New residents to the Project site would have the opportunity to select residential locations based on their preferences regarding accessibility to the various on-site commercial activities.</p>
<p>5. Commercial activities should be encouraged to have a broader commercial base to develop a self sufficient economy.</p>	<p>The large scale of the Project and allowable mix of uses would support a large range of commercial activity. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.</p>
<p>City of Carson General Plan, Housing Element (2002/2004)—Policies</p>	
<p>H-1.3 Promote economic well being of the City by encouraging the development and diversification of its economic base.</p>	<p>The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities are anticipated to include a broad array of uses; e.g., regional commercial, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.</p>

**Table C-1  
Consistency Analysis**

<b>Relevant Policy</b>		<b>Analysis of Project Consistency</b>
H-1.5	Establish and maintain development standards that support housing development while protecting the quality of life.	The proposed Project would provide up to 1,550 housing units. These housing units would be developed subject to development and design guidelines established in the Specific Plan, addressing such items as site planning, building massing, color and materials, building detailing, etc.
H-3.1	The development of quality affordable housing.	The proposed Project would include affordable housing in accordance with the Redevelopment Plan and applicable law. The Redevelopment Agency would address affordable housing through an Owner Participation Agreement.
H-3.2	Work to expand the resource of developable land by making underutilized land available for development.	The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation.
H-3.3	Promote a variety of housing types, prices and tenure in order to satisfy community demand and need.	The proposed housing units, up to 1,550 units in total, would add rental and for sale units that increase the variety of housing opportunities within the City. Development would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
H-3.6	Promote the development of multifamily zoning.	The Project's Specific Plan would re designate lands that are currently designated for non residential development to a Mixed-Use zone that provides for multifamily residential unit up to 60 units per acre in density.
H-6.8	Continue to work toward increasing the number of owner occupied units.	The proposed Project includes provision for up to 1,150 for sale units.
City of Carson General Plan, Economic Development Element (2002)—Policies		
ED-1.2	Encourage the development of quality housing.	The proposed Project would include up to 1,550 new housing units. These units would be required to meet Specific Plan standards for design, landscaping, etc.
ED-1.4	Strengthen the physical image of Carson through visual enhancement along freeway corridors, major traffic routes, and areas adjoining residential neighborhoods. To this end: <ul style="list-style-type: none"> <li>• Aggressively pursue code enforcement activities;</li> <li>• Develop good design standards; and</li> <li>• Establish a City identity.</li> </ul>	The proposed Project has been designed to take advantage of its location adjacent to the I-405 Freeway. The proposed Project would: (1) present a substantial new development along the freeway edge that would attract public attention; (2) provide identification of the Project's visitor-oriented commercial recreation/entertainment activities through building placement and/or signage; (3) include, through Specific Plan requirements, a set of sign regulations that would integrate the Project's proposed signage program with the overall aesthetic concept for the Project; and (4) include, through the Specific Plan, provisions for landscaping/aesthetic treatment along the Project's freeway edge.
ED-1.6	Provide appropriate infrastructure to support economic development.	The proposed Project would include an internal infrastructure system that is designed to meet all on-site uses. As described in Sections J.1, Water Services, J.2., Sewer Services, and J.3, Electrical Service, the Project would not have significant impacts on existing services.
ED-3.6	Capitalize on potential physical and market linkages among land uses.	The proposed Project is a mixed-use Project that would include up to 1,550 units. These uses would provide an estimated 6,969 new residents that would support the Project's commercial components. The Project population would also support other commercial enterprises in the Project vicinity, and the commercial component would serve populations in nearby neighborhoods.
ED-4.3	Support public/private efforts and link infrastructure and service costs with development projects.	The proposed Project is a privately sponsored project that would be developed within the City of Carson Redevelopment Agency's Redevelopment District 1 and would be developed pursuant to the goals of the Redevelopment Plan as described below.

**Table C-1  
Consistency Analysis**

Relevant Policy	Analysis of Project Consistency
<p>ED-4.4 Encourage development opportunities that increase economic gains to the City.</p>	<p>The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities would include a broad array of uses; e.g., regional commercial, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.</p>
<p>ED-7.1 Encourage the diversification of land uses, while not alienating existing businesses or industries requiring space in Carson.</p>	<p>The proposed Project would increase the diversification of land uses by: (1) adding substantial amounts of new commercial and residential development; (2) including commercial activities that do not presently occur, or are non-present in the City; e.g., commercial recreation/entertainment; (3) including housing that varies in density and relationship to commercial activity from the existing prevalent housing. The City has large amounts of industrial land available, including sites in the vicinity of the proposed Project, most of it located in districts better suited for industrial activity than the proposed Project. The Project's potential effect on existing businesses is addressed below in Subsection 3.c.(4) on page 165. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.</p>
<p>ED-7.2 Improve the actual and perceived image of the City through improved design standards, amenities, security, continuing public improvements and positive advertising campaigns.</p>	<p>Development would occur pursuant to various design and development standards established in the Specific Plan to insure harmonious relationships between uses; e.g., standards regarding site planning, building massing, color and materials, building detailing, etc. These standards are more detailed than those currently included within the City Zoning Ordinance. See Section IV.B, Aesthetics, for more discussion.</p>
<p>ED-10.2 To develop signature projects,] encourage development of desired uses such as quality retail, restaurant uses, and entertainment in target areas.</p>	<p>The proposed Project uses include commercial recreation/entertainment and restaurant uses, and an organized in a visitor-oriented district. The Project is of sufficient size to offer a range of such uses and support the anticipated inclusion of quality retail and restaurant uses. The Project is located within the central City at a highly visible location, one targeted for such development in existing plans.</p>
<p>ED-11.1 Encourage the redevelopment and cleanup of underutilized and contaminated land.</p>	<p>The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation.</p>
<p>ED-11.2 Maintain proper infrastructure levels and flexible financing options to encourage redevelopment.</p>	<p>The proposed Project is a privately initiated Project that would be implemented in cooperation with the Carson Redevelopment Agency. It would include an internal infrastructure system that is designed to meet all on-site uses. As described in Sections J.1, Water Services; J.2, Sewer Services; and J.3, Electrical Service, the Project would not have significant impacts on existing services.</p>
<p>ED-11.3 Understand and promote available land inventory and initiate strategies to develop balanced land use planning.</p>	<p>The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation. It would increase the amounts of housing and commercial activity within the City. Further, it would implement a mixed-use development with a mix/balance of uses that could serve as a model for mixed-use development.</p>

**Table C-1  
Consistency Analysis**

Relevant Policy	Analysis of Project Consistency
ED-11.4 Encourage development of compatible uses and phase out non-conforming uses.	As described further, below, the Project's Specific Plan would limit uses on the Project site, and place the Project's larger commercial buildings and intensities in a non-residential district (District 2). The Specific Plan's development and design standards reduce potential conflicts between commercial and residential development in District's 1 and 3. As also discussed further below, the Project's commercial activity would avoid conflict with residential development to the south and southwest of the Project site due to vertical and horizontal distance, an intervening landscaped slope and design features for that development.
<b>Carson Redevelopment Plan—Goals</b>	
1. The elimination and prevention of the spread of blight and deterioration, and the conservation, rehabilitation, and redevelopment of the Project Area.	The proposed Project would put to productive use a contaminated, former landfill/brownfield site, via site remediation. It would add a substantial amount of new commercial activity to the City, improve the quality of the Project site, and generally enhance the Project vicinity. Potential secondary impacts on blight, due to lost economic opportunity at other locations within the City, is discussed below in Subsection 3.c.(4) on page 165. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
2. The encouragement, cooperation, and participation of residents, business persons, public agencies, and community organizations in the revitalization of the Project Area.	The proposed Project has been initiated by a private developer and is being implemented under a cooperative arrangement with the Carson Redevelopment Agency.
3. The provision of financial assistance to encourage private sector investment in the development and redevelopment of the Project Area.	The proposed Project has been initiated by a private developer and is being implemented under a cooperative arrangement with the Carson Redevelopment Agency.
4. The promotion of the economic well being of the Project Area by encouraging the diversification and development of its economic base, and to assist in both short and long term employment opportunities for the residents of the Project Area and the City.	The proposed Project would include up to 1,995,125 sq.ft. of space for commercial development. Commercial activities are anticipated to include a broad array of uses that would diversify and further develop the City's economic base; e.g., regional commercial, neighborhood commercial, restaurants, commercial recreation/entertainment, and hotel uses. Within specific retail sectors, Project development is forecasted to have a short-term negative effect upon existing retail uses within the market area served by the proposed Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e., by 2020) as the local market grows and matures.
5. The improvement of housing and the assistance of low and moderate income persons and families to obtain homeownership.	The proposed housing units, up to 1,550 units in total, would contribute to the range of housing opportunities within the City of Carson. Also, it would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
6. The development of quality affordable housing.	The proposed Project would include affordable housing in accordance with the Redevelopment Plan and applicable law (the Agency would address affordable housing through an Owner Participation Agreement).
7. The provision of adequate roadways; traffic and circulation improvements to correct street deficiencies, alignment problems, and to eliminate road hazards; and to provide adequate street and freeway access throughout the Project Area.	The proposed Project would include an internal circulation system that would be linked with the regional network, and linked to new/ improved freeway access at Avalon Boulevard. The Project's mitigation measures would include improvements to reduce impacts on the local road network. (Impacts would be reduced to less than significant levels, except at one location where impacts would be reduced, although not to a less than significant level.)

**Table C-1  
Consistency Analysis**

Relevant Policy	Analysis of Project Consistency
8. The stimulation of private sector investment in the full development of the Project Area.	The proposed Project is a privately initiated Project that is being developed pursuant to goals of the Carson Redevelopment Agency.
9. The expansion of the resource of developable land by making underutilized land available for development.	The proposed Project would put to productive use, via site remediation, a contaminated, former landfill/brownfield site, adding 157 acres to the bank of developable land in the City.
10. The provision of needed or lacking public improvements and facilities which are sensitive to the environment.	The proposed Project would provide on-site infrastructure to meet the Project's needs. As described in Section IV.J, the Project would not have a significant impact on existing infrastructure.
12. The development of safeguards against noise and pollution to enhance the industrial, commercial, and residential community.	As described in Sections IV.G, Air Quality, and IV.H., Noise, the Project would include feasible mitigation measures to address potentially significant impacts regarding Noise and Air Quality.
14. The assembly and disposition of land into parcels suitable for modern integrated development with improved development standards, pedestrian, and vehicular circulation in the Project Area.	The proposed Project is an integrated, mixed use development with a blend of residential and commercial uses, with an internal circulation that supports pedestrian travel. The proposed Project would be implemented via a Specific Plan that includes development and design standards.
<b>Carson Redevelopment Plan—Objectives</b>	
6. Focus traditional redevelopment activities in those portions of the Project Area, where appropriate, and provide the greatest visibility.	The proposed Project would establish the Project site as a signature project, large scale development, along the I 405 Freeway, well located with regard to major transportation facilities/freeways. The Project would offer high visibility in a new, planned development.
7. Update zoning designations within the Project Area to improve the City's competitiveness in the marketplace while generating desirable new development.	The Boulevards at South Bay Specific Plan would add a new mixed use designation on the Project site that would allow residential development as a component of the mixed-use array. This increases the number of uses that can be accommodated on the Project site, and enhances the attractiveness of the Project site for both residential and commercial developers.
Source: PCR Services Corporation, 2005.	

**APPENDIX D**  
**EIR SUMMARY**

APPENDICES

*This page intentionally left blank.*

---

## CARSON MARKETPLACE EIR SUMMARY

---

### 1. PURPOSE OF THE EIR

This EIR has been prepared pursuant the California Environmental Quality Act (CEQA) to evaluate the impacts of a new development Project that would be constructed in the city of Carson on a site located just southeast of the I-405 Freeway between Main Street and Avalon Boulevard. The Project would provide a mixed-use development with some or all of the following uses: regional commercial, commercial recreation/entertainment, office neighborhood commercial, restaurant, hotel, and residential.

This EIR is a Project EIR, as defined by Section 15161 of the State CEQA Guidelines and, as such, serves as an informational document for the general public and Project decision-makers. The City of Carson Redevelopment Agency (Redevelopment Agency) has the principal responsibility for approving the Project and, as the Lead Agency, is responsible for the preparation and distribution of this Draft EIR pursuant to CEQA Statute Section 21067. The Governing Board of the Redevelopment Agency is the Carson City Council.

The intended use of this EIR is to assist the Carson Redevelopment Agency and the City of Carson in making decisions with regard to the Carson Marketplace Project. This Draft EIR is also intended to cover all State, regional, and local governmental discretionary approvals that may be required to construct or implement the proposed Project. Additional agencies using the document would include, but would not necessarily be limited to, the State Department of Toxic Substances Control (DTSC), the Regional Water Quality Control Board and the State Department of Transportation (CALTRANS).

This Draft EIR evaluates the environmental impacts determined by the Redevelopment Agency to be potentially significant and discusses the manner in which the Project's significant effects can be reduced or avoided through the implementation of mitigation measures. Impacts that cannot be mitigated to a level below significance are considered significant unavoidable adverse impacts. In accordance with Section 15130 of the State CEQA Guidelines, this EIR also includes an examination of the effects of cumulative development in the vicinity of the proposed Project. Cumulative development includes all anticipated future projects that, in conjunction with the proposed Project, may result in a cumulative impact. In addition, this Draft EIR evaluates the extent to which environmental effects could be reduced or avoided through the implementation of feasible alternatives to the proposed Project. Furthermore, the Redevelopment Agency is responsible for certifying the EIR and adopting any mitigation measures needed to address the Project's significant environmental impacts. For projects that

result in any unmitigated or under-mitigated significant environmental effects, the Redevelopment Agency may, after making a series of findings, certify the EIR upon adoption of a Statement of Overriding Considerations pursuant to CEQA Guidelines Section 15093.

## **2. EIR FOCUS AND EFFECTS FOUND NOT TO BE SIGNIFICANT**

In compliance with CEQA Section 21080.4, a Notice of Preparation (NOP) was prepared by the Redevelopment Agency and distributed for public comment to the State Clearinghouse, Office of Planning and Research, responsible agencies, and other interested parties on May 12, 2005. During the NOP review period, a public scoping meeting was held at the Carson Community Center on June 1, 2005. The purpose of the scoping meeting was to obtain input from the public regarding the scope of the issues and the alternatives that would be analyzed in the Draft EIR.

The Project's Initial Study, provided to the Office and of Planning and Research and responsible agencies and made available to the general public, identified those environmental topics for which the proposed Project could have adverse environmental effects and concluded that an EIR would need to be prepared to document these effects. A copy of the NOP and Initial Study, the NOP distribution list, written responses to the NOP that were submitted to the Redevelopment Agency and written comments submitted at the scoping meeting are included in Appendix A of this Draft EIR.

In the Initial Study, the Redevelopment Agency determined that implementation of the proposed Project may, either by itself or in conjunction with past, present, and reasonably foreseeable future development in the vicinity, have significant effects in the following areas:

- Land Use;
- Visual Qualities;
- Traffic and Circulation;
- Hazards and Hazardous Materials;
- Geology and Soils;
- Surface Water Quality;
- Air Quality;
- Noise;
- Public Services (Police and Fire Protection, Schools, Libraries, and Recreational Facilities); and
- Utilities (Water Supply, Wastewater Generation, and Solid Waste).

The Redevelopment Agency determined that the proposed Project would not have the potential to cause significant impacts in the following areas: Agricultural Resources, Biological Resources, Mineral Resources, Cultural Resources, Hydrology (Drainage and Groundwater Quality), and Population and Housing. Therefore, these areas are not examined in this Draft EIR. The rationale for the finding that no significant impacts would occur for these areas is provided in the Project's Initial Study, included in Appendix A of this Draft EIR.

### 3. EIR ORGANIZATION

This Draft EIR is organized into the following eight chapters:

- I. **Summary.** This chapter describes the purpose of the EIR, EIR focus and effects found not to be significant, EIR organization, Project background, areas of controversy and issues to be resolved, public review process, discretionary actions, and a summary of environmental impacts and mitigation measures.
- II. **Project Description.** This chapter presents the location, characteristics, and objectives of the proposed Project.
- III. **General Description of the Environmental Setting.** This chapter contains a description of the existing setting and a list of known related projects in the Project area that are anticipated for completion by 2010, the expected time for completion and occupancy of the proposed Project.
- IV. **Environmental Impact Analysis.** This chapter contains the environmental setting, Project impacts, mitigation measures, cumulative impacts and conclusions regarding the level of impact significance after mitigation for each of the environmental issues addressed in this EIR.
- V. **Alternatives.** This chapter provides analyses of each of the alternatives to the proposed Project, and the alternatives considered but rejected from further analysis.
- VI. **Other Environmental Considerations.** This chapter presents an analysis of the significant irreversible changes in the environment that would result from the proposed Project, an analysis of the Project's potential for causing growth-inducing impacts, and an analysis of potential secondary impacts; i.e. impacts that would be caused due to implementation of the Project's off-site mitigation measures.

**VII. Persons and Organizations Consulted.** This chapter lists all of the persons, agencies, and organizations that were consulted or contributed to the preparation of this Draft EIR.

**VIII. Bibliography and References.** This chapter lists all of the references and sources used in the preparation of this Draft EIR.

This Draft EIR includes the environmental analysis prepared for the proposed Project and the following appendices:

- Appendix A—Notice of Preparation (NOP), Initial Study, and NOP Letters;
- Appendix B—Mitigation Monitoring and Reporting Program;
- Appendix C—Project Equivalency;
- Appendix D—Traffic Analysis;
- Appendix E—Hazards;
- Appendix F—Air Quality Technical Appendix;
- Appendix G—Noise Technical Appendix;
- Appendix H—Water Supply Assessment Letter;
- Appendix I— Water Consumption, and Wastewater Generation Worksheets; and
- Appendix J— The Carson Marketplace, City of Carson, Retail Impact Study.

#### **4. PROPOSED PROJECT**

##### **a. Project Location**

The Project site is located in the City of Carson in the South Bay area of Los Angeles County and is currently undeveloped. It is located approximately 17 miles south of downtown Los Angeles and approximately 6.5 miles east of the Pacific Ocean. The Project site is comprised of approximately 168 acres located southwest of the San Diego Freeway (I-405) at and north of the Avalon Boulevard interchange. The Project site consists of two components. The majority of the Project site, consisting of 157 acres, is located south of Del Amo Boulevard, while the remaining 11 acres are located north of Del Amo Boulevard.

The San Diego Freeway (I-405), Harbor Freeway (I-110), Artesia Freeway (SR-91), and Long Beach Freeway (I-710) provide regional access to the Project site. The I-405 Freeway is located adjacent to the Project site's eastern boundary, the I-110 Freeway is located directly west of the Project site, and the SR-91 Freeway is located approximately 2.5 miles north of the Project site. The I-710 Freeway, which is located on Carson's eastern boundary, links the City with the Long Beach and Harbor areas. Locally, access to the Project site is available via Main Street (a north-south thoroughfare on the western side of the Project site), Avalon Boulevard (an exit from the I-405 Freeway and a major north-south arterial, and Del Amo Boulevard (an east-west arterial which bisects the northern portion of the Project site).

### **b. Project Characteristics**

Carson Marketplace, LLC (the "Applicant") is proposing the Carson Marketplace (the "Project"), a 168-acre development located southwest of the I-405 Freeway at and north of the Avalon Boulevard interchange, in the City of Carson. The proposed Project would include some or all of the following uses: neighborhood commercial, regional commercial, commercial recreation/entertainment, restaurant, hotel, and residential. Specifically, the Applicant's proposal consists of a total of 1,550 residential units (1,150 for-sale units and 400 rental residential units), a 300-room hotel, and 1,995,125 square feet (sq.ft.) of commercial floor area.<sup>1</sup> The Applicant is proposing a wide range of land uses in order to create a diversity of on-site activity that responds to the future needs and demands of the southern California economy. In order to fully respond to these demands, the proposed Project includes an Equivalency Program that would allow the composition of on-site development to be modified in a manner that does not increase the Project's impacts on the environment. For example, office uses might be developed in place of a portion of the above proposed uses subject to the provisions of the Equivalency Program as set forth in the Carson Marketplace Specific Plan. Project development would be guided by a comprehensive set of development standards and regulations which are set forth in detail in the Carson Marketplace Specific Plan. These regulations identify permitted uses and development and design standards. These regulations, in combination with the development limits, would define the extent and nature of future on-site development.

The Specific Plan divides the Project site into three Development Districts. Each District has a distinct character and identity, and includes regulations appropriate to the mix of uses within its boundaries, as well as the role of the District within the overall Specific Plan. The three Development Districts are as follows:

- **Development District 1;** Located just south of Del Amo Boulevard. It extends between Main Street on the west and the I-405 Freeway to the east and to the Corridor Road on the south (approximately 480 feet south of Del Amo Boulevard). This District consists of 31 acres and is proposed to include commercial and residential uses.

---

<sup>1</sup> The total amount of commercial floor area includes 200,000 sq. ft. for the development of the 300-room hotel.

- **Development District 2;** Located south of District 1 and along the Project site's freeway frontage. It is the largest of the Development Districts, occupying a majority of the site, and it includes a total of 126 acres. Land uses proposed in Development District 2 include regional and neighborhood retail uses, a commercial recreation/entertainment district, restaurants and a hotel.
- **Development District 3;** Located just north of Del Amo Boulevard. This Development District is 11 acres in size and is proposed to include commercial and residential uses

In addition, the Specific Plan regulations pertaining to Development District 3 are proposed to be implemented by an overlay zone to the existing Commercial Regional (CR) zone. As such, all of the regulations and development standards for the CR zone as set forth in Chapter 1 (Sections 9131.1 through 9138.71) of the Carson Municipal Code also apply to Development District 3. Thus, the property owner of Development District 3 may choose to process a development pursuant to either the regulations and development standards for the CR zone or the regulations and development standards for the Carson Marketplace Specific Plan. If the property owner of District 3 chooses to pursue a development program different than the one analyzed in this Draft EIR, additional CEQA review may be required.

### **c. Discretionary Actions Requested and Permits Required**

Implementation of the proposed Project would require, but would not necessarily be limited to, the permits and approvals listed below. Other actions of local, regional and/or federal agencies may be required.

#### **Carson Redevelopment Agency**

- Owner Participation Agreement;
- Improvement or other bonds; and
- Revenue bonds.

#### **City of Carson**

- Adoption of the Carson Marketplace Specific Plan;
- General Plan Amendment;
- Zone Change;

- Implementation of an Overlay Zone for Development District 3;
- Development Agreement;
- Building-related permits such as general building, foundation, plumbing, sewer, HVAC, electrical, landscaping, fencing, paving, etc.;
- Construction-related encroachment permits;
- Subdivision Map and/or Tract Map approvals;
- Vacations of existing on-site roadways;
- On-site public improvements; and
- Street improvements as required.

**State of California**

**Environmental Protection Agency (Cal-EPA), Department of Toxic Substances Control**

- Approval of refinements to the existing Remedial Action Plan (RAP) in conjunction with the Project.
- Oversight of RAP implementation.

**Regional Water Quality Control Board**

- Issuance of a Waste Discharge Permit.

**California Department of Transportation (Caltrans)**

- Improvements to the Avalon Boulevard interchange to the I-405 Freeway; and
- Any required Caltrans approval related to signage.

**Additional Discretionary Actions**

- Any other discretionary actions or approvals that may be required to implement the proposed Project.

## 5. BACKGROUND AND CONTEXT FOR THE PROPOSED PROJECT

### a. Former On-Site Landfill Operations

The 157-acre portion of the Project site that is located south of Del Amo Boulevard (Development Districts 1 and 2) was used as a Class II landfill under an Industrial Waste Disposal Permit issued to Cal Compact, Inc. by the County of Los Angeles. Landfilling on the 157-acre site began in 1959, shortly after the banning of incinerators in Los Angeles County in 1957. Landfilling occurred from April 1959 to December 1964 with an approximate closing date of February 1965.

During the life of the landfill, less than 7 million cubic yards (cy) of solid municipal waste and 2.6 million barrels of industrial liquid waste were received at the landfill. Waste received included organic wastes, such as solvents, oils, and sludges, as well as heavy metals, paint sludges, and inorganic salts.

As a result of contamination on and adjacent to the landfill, the 157-acre site is listed by the State of California Department of Toxic Substances Control (DTSC) as a hazardous substances site. On March 18, 1988, Remedial Action Order No.\*HSA87/88-040 was issued requiring investigation of contamination at the landfill site and preparation of remedial action plans.

Due to the size and complexity of the former landfill site, DTSC divided its remediation into two operable units.<sup>2</sup> The Upper Operable Unit (Upper OU) consists of the site soils, the waste zone above and within the Bellflower Aquitard, and the Bellflower Aquitard down to but not including, the Gage Aquifer. The Lower Operable Unit (Lower OU) is composed of the Gage, Lynwood, and Silverado Aquifers, and all other areas impacted by the geographic extent of any hazardous substances which may have migrated or may migrate from the aforementioned areas or from the Upper OU. The operable units are also established to prioritize the remedial response to the areas of known impacts (Upper OU) versus potential impacts (Lower OU).

Investigations of the Upper OU documented the presence of landfill gases (methane and carbon dioxide) as well as volatile organic compounds (VOCs) and metals in the landfill's soil and groundwater. A Remedial Action Plan (RAP) was prepared and approved by DTSC for the

---

<sup>2</sup> *Federal regulations at 40 CFR 300.5 define an operable unit as "...a discrete action that comprises an incremental step toward comprehensively addressing site problems. This discrete portion of a remedial response manages migration, or eliminates or mitigates a release, threat of release, or pathway of exposure. The cleanup of the site can be divided into a number of operable units, depending on the complexity of the problems associated with the site. Operable units may address geographical portions of a site, specific site problems, or initial phases of an action, or may consist of any set of actions performed over time or any actions that are concurrent but located in different parts of a site."*

Upper OU in 1995. A RAP for the Lower OU was prepared to address the potential impact of groundwater contamination in the Upper OU on the Lower OU. The RAP for the Lower OU was approved by DTSC on January 24, 2005.

Implementation of the Upper OU is required to make the site safe for the proposed Project. Implementation of the Lower OU would be protective of groundwater resources.

#### **b. Previous Development Proposal—Metro 2000**

The Project site was the subject of a previous development proposal in the early 1990s. Specifically, in 1993, a project known as Metro 2000 was proposed as a multi-phase development. Phase I of the Metro 2000 project included the development of L.A. MetroMall, a 1.83-million-square foot regional mall consisting exclusively of retail outlet stores. Phase II of the Metro 2000 project included an additional 687,400 square feet of regional commercial retail uses and 600,000 square feet of office floor area. Therefore, buildout of the Metro 2000 project consisted of a total of approximately 3.1 million square feet of gross buildable area. A Draft and Final EIR for Metro 2000 were prepared and certified by the Carson City Council. In addition, the City Council approved Phase I of Metro 2000. Following certification of the Metro 2000 EIR by the Carson City Council in 1995, the State Department of Toxic Substances Control (DTSC) approved the RAP for the remediation of the site. However, the Metro 2000 project never went forward.

### **6. AREAS OF CONTROVERSY/ISSUES TO BE RESOLVED**

Potential areas of controversy and issues to be resolved by the Redevelopment Agency include issues known to be of concern to the community and issues raised in the response to the Project's NOP. Issues known to be of concern to the community include safety of the site for urban development, given the sites brownfield status, traffic, land use compatibility (in particular the relationship and potential impacts on neighborhoods south and southwest of the Project site), visual quality, air quality, noise, vibration, and hazardous materials. Additional issues raised in response to the NOP include impacts on public services, in particular police, fire and library service impacts.

### **7. PUBLIC REVIEW PROCESS**

As previously discussed, the Redevelopment Agency circulated an NOP for the proposed project on May 12, 2005. During the following 30-day comment period, 14 letters were received. Also, a public scoping meeting was held on June 1, 2005. The NOP and letters received during the NOP comment period, and the three written comment cards provided at the scoping meeting are included in Appendix A of this Draft EIR

The Draft EIR will be circulated for a 45-day review period, as required under CEQA.<sup>3</sup> Following the public review period, written responses will be prepared on all comments received, and these comments and responses will be incorporated into the Final EIR. No final actions (e.g., approval or denial) will be taken on the Project until the Final EIR has been reviewed, certified as complete, and considered by the appropriate decision-makers. Dates of public hearings will be published and officially noticed in accordance with all legal requirements.

## **8. SUMMARY OF ALTERNATIVES**

The State CEQA Guidelines (Section 15126.6 (a)) require an EIR to describe a range of reasonable alternatives to a proposed project, or to the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. As required by the CEQA Guidelines, four alternatives to the proposed Project were identified and analyzed. The four alternatives include a “No Project” alternative (i.e., no change in current site condition), an alternative use, a reduced density alternative, and the development of the proposed Project at an alternative site. These alternatives have been developed and analyzed to compare the relative impacts of these alternatives to the proposed Project. Based on comparative evaluations, forecasts are made as to the environmental impacts of each alternative in contrast to those of the Project, and whether each alternative could attain the Applicant’s basic Project objectives. The alternatives that have been selected were done so with the explicit intent of identifying alternatives that might potentially avoid or reduce the Project’s significant adverse impacts.

### **Alternative 1: No Project**

The No Project alternative assumes that the Project would not be developed and that the Project site would remain in its existing physical condition. Although some pressure for, and interest in, reuse of the site exists, no project is anticipated to be brought forward in the foreseeable future. Under Alternative 1, the parcel north of Del Amo Boulevard would remain vacant and existing fill and debris would not be removed. Remediation of the existing brownfield portion of the Project site south of Del Amo Boulevard, including the capping of existing waste materials at the former landfill site, would not occur, since the current property owner does not have the funds to implement the RAPs. While the State has pursued other responsible parties and created a remediation fund from the proceeds of lawsuits against those parties, the fund is not sufficient to complete the remediation.

The evaluation of the No Project alternative addresses the requirements of Section 15126.6 (3)(1) of the CEQA Guidelines. The No Project alternative would avoid the

---

<sup>3</sup> *Public Resources Code Section 21091.*

Project's significant and unavoidable impacts associated with visual resources, traffic, public transportation, air quality, and construction noise. However, the No Project alternative would have less environmental benefit than the Project in relation to site remediation and improvement to groundwater and surface water quality and would, therefore, have a greater impact than the Project in relation to hazards and surface water quality. The No Project alternative would not meet the basic objectives of the Project to achieve productive reuse of a large brownfield site, to promote the economic well being of the Redevelopment Project Area or the City, or to maximize shopping and entertainment opportunities. In addition, the No Project alternative would not meet the Project objectives to provide a diversity of employment opportunities for local residents, to contribute to the City's housing stock or to provide a signature/gateway development that contributes to the creation of a vibrant urban core for the City.

### **Alternative 2: Reduced Project— Mixed-use Business Park**

Alternative 2 would be developed on the same site as the proposed Project, with uses that are in keeping with the City of Carson 2004 General Plan update land use designation of "Mixed-Use - Business Park." This land use category is envisioned to provide for a variety of businesses and professional offices, services and associated business as well as retail activities in an attractive environment. Development under this Alternative would include a mix of light industrial/business park uses and regional and neighborhood-serving commercial uses, including restaurants. In lieu of a Specific Plan, development would be subject to the requirements of the City's Light Industrial/Manufacturing (ML) zone and the site's existing Design Overlay and Organic Refuse Landfill Overlay designations. The total floor area would be equivalent to the commercial floor area proposed by the Project. It is assumed that the floor area that would occur under this Alternative would be equally divided between commercial and light industrial/business park uses. Remediation of the former landfill site, including the capping of waste materials and coverage of the former landfill site by impervious concrete foundation, parking lots, and streets would be the same as under the Project.

Alternative 2 would incrementally reduce unavoidable and significant impacts associated with visual resources, traffic, public transit, and air quality during Project operation. However, with the exception of air toxics, Alternative 2 would not reduce these impacts to less than significant levels. As with the Project, visual resources, construction noise and air quality impacts would continue to be significant. Alternative 2 could meet the basic objective of the Project to achieve a productive reuse of a large brownfield site, although a smaller project may not generate sufficient revenues to implement the RAP, and to promote the economic well being of the Redevelopment Area. Alternative 2 would provide employment opportunities for local residents by generating substantial construction work opportunities and long-term jobs. In providing commercial uses, Alternative 2 would meet the objective to diversify the economic base of the Redevelopment Area and the City, but not to the same extent as the Project. Alternative 2 would not maximize shopping opportunities or provide hotel, entertainment or

recreation uses. Alternative 2 could partially meet the objective of the Project to provide a signature/gateway development that contributes to the creation of a vibrant urban core for the City by locating commercial development and signing along the I-405 Freeway. However, since Alternative 2 would have fewer commercial uses and no hotels or residential uses, it would not provide the same diversity and synergism among the on-site uses, level of pedestrian traffic, or vibrancy as the Project. Alternative 2 would also not meet the Project objective to contribute to the City's stock of rental and for sale housing units and affordable housing.

### **Alternative 3: Reduced Project**

The Reduced Density Alternative, Alternative 3, assumes that the scale of the Project would be reduced through a 25 percent reduction in residential units and commercial floor area. The proportionate mix of commercial and residential uses would be the same as under the Project; however, maximum development would consist of 1,162 residential units and commercial floor area would consist of 1,496,343 square feet. The reduction in development under Alternative 3 could be achieved through fewer structures (smaller building footprint) or reduced building heights. The former landfill site would be capped and completely covered by impermeable foundation pads, parking lots, and streets, as was the case with the Project.

Alternative 3 could meet the Project objective to achieve a productive reuse of a large brownfield site by generating the revenue necessary to pay for and effectuate remediation of the environmental conditions on the Project Site, although a smaller project may not generate sufficient revenues. Alternative 3 would promote the economic well being of the Redevelopment Project Area by diversifying and increasing the area's economic base and would assist in creating both short and long term employment opportunities for the residents of the Redevelopment Project Area and the City. Alternative 3 would meet the Project's objective to maintain a sustainable balance of residential and non-residential uses. Alternative 3 would also meet the objective to generate substantial construction work opportunities and long-term jobs in the commercial and hospitality industries. However, since Alternative 3 would have 25 percent fewer residential units and commercial floor area, it would not meet the objective to maximize work opportunities and shopping and entertainment opportunities to the same extent as the Project. In providing a mix of regional and neighborhood commercial uses, hotel, restaurants, and residential uses, Alternative 3 would meet the objective of the Project to provide a signature/gateway development that contributes to the creation of a vibrant urban core for the City. However, since Alternative 3 would reduce all uses by 25 percent, it would not provide the same level of urban focal point, level of pedestrian traffic, or vibrancy as the Project. Alternative 3 would contribute to the City's stock of rental housing and for sale units, including affordable housing, although not to the same extent as the Project. Alternative 3 would incrementally reduce unavoidable and significant impacts associated with traffic, public transit, and air quality during Project operation, but would not reduce these impacts to less than significant levels. As

with the Project, visual resources, construction noise, and air quality impacts would continue to be significant.

#### **Alternative 4: Alternative Location**

Alternative 4 assumes that the Project would be moved to another location and no development would occur at the Project site. The purpose of the evaluation of an Alternative site is to ascertain if changing the location of a project to another site would reduce or eliminate any potentially significant environmental impacts that may be unique to the Project's location, and whether relocation could potentially eliminate Project impacts. For the purposes of this analysis it is assumed that Alternative 4 would be constructed according to the Project's design and intensity under a Specific Plan comparable to that prepared for the Project at its proposed site. Specific criteria in identifying an Alternate Site are location within the same jurisdiction and adequate size to accommodate the scope of the Project. In accordance with these criteria, the Shell refinery site located approximately one mile east of the proposed Project site is selected for the evaluation of an alternative location. The Alternative Site is an approximately 280-acre parcel, located between Del Amo Boulevard and Dominguez Street, just west of Wilmington Avenue.

Alternative 4 would, like the Project, put to productive use a blighted, underutilized site within Redevelopment Project Area No. One. In so doing it would contribute to the economic well being of the Redevelopment area and the City. Alternative 4 would contribute to the creation of a vibrant urban core for the City; however, since this location would not take advantage of the site's proximity to the San Diego Freeway, it would not have the same level of gateway appeal as the Project site. Alternative 4 would also meet the Project objective to contribute to the City's housing stock of rental and for sale units, including affordable housing. In summary, Alternative 4 would not avoid the Project's significant and unavoidable impacts associated with visual quality, traffic, public transit, air quality, and construction noise. Alternative 4 would cause the remediation of soils and groundwater at the Alternate Site, and would have impacts similar to those of the Project in relation to hazards and surface water quality.

#### **Environmentally Superior Alternative**

The State CEQA Guidelines require the identification of an environmentally superior alternative to the proposed Project and, if the environmentally superior alternative is the "No Project Alternative," the identification of an environmentally superior alternative from among the remaining alternatives. An environmentally superior alternative is an alternative to the Project that would reduce and/or eliminate the significant, unavoidable environmental impacts associated with the Project without creating other significant impacts and without substantially reducing and/or eliminating the environmental benefits attributable to the Project.

Selection of an environmentally superior alternative is based on an evaluation of the extent to which each alternative reduces or eliminates the significant impacts associated with the Project, and on a comparison of the remaining environmental impacts of each alternative. Through the comparison of the environmental characteristics and potential impacts of each of the alternatives, the Reduced Project Alternative, Alternative 3, is concluded to have a lesser degree of environmental effect than any of the other Project alternatives, exclusive of the No Project Alternative. As Alternative 3 would have incrementally less impact relative to the Project and other evaluated alternatives, CEQA requires that this alternative be deemed the Environmentally Superior Alternative. Although Alternative 3 would not meet all of the basic objectives of the Project, it would, nonetheless, partially achieve most of the Project's basic objectives. It should be noted that, other than the No Project Alternative, no alternative would reduce the Project's significant, unavoidable traffic, public transportation, air quality and construction noise impacts to levels that are less than significant.

## **9. SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

### **9.1 Land Use**

#### **a. Environmental Impacts**

The Project would result in the conversion of vacant lands to developed uses with residential units and a variety of commercial uses (neighborhood commercial, regional commercial, visitor-serving commercial recreation/entertainment, and restaurants). In so-doing, it would provide a large amount of in-fill development within an existing urban/built environment. The development would be implemented via the Carson Marketplace Specific Plan. The Specific Plan would regulate the amount and types of development, the size and arrangement of buildings, on-site circulation and open space, as well as the general appearance of on-site development. The Land Use analysis evaluated the potential impact of the Specific Plan and the development that it would allow with regard to the following three issues: (a) Compatibility with Land Use Plans, Policies, and Regulations, (b) Existing Land Use Patterns, and (c) Sustainability of Existing Uses.

#### **(1) Project Compatibility with Land Use Plans, Policies, and Regulations**

The proposed Project would be compatible with the City's General Plan, as well as the Redevelopment Plan for Project Area No. One Merged and Amended, as these documents encourage the development of the Project site, with a project that would accomplish the following: (1) provide for the productive use of a brownfield site; (2) provide a signature project for the City with freeway visibility; (3) provide a mixed-use development with shopping, entertainment, restaurant, hotel and residential uses; and (4) increase housing and employment opportunities within the City. While the Project would require amendments to the General Plan

land use designations, the uses allowed under the Specific Plan would be compatible with these designations as it implements numerous General Plan policies. For example, the Project would allow commercial uses that are otherwise allowed under the existing designations, the Project would not preclude the development of light industrial uses that might have occurred at the Project site to occur at other locations, and the provision of housing would meet numerous City policies regarding the provision of mixed-use development and additional housing opportunities. The Project would also be compatible with the City Zoning ordinance as the Specific Plan would provide regulations for allowed uses, densities, height limits, setbacks and ground coverage, that are equivalent to or more protective of the environment than existing zoning regulations. It would do this in the context of a planned development, addressing an overall design for the Project site. The Project would also be compatible with SCAG policies by accommodating anticipated regional growth, providing housing and employment opportunities, and by providing a clustered development at a regionally accessible location. Thus, Impacts regarding compatibility with land use plans, policies and regulations would be less than significant.

## **(2) Impacts on Existing Land Use Patterns**

The Project would be an in-fill development located within an existing urban setting, and would provide a continuation of existing development patterns within the northwestern portion of Carson. Furthermore, the Project would not disrupt important linkages between existing districts surrounding the Project site, since the surrounding uses vary and are located within distinct areas. The Project uses would not place uses of a nature or proximity that would alter the character of the existing land uses surrounding the Project site, due to buffering and/or a range of land use relationships that are typical of the urban environment. Thus, impacts on existing land use patterns would be less than significant. Potential specific impacts on adjacent uses, particularly the residential uses south and southwest of the Project site are addressed in other sections of the Draft EIR, with numerous mitigation measures recommended to reduce impacts. Sections that particularly focus on these issues include Visual Quality, Noise, and Air Quality.

## **(3) Impacts on the Sustainability of Existing Uses**

The Project proposes to develop 1,995,125 square feet of commercial space with a mix of retail, entertainment and hotel uses. This development would support commercial economic activity that would compete with existing retail uses for meeting the needs of the population. However, any such affect of the Project is forecasted to have only a short-term negative effect upon existing retail uses within the market area served by the Project. It is further forecasted that this impact would be alleviated in the mid-term (i.e. by 2020) as the local market continues to grow. Therefore, it is not anticipated that existing retail uses in the Project's market area would fall into large-scale physical disrepair, unable to recover with natural increases in economic demand in the future. Impacts on the physical environment from Project induced vacancies or effects on sales would thus be less than significant.

**b. Mitigation Measures**

As no significant land use impacts would occur, no mitigation measures would be necessary.

**c. Cumulative Impacts**

The Draft EIR has identified 36 related projects that may be developed in the Project area in the same time period as the proposed Project. These projects are diverse, varying in type, size, and location. As such, they would provide further urban in-fill development within the local area, but would not comprise a major change in the land use patterns within the City or region. None of the related Projects is located in the immediate vicinity of the Project site; and none would contribute with the Project to the land use relationships between those at the Project site and those in immediately adjacent areas. The identified related projects within the City of Carson are subject to compliance with City regulations and subject to review by the City for compliance with the General Plan and the Carson Municipal Code. The proposed Project would be compatible with City policies, land use plans, and regulations; and would not contribute to a cumulative effect of multiple projects having adverse effects on the environment due to their incompatibility with regulatory requirements. The cumulative impacts of the Project plus other growth on the sustainability of surrounding retail uses would not be greater than that reported for the Project above, as the analysis of potential Project impacts includes the incorporation of such development. Thus, cumulative impacts would be less than significant with regard to existing land use patterns; compatibility with plans, policies and regulations; and the sustainability of existing retail uses.

**d. Level of Significance After Mitigation**

Project development would result in less than significant land use impacts.

**9.2 Visual Resources****a. Environmental Impacts**

The Project would allow the conversion of a long-standing area of vacant land to developed uses with residential units and commercial development (neighborhood commercial, regional commercial, visitor-serving commercial recreation/entertainment, and restaurants). In so-doing, it would change the appearance of the Project site, would add new building mass that would alter existing view conditions, cause off-site shading, and alter the night-time appearance of the site with artificial lighting. Each of these potential impacts is addressed separately in the analysis of the Project's impacts on visual quality.

## **(1) Aesthetic Character of the Area**

The analysis of the Project's impact on aesthetic character identifies a potentially significant impact on the site's standing as a valued contributor to the aesthetic character of the area. While the site is fenced and contains no unique natural features or valued visual features, it offers visual relief from development due to its lack of buildings and a sense of spaciousness to those surrounding and traveling through the Project area. This open character of the site would be substantially altered with conversion of the site to a developed appearance. This constitutes a significant impact of the Project.

Otherwise, Project impacts on aesthetic character would be limited due to the provisions of the Carson Marketplace Specific Plan that limit the types and location of site uses, limits densities and building heights, and provides design guidelines for landscaping, buildings and ancillary structures, and signs. With these limitations, impacts of development under the Project's Conceptual Plan would be less than significant. Furthermore, the Project would portray a character that is in keeping with similar large-scale developments within the region. Development along the Project edges would be limited and would not substantially contrast with the visual character of the surrounding areas. Further, impacts on aesthetic character during construction would be less than significant since the appearance of the Project site during construction would be typical of that occurring in urban areas, would not adversely affect unique aesthetic resources, and viewing conditions of ground level activity would be limited from most off-site locations (except Del Amo Boulevard) due to the Project's elevation atop a berm that faces many off-site locations.

Impacts of the Project on the aesthetic character of the Project area could vary from that which would occur the Applicant's Conceptual Plan. If such an affect were to occur, the impact of the Project on aesthetic character of the Project area would be substantially the same as with the Conceptual Plan. However, a varied development program could have significant impacts on aesthetic character if taller buildings, i.e. the hotel or the movie theaters, were located too close to existing residential development, or signs along the I-405 Freeway were not placed in an appropriate manner. Mitigation measures are proposed to address such potential impacts.

## **(2) Views**

The proposed Project's impacts on views addresses what would happen when Project buildings are located between visual resources and view locations that surround the Project site. The Project site is not considered a view resource, as it is in a degraded state, and does not include unique or natural qualities. The existing visual environment in the Project area is limited to that of an urbanized area with its array of interspersed developments, open spaces, and infrastructure improvements. The Project area does not contain notable features that would typically fall under the heading of view resources, e.g. unique geologic features, natural areas,

etc. Views of the two notable features that might catch the eye of travelers through the area are the Goodyear Blimp site located on the north side of the I-405 Freeway, and the large fiberglass statue of a man holding a golf club located on the south side of the I-405 Freeway. Views of these two visual resources would not be lost due to Project development. Views over the Project site are limited due to intervening development, the flat terrain in the areas surrounding the Project site, and that the Project site sits atop a berm that slopes down to surrounding areas. Therefore, the proposed Project would not substantially diminish any such views, and impacts on views of unique, and/or valued scenic resources would be less than significant.

### **(3) Shade and Shadow**

The Project would add new buildings to the Project site that would cause shading at off-site locations. The only shadow sensitive uses that could be affected are the residential units south and southwest of the Project site. Project shading of these uses would be limited. The greatest shading on nearby residential development would occur during winter mornings and that shading on the off-site residential properties closest to the Project site, during the hours analyzed, would occur for less than one hour. This is less than the 3-hour significance threshold, and thus, impacts on shading would be less than significant.

### **(4) Artificial Lighting**

The proposed Project would add new lighting to the Project area causing very notable increases to the on-site lighting levels in relation to the existing setting. Project lighting would be typical of lighting generally found in large-scale commercial development. At the same time, Project lighting would be provided pursuant to the Project's lighting guidelines, which include requirements limiting light intensity, light control methods (e.g. shielding of lighting), and pole heights. The intention of these guidelines is to limit the lighting to levels within the needed range of lighting required for the Project uses and site security. In particular, the guidelines focus lighting on-site, and limit the glow that could occur on the Project site. With these limitations, Project lighting would not substantially alter the character of off-site areas surrounding the Project site and would not interfere with off-site activities. Therefore, impacts of Project lighting would be less than significant.

#### **b. Mitigation Measures**

The above analysis identified a significant impact regarding the loss of a valued aesthetic resource; i.e., the openness that is provided by the existing undeveloped Project site. This loss of openness occurs as a result of placing development at the Project's location rather than by the particular type or size of development. Any notable development on the Project site would change its currently undeveloped character. Therefore, this significant impact cannot be mitigated.

Two other potentially significant impacts were identified that could occur if development varied from that shown in the proposed Conceptual Plan. Accordingly, the following two mitigation measures address potentially significant impacts that could occur due to the location of taller buildings along the Project's southern and southwestern edges and variations in sign placement that could occur along the Project's I-405 edge. A mitigation measure is also proposed to insure that sign lighting does not adversely affect residential development adjacent to the Project site.

**Mitigation Measure B-1:** The minimum setback for hotel and theater uses along the Torrance Lateral, adjacent to residential uses, shall be 250 feet.

**Mitigation Measure B-2:** The distribution, placement and orientation of signs along the I-405 Freeway shall be in substantial compliance with the signage concepts presented in the Conceptual Plan.

**Mitigation Measure B-3** The line of sight between lighted signs on the Project site and existing residential development along the Torrance Lateral, opposite to the Project site shall be minimized.

Otherwise, the proposed Project would not generate significant visual resource impacts. This conclusion was based on the assumed implementation of the Specific Plan regulations, guidelines, and standards. The Specific Plan includes a mechanism for site plan review of all development to insure that it does in fact meet the requirements of the Specific Plan. As many of Specific Plan features were relied upon in the above analysis, the following mitigation measure is proposed:

**Mitigation Measure B-4:** All Project development shall undergo site plan review by the Planning Manager to assure that the following design measures have been implemented:

- **Landscaping.** All Landscaping shall be consistent with a plant palate of native trees, shrubs and groundcovers that shall add uniformity to the Project site. Plants shall be selected to support and complement the themes of the various Project components. Specially themed landscaping treatments shall occur at key locations (e.g. freeway edge, channel slope and lifestyle and entertainment area). Of more detailed note: (1) landscaping themes on Del Amo Boulevard and Main Street shall be coordinated with the landscaping of the Carson Street Conceptual Visualization and the Home Depot Center; (2) continuous shrub and ground cover plantings shall be provided in the medians and edges of internal streets with vertical landscape and/or hardscape elements at a minimum of every 50 feet along the edges; (3) 5% landscape coverage

shall be provided in parking lots, and (4) 50% landscape coverage shall be provided on the sides of parking structures visible to residences.

- **Buildings.** Buildings shall include the following design features: varied and articulated building façades featuring the use of colorful stucco, with a variety of architectural accent materials for exterior treatment at visually accessible locations.
- **Accessory facilities and Walls.** Wall facades shall be varied and articulated. Accessory facilities such as trash bins, storage areas, etc., shall be covered and screened.
- **Lighting.** Lighting shall be limited in intensity, light control methods, and pole heights, so as to be directed on site, and not interfere with off-site activities.

### **c. Cumulative Impacts**

The Draft EIR has identified 36 related projects that may be developed in the Project area. These projects are diverse, varying in function, size, and location. As such, they would provide further urban in-fill development within the local area of each project, but would not comprise a major change in the land use patterns within the City or region. None of the related Projects is located in the immediate vicinity of the Project site; and none would contribute with the Project to the aesthetic conditions occurring along the Project edges. All of the related projects in the City of Carson would be subject to numerous provisions of the Carson Municipal Code, which includes development standards, procedures for Site Plan and Design Review, and, for some sites, design review under the Design Overlay zoning designation. Therefore, other projects in the City of Carson are anticipated to minimize adverse visual impacts. Cumulative impacts of related projects would be less than significant. However, since the proposed Project would have a significant impact, cumulative impacts would also be significant.

### **d. Level of Significance After Mitigation**

The proposed Project would result in the conversion of a large undeveloped vacant site to a developed use, causing a loss of openness that contributes to the aesthetic quality of the Project site and its surroundings. This impact is a significant impact that is inherent in the development of the site, and thus cannot be mitigated or avoided. Two other potentially significant impacts were identified that could occur if development varied from that shown in the proposed Conceptual Plan. Accordingly, mitigation measures were included to address impacts that could occur if buildings taller than those shown in the Conceptual Plan were located along the Project's southern and southwestern edge, or a variation in sign placement were to occur along the Project's I-405 edge. These mitigation measures reduce the impacts to a less than significant level. Otherwise the proposed Project would not have significant impacts on aesthetic character of the surrounding area, views, shading conditions, or nighttime illumination.

### **9.3 Traffic, Circulation, and Parking**

#### **a. Environmental Impacts**

##### **(1) Construction Impacts**

Project construction would generate traffic from construction worker travel, as well as the arrival and departure of trucks delivering construction materials to the site and the hauling of debris and exported soils generated by on-site demolition and excavation activities. The majority of the trips by construction workers would occur during hours that would avoid the A.M. and P.M. peak traffic periods. As such, impacts attributable to construction worker travel would be less than significant. Haul truck trips would be vastly reduced under the proposed RAP design since the need for the hauling of 2,000,000 cubic yards of clay, requiring approximately 150 truck trips per 10-hour day over a 1.5-year period would be eliminated. Under the proposed RAP refinements, the Project is forecasted to generate one to six truck trips per day, depending on the construction phase. Haul truck traffic on local streets would be limited due to the proximity of the Project site to the I-405 Freeway, and with the implementation of a City-approved Truck Haul Route program, which would prohibit trucks traffic on local residential streets, haul truck activity would have a less than significant traffic impact. Lane and sidewalk closures and utility line construction may affect emergency vehicle access, travel time, and pedestrian access. However, traffic management procedures would be implemented to assist in the movement of traffic that could interfere with emergency vehicles. Furthermore, Project construction activities would not impede access to nearby businesses or residential uses. As a result, construction traffic impacts for these issues would be less than significant. However, pedestrian access would be impeded if closure of both sidewalks on the north and south sides of Del Amo Boulevard were to occur concurrently. This would constitute a significant impact.

##### **(2) Operational Impacts**

###### **(a) Study Intersections**

The Project would generate an estimated 68,950 daily trips, including approximately 2,510 A.M. and 5,770 P.M. peak hour trips. At Project buildout, the Project would result in significant impacts, prior to mitigation, at 14 of the 27 study intersections. In addition, Project traffic would result in significant impacts along four segments on the San Diego Freeway (I-405) and three segments on the Harbor Freeway (I-110).

###### **(b) Access**

Access to the Project site would be provided via several new intersections and/or existing intersections. Intersection access points serving the Project site include Del Amo and Stamps

Drive, Lenardo Drive and Main Street, and Lenardo Drive and the I-405 interchange. Projected service levels at these three new access intersections would be less than significant.

### **(c) Public Transportation**

The Project is forecasted to result in approximately 123 new transit trips during the A.M. peak hour and 282 new transit trips during the P.M. peak hour. It is estimated that the Project could add approximately five person trips on each of the 23 bus lines serving the Project area in the A.M. peak hour and 12 person trips on each of the 24 bus lines serving the Project area in the P.M. peak hour. Twelve persons per bus would represent more than 25 percent of the capacity of a typical 45-passenger bus. Since existing transit services could not readily absorb the Project's forecasted transit riders, the impact of the Project on the regional transit system would be significant.

### **(d) Parking**

The City's General Development Standards would require 10,376 parking spaces for the Project's commercial component and 3,238 spaces for the Project's residential component, for a total of 13,614 parking spaces. In terms of parking demand, the Project's commercial component, based on a shared parking analysis, would have a peak parking demand of approximately 7,578 parking spaces during the weekday peak hour and approximately 8,335 parking spaces during a weekend peak hour; whereas, the residential component would have a separate parking demand of approximately 2,788 spaces, including 233 guest spaces. Thus, the provision of parking per the City's General Development Standards would be more than sufficient to accommodate the Project's estimated peak parking demands. The Specific Plan provides for the implementation of a shared parking program, if it can be demonstrated that the parking that is actually provided would be adequate to meet the Project's peak parking demand. As such, the Applicant may request the approval of a shared parking plan, in lieu of the City's General Development Standards. Since the Project would not provide less parking than is needed to meet the Project's parking demand, impacts relative to parking demand would be less than significant.

## **b. Mitigation Measures**

### **(1) Construction**

**Mitigation Measure C-1:** The Project shall submit a Construction Traffic Management Plan or Worksite Traffic Control Plan (WTCP) to the City and appropriate police and fire services prior to the start of any construction work phase, which includes Project scheduling and the location of any roadway closures, traffic detours, haul routes, protective devices, and warning signs, for the

purpose of minimizing pedestrian and vehicular impediment and interference of emergency vehicles from Project construction activities.

**Mitigation Measure C-2:** During construction, at least one sidewalk on either the north or south side of Del Amo Boulevard shall remain open and accessible to pedestrian traffic.

## **(2) Operation**

### **(a) Intersection Mitigation Measures:**

The Project consists of a number of different land uses that may be developed in phases. Since the Project may be implemented over a period of time, its related traffic growth and, thus, the intersection impacts would also occur over a period of time (i.e., some impacts would occur at earlier stages of development, while others would occur at later stages). Thus, an intersection phasing program has been developed to ensure that the necessary improvements are implemented when and where they are needed to achieve the requisite mitigation as development occurs. Table 1 on page 24 lists the impacted study intersections and depicts the point at which significant impacts would occur. As shown in Table 1, the Project's intersection improvement program is organized according to the percentage of P.M. peak hour trip increase at which the next level of intersection improvements is required. The following is a listing of all of the improvements that have been identified to reduce Project impacts to the extent feasible.

**Mitigation Measure C-3:** Vermont Avenue and Del Amo Boulevard (Intersection No. 5):

- A second left-turn lane shall be added to westbound Del Amo Boulevard. The westbound approach shall be improved to include two left-turn lanes, a through lane, and a right-turn lane. The improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 51 to 60 percent of its total trips, in accordance with Draft EIR Table 24.

**Table 1****Intersection Mitigation Phasing Schedule**

<b>Percentage of Total Trips Triggering Significant Impacts <sup>a</sup></b>	<b>Significantly Impacted Intersection</b>
1 to 10 Percent	Intersection No. 6: Hamilton Avenue & Del Amo Boulevard Intersection No. 7: Figueroa Street & Del Amo Boulevard Intersection No. 12: Figueroa Street & I-110 NB Ramps
11 to 20 Percent	No change
21 to 30 Percent	Intersection No. 11: Hamilton Avenue & I-110 NB Ramps Intersection No. 25: Avalon Boulevard & Carson Street
31 to 40 Percent	Intersection No. 22: Vermont Avenue & Carson Street
41 to 50 Percent	No change
51 to 60 Percent	Intersection No. 5: Vermont Avenue & Del Amo Boulevard Intersection No. 8: Main Street & Del Amo Boulevard
61 to 70 Percent	Intersection No. 24: Main Street & Carson Street
71 to 80 Percent	Intersection No. 15: Figueroa Street & Torrance Boulevard Intersection No. 23: Figueroa Street & Carson Street
81 to 90 Percent	Intersection No. 16: Main Street & Torrance Boulevard
91 to 100 Percent	No change

<sup>a</sup> Mitigation measures are phased in relation to 10 percent increases in Project trips.

Source: Kaku Associates, October 2005

**Mitigation Measure C-4:** Hamilton Avenue & Del Amo Boulevard (Intersection No. 6):

- The Applicant shall install a traffic signal at this location.
- A right-turn lane shall be added to northbound Hamilton Avenue. The northbound approach shall be improved to include a left-turn lane, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Draft EIR Table 24.

**Mitigation Measure C-5:** Figueroa Street & Del Amo Boulevard (Intersection No. 7):

- A right-turn lane shall be added to southbound Figueroa Street. The southbound approach shall be improved to include one left-turn lane, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way
- A second westbound left-turn lane shall be added to westbound Del Amo Boulevard. The westbound approach shall be improved to include two left-turn lanes, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- An eastbound through lane and a right-turn lane shall be added to eastbound Del Amo Boulevard. The eastbound approach shall be improved to include one left-turn lane, three through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Draft EIR Table 24.

**Mitigation Measure C-6:** Main Street and Del Amo Boulevard (Intersection No. 8):

- Land shall be dedicated, as required, to add a second left-turn lane and a right-turn lane to southbound Main Street. The southbound approach shall be improved to provide two left-turn lanes, two through lanes and a right-turn lane.
- A second left-turn lane shall be added to westbound Del Amo Boulevard. The westbound approach shall be improved to provide two left-turn lanes, two through lanes and an optional through and a right-turn lane.
- Land shall be dedicated, as required, to add a second left-turn lane and a right-turn lane to northbound Main Street. The northbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.
- A second left-turn lane shall be added to eastbound Del Amo Boulevard. The eastbound approach shall be improved to provide two left-turn lanes, two through lanes, and an optional through and a right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 51 to 60 percent of its total trips, in accordance with Draft EIR Table 24.

**Mitigation Measure C-7:** Hamilton Avenue & I-110 Southbound Ramps (Intersection No. 11):

- The Applicant shall install a traffic signal at this location.
- The southbound approach shall be re-striped to provide for one left-turn lane and a shared left-turn/through lane. The improvement is feasible within the existing right-of way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 21 to 30 percent of its total trips, in accordance with Draft EIR Table 24.

**Mitigation Measure C-8:** Figueroa Street & I-110 Northbound Ramps (Intersection No. 12):

- A second right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to provide two through lanes and two right-turn lanes.
- A right-turn lane shall be added to the eastbound approach. The eastbound approach shall be improved to provide two left-turn lanes and a right-turn lane. The improvements are feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Draft EIR Table 24.

**Mitigation Measure C-9:** Figueroa Street & Torrance Boulevard (Intersection No. 15):

- A second southbound left-turn lane shall be added to southbound Figueroa Street. The southbound approach shall be improved to include two left-turn lanes, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 71 to 80 percent of its total trips, in accordance with Draft EIR Table 24.

**Mitigation Measure C-10:** Main Street & Torrance Boulevard (Intersection No. 16):

- The eastbound approach shall be re-striped to provide one left-turn lane and a shared through/right-turn lane.

- This mitigation measure shall be implemented at the point of development in which the Project generates 81 to 90 percent of its total trips, in accordance with Draft EIR Table 24.

**Mitigation Measure C-11:** Vermont Avenue & Carson Street (Intersection No. 22):

- The westbound right-turn lane shall be re-striped to provide a shared through/right-turn lane. The westbound approach shall be improved to provide one left-turn lane, two through lanes, and a shared through/right-turn lane.
- The eastbound right-turn lane shall be re-striped to provide a shared through/right-turn lane. The eastbound approach shall be improved to provide one left-turn lane, two through lanes, and a shared through/ right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 31 to 40 percent of its total trips, in accordance with Draft EIR Table 24.

**Mitigation Measure C-12:** Figueroa Street and Carson Street (Intersection No. 23):

- A right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 71 to 80 percent of its total trips, in accordance with Draft EIR Table 24.

**Mitigation Measure C-13:** Main Street & Carson Street (Intersection No. 24):

- A second left-turn lane shall be added to the westbound approach. The westbound approach shall be improved to provide two left-turn lanes, two through lanes, and a shared through/right-turn lane
- A second left-turn lane shall be added to the eastbound approach. The eastbound approach shall be improved to provide two left-turn lanes, two through lanes, and a shared through/right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 61 to 70 percent of its total trips, in accordance with Draft EIR Table 24.

**Mitigation Measure C-14:** Avalon Boulevard & Carson Street (Intersection No. 25):<sup>4</sup>

- A right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to include one left-turn lane, three through lanes, and a right-turn lane.
- A right-turn lane shall be added to the westbound approach. The westbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.
- A right-turn lane shall be added to the northbound approach. The northbound approach shall be improved to provide one left-turn lane, three through lanes, and a right-turn lane.
- A right-turn lane shall be added to the eastbound approach. The eastbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 21 to 30 percent of its total trips, in accordance with Draft EIR Table 24.

**Mitigation Measure C-15:** No Certificate of Occupancy shall be issued for commercial development in District 2, or for commercial development in Districts 1 and 3 that is greater than the amount of commercial development shown in the Applicant's Conceptual Plan (i.e., 150,000 square feet and 50,000 square feet, respectively), prior to the completion of the I-405 ramp improvements at Avalon Boulevard.

---

<sup>4</sup> Any future street widening improvements for the intersection of Avalon Boulevard and Carson Street are not feasible within the existing right-of-way and would require acquisition or dedication of right-of-way from adjacent parcels. The adjacent land uses include the Carson City Hall on the northeast corner of the intersection and commercial uses on the remaining three corners of the intersection. The necessary width can be obtained adjacent to City Hall on the north side of Carson Street through reduction of a portion of the existing landscaped area, allowing construction of the right-turn lane on the westbound Carson Street approach. Information from the City of Carson indicates that the parcels on the southeast and northwest corners may redevelop, at which point it may be possible to obtain the necessary right-of-way on the east side of Avalon Boulevard south of Carson Street and on the west side of Avalon Boulevard north of Carson Street, allowing construction of the right-turn lanes on the northbound and southbound Avalon Boulevard approaches. If the proposed right-turn lanes were provided on these three approaches but not on the eastbound Carson Street approach, it is estimated that the projected afternoon peak hour V/C would be reduced from 0.973 to 0.904. Although this would partially alleviate the Project impact, it would not fully mitigate the impact to a less than significant level.

**(b) I-405 and I-110 Freeways**

No feasible mitigation measures are available to the Applicant to mitigate the Project's significant impacts on the I-110 and I-405 freeways.

**(c) Site Access Mitigation Measures:**

Site access impacts were determined to be insignificant as long as the main site access intersections are configured as described in Draft EIR Section IV.C.3.c(1), Project Design Features. No mitigation measures are required.

**(d) Public Transportation**

**Mitigation Measure C-16:** In coordination with the City of Carson Transit Authority and the Metropolitan Transit Authority (Metro), the Applicant shall provide additional transit stops, including benches and shelters, in and adjacent to the Project site.

**c. Cumulative Impacts****(1) Construction Impacts**

The majority of the related projects' construction workers are anticipated to arrive and depart the individual construction sites during off-peak hours. Excavation and grading phases for the related projects would generate the highest number of haul truck trips. The City's established review process would balance haul routes to minimize the impacts of cumulative hauling on any particular roadway. Although related projects may cause lane closures or detours, no related projects are sufficiently close to the Project site to create a cumulative access impact on the street segments near the Project site. Therefore, construction activities would have a less than significant cumulative effect relative to worker and haul truck traffic as well as emergency access.

**(2) Operation Impacts****(a) Intersection Service Levels**

The cumulative traffic impacts of the related projects and ambient growth have been considered for the purpose of assessing the Project's traffic impacts. Under 2010 Cumulative Base conditions, six of the 29 study intersections are projected to operate at LOS E or worse during one or both of the A.M. and P.M. peak hours. Since no guarantee exists that mitigation measures would be implemented with the identified related projects, it is conservatively concluded that cumulative traffic impact on intersection operations would be significant.

**(b) Freeway Service Levels**

Cumulative impacts would occur on CMP segments of the Harbor and San Diego Freeways. No feasible mitigation measures are available to the any individual project to mitigate the potentially significant impacts on these freeway segments to less than significant levels. Therefore, cumulative impacts on freeway service levels would be significant.

**(c) Access**

No related projects are adjacent to the Project site or share adjacent access points. Therefore, no significant cumulative impacts relative to access would occur.

**(d) Public Transit**

The combined Project and related projects would generate a demand for public transportation that would exceed existing transit capacity. Therefore, a significant cumulative impact relative to public transit services would occur.

**d. Level of Significance After Mitigation****(1) Construction**

With the implementation of mitigation measures, no significant, unavoidable construction impacts would occur.

**(2) Operation****(a) Intersection Service Levels**

Potentially significant impacts would be reduced at all 12 intersections to less than significant levels, with the exception of the intersection of Figueroa Street & I-110 Northbound Ramps (Intersection No. 12) during the P.M. peak hour. Therefore, the Project would generate a significant and unavoidable impact at this one intersection.

**(b) Freeway Service Levels**

The Project's significant impact on three segments of the Harbor Freeway (I-110) and four segments of the San Diego Freeway (I-405) cannot be reduced to less than significant levels as no feasible mitigation measures are available to the Applicant. Therefore, the Project's impact on freeway service levels would be significant and unavoidable.

### **(3) Access**

Site access impacts were determined to be less than significant as long as the main site access intersections are configured as described in Draft EIR Section IV.C.3.c(1), Project Design Features. Therefore, no significant and unavoidable impacts relative to site access would occur.

### **(4) Public Transportation**

Mitigation Measure C-16 would partially reduce the impact on transit services; however, no feasible mitigation exists that would reduce the potentially significant impact to a less than significant level. Therefore, the impact of the Project on regional transit would be significant and unavoidable.

### **(5) Parking**

Procedures set forth in the Specific Plan provide that shared parking would never be less than the Project's peak demand. With the implementation of all applicable Specific Plan provisions, the Project's peak parking demand would not exceed provided parking. Therefore, no significant and unavoidable parking impacts would occur.

## **9.4 Hazards and Hazardous Materials**

### **a. Environmental Impacts**

The remediation of the 157-acre landfill is being implemented as part of the Project in compliance with the approved Final Remedial Action Plans (RAPs). The RAP for the Upper Operable Unit (OU) was approved by DTSC in 1995 and the RAP for the Lower OU was approved by DTSC in 2005. DTSC conducted its own environmental review as part of the approval process for the RAPs. These analyses concluded that implementation of the RAPs would result in less than significant impacts with regard to all environmental issues of concern. Therefore, the implementation of the RAPs does not require further review under CEQA and, as such, is not subject to analysis in this EIR.

With regard to the implementation of the Upper OU RAP, the Applicant proposes some refinements to the cap and the gas control and groundwater treatment methods. DTSC has conceptually approved the refinements. Changes in the design of the remediation system would only be allowed if DTSC determines that the proposed design accomplishes the same performance objectives as the previously approved design and is protective of human health and the environment. In addition, DTSC provided a letter dated February 9, 2005 indicating the "DTSC believes the concepts presented for the proposed development are appropriate at a conceptual level and could be protective of human health and safety, however, as is common for all projects under DTSC's authority, more detailed plans are necessary before DTSC can make

such a final determination.” As a result, no residential development would occur until DTSC formally concludes that the development would be implemented in a manner that is protective of human health and the environment.

With regard to existing oil and water wells located in Districts 1 and 2, the approved RAP for the Upper OU required additional investigation to locate the three wells and to address issues such as the risk of downward migration of contaminants into the lower aquifers. As a result, DTSC would review and approve additional work in compliance with the RAP relative to the wells.

Based on the Phase I and preliminary Phase II conducted for Development District 3, no specific remediation efforts are required. However, additional Phase II activities are recommended to further evaluate potential vapor intrusion and worker health and safety concerns by completing deeper soil-vapor sampling. In addition, Development Site 3 would be subject to the provisions of California Code of Regulations, Title 27, Section 21190 that govern development activities within 1,000 feet of a closed landfill. These provisions include such measures as the installation of vapor mitigation and monitoring devices. As the construction and operation of the proposed land uses within Development Site 3 would be in compliance with all applicable regulations, potential risks would be reduced to a less than significant level.

#### **b. Mitigation Measures**

The certified CEQA documentation for the Upper OU RAP includes mitigation measures to reduce the potential construction impacts associated with the implementation of the clay cap.<sup>5</sup> The mitigation measures are in the environmental areas of earth, air quality, surface and groundwater, natural resources (use of nonrenewable resources), risk of upset, and energy. Mitigation measures are also discussed in Section 7.4 of the Final RAP for the Upper OU. In addition to these measures, the following mitigation measures are required to ensure that any revisions to the RAP are approved by DTSC and that access to the necessary areas for monitoring programs required in the RAPs would be provided.

**Mitigation Measure D-1:** To the extent the Applicant desires to refine or modify requirements in the RAP, the Applicant shall provide documentation to the City indicating DTSC approval of such refinements or modifications.

**Mitigation Measure D-2:** The Applicant shall provide documentation to the City indicating DTSC shall permit the proposed residential uses in Development

---

<sup>5</sup> *The Negative Declaration was prepared for the construction, operation and maintenance of the proposed landfill gas collection and treatment system and the groundwater treatment system.*

District 1 prior to issuance of any permits for such residential development in Development District 1.

**Mitigation Measure D-3:** The Applicant shall provide documentation to the City indicating both on- and off-site risks associated with RAP construction have been evaluated to the satisfaction of the DTSC, and at a minimum, perimeter air monitoring shall be completed for dust, particulates, and constituents determined to be Constituents of Concern (COCs).

**Mitigation Measure D-4:** The Applicant shall provide to the City, documentation indicating that (1) a post remediation risk assessment has been prepared by the Applicant and approved by DTSC; and (2) DTSC has certified that the remedial systems are properly functioning prior to issuance of a Certificate of Occupancy.

**Mitigation Measure D-5:** The Applicant shall provide documentation to the City indicating that applicable remedial systems and monitoring plans, including the location of the flare and treatment facility are in accordance with applicable SCAQMD regulations.

#### **c. Cumulative Impacts**

The analysis contained in this section focuses on the implementation of the approved RAPs for the Upper OU and the Lower OU. The purpose of the RAPs is to provide protection for human health and the environment. Development within District 3 would occur in compliance with applicable regulations regarding hazardous materials. All new development would occur in compliance with applicable regulations relative to hazardous materials. Therefore, the Project would not result in a significant impact with regard to hazards. All of the related projects would be required to comply with applicable regulations with regard to hazardous materials. Therefore, no significant cumulative hazards or hazardous materials impacts are anticipated.

#### **d. Level of Significance After Mitigation**

While the Project would not result in a significant impact with regard to hazards and hazardous materials, mitigation measures are provided to ensure that any revisions to the RAP are approved by DTSC.

## 9.5 Geology and Soils

### a. Environmental Impacts

Site preparation for Development Districts 1 and 2 would require mass grading, deep dynamic compaction (DDC), backfill, capping and pile driving. Approximately 125 acres would be cleared and used for stockpiling during excavation and on-site storage of approximately 1.5 million cubic yards of soil. DDC would be completed on approximately 60 to 75 acres occupied by parking lots and non-pile supported areas. Grading would result in a nearly level site, taking into account the need to allow for drainage. Site preparation would be coordinated with remediation procedures approved by the DTSC. Although Development Districts 1 and 2 are potentially exposed to differential settlement due to the densification of the underlying refuse layers, exposure to settlement would be reduced to less than significant levels through the installation of driven pile foundations. Development in District 3 would require the grading of 11 acres, the removal of unsuitable materials, and the excavation and re-compaction of the existing 1 to 8 feet of disturbed and undocumented topsoil. All graded soils would be approximately “balanced” onsite. With the enforcement of City Building Code requirements, the exposure of people or other structures to settlement or other geologic hazards caused by construction or occupation of the Project site would be less than significant.

### b. Mitigation Measures

The proposed Project would not result in a significant geology and soils impact. However, the following mitigation measures are recommended to assure compliance with City and State regulations.

**Mitigation Measure E-1:** In accordance with City of Carson Municipal Code, the Applicant shall comply with site-specific recommendations set forth in engineering geology and geotechnical reports prepared to the satisfaction of the City of Carson Building Official, as follows:

- The engineering geology report shall be prepared and signed by a California Certified Engineering Geologist and the geotechnical report shall be prepared and signed by a California Registered Civil Engineer experienced in the area of geotechnical engineering. Geology and geotechnical reports shall include site-specific studies and analyses for all potential geologic and/or geotechnical hazards. Geotechnical reports shall address the design of pilings, foundations, walls below grade, retaining walls, shoring, subgrade preparation for floor slab support, paving, earthwork methodologies, and dewatering, where applicable.
- Geology and geotechnical reports may be prepared separately or together.

- Where the studies indicate, compensating siting and design features shall be required.
- Laboratory testing of soils shall demonstrate the suitability of underlying native soils to support driven piles to the satisfaction of the City of Carson Building Official.

**Mitigation Measure E-2:** Due to the classification of portions of the Project site as a liquefaction zone, the Applicant shall demonstrate that liquefaction either poses a sufficiently low hazard to satisfy the defined acceptable risk criteria, in accordance with CDMG Special Bulletin 117, or (b) implement suitable mitigation measures to effectively reduce the hazard to acceptable levels (CCR Title 14, Section 3721). The analysis of liquefaction risk shall be prepared by a registered civil engineer and shall be submitted to the satisfaction of the City Building Official.

**Mitigation Measure E-3:** Any roads realigned from the existing configuration, or otherwise, located in areas underlain by waste soils shall comply with site-specific recommendations as set forth in engineering, geology, and geotechnical reports prepared to the satisfaction of City of Carson building officials.

### **c. Cumulative Impacts**

Due to the high seismic activity common to the Southern California region, the potential for ground shaking and other geological hazards would be similar throughout the area that includes the identified related projects. Building permits for the related projects would involve a site-specific evaluation of slope stability, ground rupture, liquefaction, and ground movement for each of the related projects. With the implementation of City Code regulations, cumulative impacts related to geologic risk would be less than significant.

### **d. Level of Significance After Mitigation**

The proposed Project would be in compliance with City and State regulations and is not anticipated to expose people or structures to any unstable geologic conditions or seismically related geologic hazards that would result in substantial damage to structures or infrastructure or exposure of people to risk of loss, injury, or death. Therefore, no unavoidable significant impacts would occur.

## 9.6 Surface Water Quality

### a. Environmental Impacts

Construction would expose soils to precipitation and to water used in dust control and compaction and, as such, would potentially increase mobilization of soils into surface water runoff. A prior analysis of soils in Development District 3 found soil gas contamination in a portion of the site. Although recent testing has concluded that no soil gas is currently present, mitigation is recommended to assure compliance with applicable water quality standards. Prior testing of storm water runoff in Development Districts 1 and 2 indicated that suspended particulates exceeded State of California reporting limits. Runoff is currently controlled by a SWPPP applicable to the former landfill site. Recent testing of retained storm water in Development Districts 1 and 2, detected organic compounds and conductivity in excess of reporting limits. Discharge was conducted in accordance with a Regional Water Quality Control Board (RWQCB) Release of Stormwater Permit. During Project construction, the implementation of a NPDES Construction General Permit, including the preparation of a SWPPP to monitor and control water runoff, would prevent suspended particulates from entering the off-site drainage system or adjacent properties. With development, Districts 1 and 2 would be almost entirely impermeable and Development District 3 would have a combination of permeable and impermeable areas. No uncontrolled sheet flow from any Project location would be directed or allowed to flow onto adjacent properties or directly into the Torrance Lateral Channel. Although new impermeable surfaces would increase water runoff from the site, the impermeability that would result due to the waste cap would eliminate the exposure of surface water runoff to any contaminated soils. With the implementation of a site-specific SUSMP during operation, contaminants in surface water, such as parking lot oil and grease, would comply with state and federal water quality standards. With the implementation of the proposed mitigation measure, the Project would have a less than significant surface water quality impact.

### b. Mitigation Measures

Impacts associated with surface water runoff and water quality in Development Districts 1 and 2 would be less than significant and no mitigation measures are required. However, since potential, unremediated soil contamination exists in Development District 3, the following mitigation measure is recommended:

**Mitigation Measure F-1:** Soils in Development District 3 shall be tested prior to the issuance of a grading permit, in accordance with the recommendation of Blasland, Bouck and Lee, Inc.'s (BBL's) Preliminary Draft Phase I and Initial Phase II Environmental Site Assessment Summary, Del Amo Gardens Site (July 6, 2005). If contaminants are found in excess of State of California maximum contamination levels (MCLs), the soils shall be addressed in accordance with a DTSC-approved program.

### **c. Cumulative Impacts**

Related projects could potentially contribute point and non-point source pollutants to surface waters, resulting in a cumulative water quality impact. However, all new development and redevelopment projects over more than one acre, or meeting the City's SUSMP land use criteria, must comply with NPDES requirements during construction and operation, including the implementation of site-specific SWPPPs and SUSMPs. With the incorporation of these measures, it is anticipated that the related projects would not exceed acceptable regulatory levels. Minor projects would not substantially degrade surface water quality. Therefore, cumulative impacts to surface water quality are concluded to be less than significant based on compliance with existing regulations.

### **d. Level of Significance After Mitigation**

Through the implementation of proposed drainage and erosion control plans required under a SWPPP's Best Management Practices, including water filtering and flood control devices, development of the proposed Project would not increase existing pollution and contamination, create a nuisance as defined in Section 13050 of the California Water Code, cause regulatory standards to be violated, or result in a permanent, adverse change to the movement of surface water sufficient to produce a substantial change in the current or direction of flow. Therefore, impacts associated with surface water quality would be less than significant.

## **9.7 Air Quality**

### **a. Environmental Impacts**

The air quality analysis evaluates air emissions attributable to the Project's construction and post-construction (e.g., operational) activities for criteria air pollutants, air toxics, and odors. In addition, the Project's compatibility with applicable air quality policies as set forth in the City of Carson General Plan and regional plans prepared by SCAG and the SCAQMD are also assessed.

Construction of the proposed Project would generate fugitive dust and combustion emissions from the use of heavy-duty construction equipment on-site and from construction worker trips as well as from delivery and haul truck travel to and from the Project site. Construction related daily regional emissions from both direct and indirect sources exceed the significance thresholds for CO, NO<sub>x</sub>, and ROC. Thus, emissions of these pollutants would result in a significant regional air quality impact during the Project's construction phase. An analysis of local air quality impacts from construction operations and their impact on nearby sensitive receptors (e.g., residences, schools, etc.) has also been conducted. This analysis indicates that the Proposed Project would not result in an exceedance of the SCAQMD recommended localized thresholds for NO<sub>2</sub> or CO. However, localized PM<sub>10</sub> concentrations would exceed the SCAQMD

recommended localized threshold at the residential uses immediately south and southwest of the Project site. Construction of the proposed Project would result in a maximum off-site individual cancer risk of 1.1 in a million from diesel particulate emissions. As the Project would not exceed the maximum individual cancer risk of ten in one million, air toxic emissions during construction would be less than significant. No construction activities are proposed which would create objectionable odors and, therefore, no significant odor impacts would occur.

Air pollutant emissions associated with occupancy and operation of the proposed Project would be generated by the consumption of electricity and natural gas, by the operation of on-road vehicles and by miscellaneous area sources (among other things, landscaping equipment, consumer/commercial solvent usage, architectural coatings, restaurant charbroilers, and emergency generators). The Project would exceed SCAQMD regional significance thresholds for CO, NO<sub>x</sub>, PM<sub>10</sub>, and ROC. Project traffic would not cause an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively and no significant impacts to local CO concentrations would occur. Potential sources of air toxic emissions associated with the Project would be limited to sources typical within the urban environment and would contribute small amounts of toxic air pollutants to the Project vicinity, and as a result, would be well below any levels that would result in a significant impact on human health. Development of the proposed Project would be compatible with the air quality policies set forth in the SCAQMD's AQMP, SCAG's RCPG and the Carson General Plan.

In addition to the above analyses, a health risk assessment (HRA) was conducted for the proposed new sensitive receptors for potential sources of toxic emissions within one-quarter mile of the Project site. Based on the analysis, the Project would result in locating sensitive receptors within an area of cancer risk in excess of the SCAQMD significance threshold of 10 in one million and, therefore, the Project would result in a significant impact. This impact is almost exclusively related to diesel exhaust emissions from I-405 Freeway. In addition, an existing composting operation is located near the proposed residential uses northwest of the intersection of Del Amo Boulevard and Main Street. As a result, this source may result in significant odor impacts that could affect proposed residential uses.

#### **b. Mitigation Measures**

The following mitigation measures are (1) intended to implement requirements of SCAQMD Rule 403 (Fugitive Dust) and (2) set forth a program of air pollution control strategies designed to reduce the proposed Project's air quality impacts to the extent feasible.

**(1) Construction**

**Mitigation Measure G-1:** General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.<sup>6</sup>

**Mitigation Measure G-2:** All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

**Mitigation Measure G-3:** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

**Mitigation Measure G-4:** Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

**Mitigation Measure G-5:** All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

**Mitigation Measure G-6:** Project heavy-duty construction equipment shall use alternative clean fuels, such as low sulfur diesel or compressed natural gas with oxidation catalysts or particulate traps, to the extent feasible.

**Mitigation Measure G-7:** The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.

**Mitigation Measure G-8:** The Applicant shall comply with SCAQMD Rule 402 to reduce potential nuisance impacts due to odors from construction activities.

**Mitigation Measure G-9:** All construction vehicle tires shall be washed at the time these vehicles exit the project site.

**Mitigation Measure G-10:** All fill material carried by haul trucks shall be covered by a tarp or other means.

**Mitigation Measure G-11:** Any intensive dust generating activity such as grinding concrete for existing roads must be controlled to the greatest extent feasible.

---

<sup>6</sup> SCAQMD Rule 403 requirements are detailed in Appendix F.

**Mitigation Measure G-12:** The Applicant shall provide documentation to the City indicating both on- and off-site air-borne risks associated with RAP construction have been evaluated to the satisfaction of the DTSC, and at a minimum, perimeter air monitoring will be completed for dust, particulates, and constituents determined to be Constituents of Concern (COCs).

## **(2) Operation**

During the Project's operational phase, regional emissions that exceed regional SCAQMD significance thresholds for CO, PM<sub>10</sub>, NO<sub>x</sub>, and ROC would occur. Emission control measures are specified for the following four sources of operational emissions: (1) service and support facilities; (2) natural gas consumption and electricity production; (3) building materials, architectural coatings, and cleaning solvents; and (4) transportation systems management and demand management.

### **(a) Service and Support Facilities (point sources)**

**Mitigation Measure G-13:** All point source facilities shall obtain all required permits from the SCAQMD. The issuance of these permits by the SCAQMD shall require the operators of these facilities to implement Best Available Control Technology and other required measures that reduce emissions of criteria air pollutants.

**Mitigation Measure G-14:** Land uses on the Project site shall be limited to those that do not emit high levels of potentially toxic contaminants or odors.

### **(b) Natural Gas Consumption and Electricity Production**

**Mitigation Measure G-15:** All residential and non-residential buildings shall meet the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.

**Mitigation Measure G-16:** All fixtures used for lighting of exterior common areas shall be regulated by automatic devices to turn off lights when they are not needed, but a minimum level of lighting should be provided for safety.

### **(c) Building Materials, Architectural Coatings and Cleaning Solvents**

**Mitigation Measure G-17:** Building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

**(d) Transportation System Management and Demand Management**

**Mitigation Measure G-18:** The Applicant shall, to the extent feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.

**Mitigation Measure G-19:** The Applicant shall coordinate with the MTA and the City of Carson and Los Angeles Department of Transportation to provide information with regard to local bus and rail services.

**Mitigation Measure G-20:** During site plan review, consideration shall be given regarding the provision of safe and convenient access to bus stops and public transportation facilities.

**Mitigation Measure G-21:** The Applicant shall pay a fair share contribution for a low emission shuttle service between the project site and other major activity centers within the project vicinity (i.e., the MetroRail Blue Line station at Del Amo Boulevard and Santa Fe and the Carson Transfer Station at the South Bay Pavilion).

**Mitigation Measure G-22:** The Applicant shall provide bicycle racks located at convenient locations throughout Carson Marketplace.

**Mitigation Measure G-23:** The Applicant shall provide bicycle paths along the main routes through Carson Marketplace.

**Mitigation Measure G-24:** The Applicant shall provide convenient pedestrian access throughout Carson Marketplace.

As on-site sensitive receptors could be exposed to off-site air toxic emissions in excess of the SCAQMD significance threshold and also potential odiferous emissions (nearby composting operation), the following mitigation measure is recommended.

**Mitigation Measure G-25:** The Project shall include air filtration systems for residential dwelling units designed to have a minimum efficiency reporting value (MERV) of 12 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The air handling systems shall be maintained on a regular basis per manufacturer's recommendations by a qualified technician employed or contracted by the Applicant or successor. Operation and maintenance of the system shall ensure that it performs above the minimum reporting value.

### **c. Cumulative Impacts**

Buildout of the identified related projects that would occur within a similar time frame as the Proposed Project would increase short-term emissions for concurrent activities during any day of the Project's construction period. Since emissions of criteria pollutants under peak construction activities are concluded to be significant, any additional construction activities as part of any related project occurring during this time and in the vicinity of the Proposed Project site would be adding additional air pollutant emissions to these significant levels. As emission levels associated with the Proposed Project already are forecasted to have a significant impact, a significant and unavoidable cumulative impact with respect to construction emissions would occur.

The SCAQMD has set forth both a methodological framework as well as significance thresholds for the assessment of a project's cumulative air quality impacts. Based on the SCAQMD's methodology (presented in Chapter 9 of the CEQA Air Quality Handbook), the proposed Project would have a significant cumulative impact on air quality. In addition, implementation of the Project would also result in an increase in emissions which would contribute to region-wide emissions on a cumulative basis and as such, the Project's cumulative air quality impacts are also concluded to be significant. In such cases, the SCAQMD recommends that all projects, to the extent possible, employ feasible mitigation measures which has been done with regard to the proposed Project.

### **d. Level of Significance After Mitigation**

#### **(1) Construction**

Regional construction activities would still exceed the SCAQMD daily emission thresholds for regional NO<sub>x</sub>, CO and ROC after implementation of all feasible mitigation measures and, as such, the Project would have a significant and unavoidable impact on regional air quality. With regard to localized emissions, construction activities would still exceed the SCAQMD daily emission threshold for PM<sub>10</sub> after implementation of all feasible mitigation measures. Therefore, construction of the Project would have a significant and unavoidable impact with regard to localized emissions of PM<sub>10</sub>.

#### **(2) Operation**

Regional operational emissions, after the implementation of all feasible mitigation measures, would still exceed the SCAQMD daily emission thresholds and, as such, operation of the Project would have a significant and unavoidable impact on regional air quality. With respect to potential impacts to on-site residential uses, the recommended air handling systems would substantially reduce carcinogenic exposure, but impacts would remain significant and unavoidable. Via compliance with industry standard odor control practices, SCAQMD Rule 402

(Nuisance), and SCAQMD Best Available Control Technology Guidelines, potential impacts that could result from any potential odor source would be less than significant.

## **9.8 Noise**

### **a. Environmental Impacts**

#### **(1) Construction Impacts**

As with most construction projects, construction would require the use of a number of pieces of heavy equipment such as impact soil compactors (for DDC operations), pile drivers, bulldozers, backhoes, cranes, loaders, and concrete mixers. Construction equipment would produce maximum noise levels of 74 dBA to 101 dBA at a reference distance of 50 feet from the noise source. The residences located to the west and south of the Project site immediately across the Torrance Lateral Channel, would occasionally experience construction noise levels of 76.5 dBA and 75.2 dBA (hourly  $L_{eq}$ ), respectively, during the heaviest periods of construction. Thus, construction of the proposed Project would result in a significant impact to off-site sensitive receptors without the incorporation of mitigation measures.

Construction can generate varying degrees of ground vibration, depending on the construction procedures and the construction equipment used. Within the Project site, the highest vibration from typical construction equipment (i.e., exclusive of DDC activities) would be generated during pile driving operations. Residential sensitive land uses would be located at a sufficient distance (greater than 75 feet) from any potential pile driving activity so that vibration from such activities would be below the peak particle velocity threshold of 0.2 inch/sec. Construction of the proposed Project also includes DDC within those portions of the property that were formerly used as a landfill site (i.e., Districts 1 and 2) that would not be supported by pile foundations. The Applicant is proposing to implement a DDC pilot program, before the start of site-wide DDC operations, for the purpose of assuring that less than significant vibration impacts to off-site uses and/or facilities would occur once DDC operations are initiated on a site-wide basis. The testing procedures established under the Pilot Program would consist of dropping increasing weights at increasing heights with concurrent checking of monitored levels so as to assure that off-site vibration levels do not exceed the 0.2 inches per second PPV significance threshold. Based on this testing program, an optimal set of DDC parameters would be established. Once the pilot program is completed, the off-site vibration monitors would remain in place throughout the DDC process, thereby providing ongoing protections for off-site uses and/or facilities throughout this phase of the Project's construction process. Thus, impacts from this particular construction activity would be less than significant.

## (2) Operational Noise

The Project's operational noise analysis addresses potential noise impacts to neighboring noise-sensitive receiver locations, as well as the proposed on-site residential uses within the Project site, related to the long-term operations of the proposed Project. Specific noise sources addressed in the analysis included roadway noise, mechanical equipment/point sources (i.e., loading dock and trash pick-up areas), and parking facilities.

The largest Project-related traffic noise impact is anticipated to occur along the segments of Del Amo Boulevard, between Stamps Drive and Figueroa Street (2.8 to 3.1 dBA increase in CNEL). However, no sensitive uses are located along these segments and impacts would be less than the 5 dBA significance threshold. Furthermore, impacts from Project-related traffic noise along all other local roadway segments, within proximity of the identified sensitive receptors, would be lower than the significance threshold of 3 dBA CNEL for sensitive receptors exposed to or within the "normally unacceptable" or "clearly unacceptable" categories. Thus, the Project's roadway noise impacts would be less than significant.

The proposed on-site residential uses would be located to the south and north of Del Amo Boulevard, within Development Districts 1 and 3, respectively. Due to the proximity of the Project site to the I-405 Freeway, measured noise levels within the Project site reach levels of up to approximately 74 dBA CNEL. As such, I-405 Freeway traffic volumes would result in a significant noise impact to the proposed on-site residential uses without the incorporation of mitigation measures.

Noise levels associated with on-site sources (e.g., loading docks, parking facilities, and mechanical equipment) would include noise control measures to meet City of Carson Municipal Code noise standards. Therefore, impacts are anticipated to be less than significant and no mitigation measures are required. Some of the land uses that are permitted by the Carson Marketplace Specific Plan have noise characteristics that are potentially problematic (i.e., outdoor theater, passenger station (bus station, rail station, taxi stand), or small recycling facility). If these land uses are developed as part of the proposed Project, while they would be required to meet the City's Noise Ordinance standards, there is a potential that they may result in a significant noise impact if the uses were to be located in proximity of the proposed on-site residences or off-site residences to the south and west.

As Project operations would not result in any additional long-term ground-borne vibration sources, operation of the proposed Project would result in less than significant vibration impacts and no mitigation measures are required.

**b. Mitigation Measures****(1) Construction**

**Mitigation Measure H-1:** Prior to the issuance of any grading, excavation, haul route, foundation, or building permits, the Applicant shall provide proof satisfactory to the Building and Safety Division of the Development Services Department that all construction documents require contractors to comply with City of Carson Municipal Code Sections 4101 (i) and (j), which requires all construction and demolition activities including pile driving, to occur between 7:00 A.M. and 8:00 P.M. Monday through Saturday and that a noise management plan for compliance and verification has been prepared by a monitor retained by the Applicant. At a minimum, the plan shall include the following requirements:

1. Noise-generating equipment operated at the Project site shall be equipped with effective noise control devices (i.e., mufflers, intake silencers, lagging, and/or engine enclosures). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
2. Pile drivers used within 1,500 feet of sensitive receptors shall be equipped with noise control techniques (e.g., use of noise attenuation shields or shrouds) having a minimum quieting factor of 10 dBA.
3. Effective temporary sound barriers shall be used and relocated, as needed, whenever construction activities occur within 150 feet of residential property, to block line-of-site between the construction equipment and the noise-sensitive receptors (i.e., residential uses located on the west and south of the Project site).
4. Loading and staging areas must be located on site and away from the most noise-sensitive uses surrounding the site as determined by the of Building and Safety Division of the Development Services Department.
5. An approved haul route authorization that avoids noise-sensitive land uses to the maximum extent feasible.
6. A construction relations officer shall be designated to serve as a liaison with residents, and a contact telephone number shall be provided to residents.

**Mitigation Measure H-2:** The Applicant, prior to initiating DDC activities on a site-wide basis, shall conduct a DDC Pilot Program (Pilot Program). The Pilot Program shall be implemented via the following guidelines:

- Prior to the initiation of the Pilot Program, the Applicant shall locate vibration monitors at the following locations: (1) along the Project’s fenceline opposite the off-site residential uses located to the south and southwest of the Project site (i.e., within the Project site), and (2) along the far side of the Torrance Lateral Channel in line with the monitors placed within the Project site itself.
- Continuous monitoring shall be conducted on an ongoing basis during the Pilot Program. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City.
- Initial DDC drops shall be limited in weight, height and/or location dictated by calculations which demonstrate that the potential vibration levels are below the 0.02 inches per second PPV threshold limit.
- Increases in DDC weight, height and/or location shall incur in small increments, with continuous monitoring to assure compliance with the 0.02 inches per second PPV threshold limit.
- If vibration levels at any time during the Pilot Program exceed the 0.02 inches per second PPV threshold level, DDC activity shall immediately stop, until new drop parameters are established that would reduce the vibration levels to less than the 0.02 inches per second PPV threshold level.

**Mitigation Measure H-3:** The monitors located on the far side of the Torrance Lateral Channel as part of the Pilot Program shall remain in place throughout the DDC phase of Project construction. Continuous monitoring shall be conducted on an ongoing basis. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City. If DDC vibration levels at any time exceed the 0.02 inches per second PPV threshold level, DDC activity shall immediately stop, until new drop parameters are established that would reduce the vibration levels to less than the 0.02 inches per second PPV threshold level.

**Mitigation Measure H-4:** A construction and construction-related monitor satisfactory to the Department of Development Services General Manager shall be retained by the Applicant to document compliance with the mitigation measures. Said Monitor’s qualifications, identification, address and telephone number shall be listed in the contracts and shall be placed in the pertinent files

of the Department of Development Services Department. The Monitor will be required to monitor all construction and construction-related activities on the site on a periodic basis; keep all written records which shall be open for public inspection; and to file monthly reports with City and appropriate permit granting authorities. In addition:

1. Information shall be provided on a regular basis regarding construction activities and their duration. A Construction Relations Officer shall be established and funded by the Applicant, and approved by the Department of Development Services General Manager, to act as a liaison with neighbors and residents concerning on-site construction activity. As part of this mitigation measure, the Applicant shall establish a 24-hour telephone construction hotline which will be staffed between the hours of 8:00 A.M. and 5:00 P.M. on a daily basis throughout the Project's entire construction period for the purposes of answering questions and resolving disputes with adjacent property owners. The hotline number shall be posted on site.
2. The Applicant shall require in all construction and construction-related contracts and subcontracts, provisions requiring compliance with special environmental conditions included in all relevant entitlement approval actions of the City of Carson. Such provisions shall also include retention of the power to effect prompt corrective action by the applicant, its representative or prime contractor, subcontractor or operator to correct noticed noncompliance.
3. During construction loading and staging areas must be located on-site and away from the most noise-sensitive uses surrounding the site as determined by the Planning Manager.

#### **(b) Operation**

**Mitigation Measure H-5:** All parking lots near residential areas shall be located a minimum of 150 feet from an off-site residential use unless a minimum eight foot wall is provided along the property boundary to limit noise levels associated with parking lot activities.

**Mitigation Measure H-6:** All parking structures near residential areas shall be located a minimum of 150 feet from an off-site residential use unless the exterior wall of the parking structure that faces the off-site residential use is a solid wall or provides acoustical louvers (or equivalent noise reduction measures).

**Mitigation Measure H-7:** During operation of a building (following construction), truck delivery should be limited to non-peak traffic periods between 7:00 A.M. and 8:00 P.M., if feasible.

**Mitigation Measure H-8:** For the residential uses immediately south and north of Del Amo Boulevard, within Development Districts 1 and 3, all exterior walls and floor-ceiling assemblies (unless within a unit) shall be constructed with double-paned glass or an equivalent and in a manner to provide an airborne sound insulation system achieving a Sound Transmission Class of 50 (45 if field tested) as defined in the UBC Standard No. 35-1, 1982 edition. Sign-off by the Department of Development Services General Manager, or his/her designee, is required prior to the issuance of the first building permit. The Applicant, as an alternative, may retain an engineer registered in the State of California with expertise in acoustical engineering, who would submit a signed report for an alternative means of sound insulation satisfactory to the City of Carson which achieves a maximum interior noise of CNEL 45 (residential standard).

**Mitigation Measure H-9:** The balconies of the first row of residential units facing Del Amo Boulevard or I-405 Freeway, should any such balconies be constructed, shall have a solid fence/wall with an appropriate height to reduce the noise received from traffic traveled on the adjacent Boulevard.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning and Building and Safety Divisions

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning and Building and Safety Divisions

**Monitoring Phase:** Pre-Construction

**Mitigation Measure H-10:** If any noise intensive uses (i.e., outdoor theater, passenger station (bus station, rail station, taxi stand), small recycling facility, or commercial uses (outdoor activities, amplified music, outdoor patios, etc)) are proposed within 300 feet of an on-site or off-site residential use, then as part of the site plan review process, a community noise study shall be completed and the study shall demonstrate that the use would not exceed the City of Carson Municipal Code noise standards and/or the standards established in this EIR.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**c. Cumulative Impacts****(1) Construction**

Noise impacts during construction of the proposed Project and each related project (that has not already been built) would be short-term, limited to the duration of construction and would be localized. In addition, it is anticipated that each of the related projects would have to comply with the applicable provisions of the City's noise ordinance, as well as mitigation measures that may be prescribed by the City pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible. However, since noise impacts due to construction of the proposed Project would be significant on its own, noise impacts due to construction of the proposed Project in combination with any of the related projects would also be significant without mitigation.

**(2) Operation**

Cumulative traffic volumes would result in a maximum increase of 4.5 dBA CNEL along Del Amo Boulevard, between Main Street and Figueroa Street. As this noise level increase would be below the 5 dBA CNEL significance threshold for "normally acceptable" land uses, roadway noise impacts due to cumulative traffic volumes would be less than significant along segments of Del Amo Boulevard. Furthermore, impacts from Project-related traffic noise along all other local roadway segments with sensitive receptors would be lower than the significance threshold of 3 dBA CNEL for sensitive receptors exposed to or within "normally unacceptable" or "clearly unacceptable" categories and, thus, less than significant.

Due to Carson Municipal Code provisions that limit noise from stationary sources such as roof-top mechanical equipment and emergency generators, noise levels would be less than significant at the property line for each related project. For this reason on-site noise produced by any related project would not be additive to Project-related noise levels. As such, stationary-source noise impacts attributable to cumulative development would be less than significant.

**d. Level of Significance After Mitigation****(1) Construction**

The mitigation measures recommended above would reduce the noise levels associated with construction activities to some extent. However, these activities would continue to increase the daytime noise levels at nearby noise-sensitive uses by more than the 5-dBA significance threshold. As such, noise impacts during construction would be considered significant and unavoidable. Furthermore, noise impacts during pile driving are concluded to be significant due to the frequency with which this impact is going to occur and the circumstance in which this impact cannot be mitigated given the construction techniques that are required for the Project

site. Vibration impacts associated with DDC operations during Project construction are concluded to be less than significant with the implementation of Mitigation Measures H-2 and H-3.

## (2) Operations

With implementation of Mitigation Measures H-4 through H-10 described above, operational noise impacts to the off-site existing residential uses located to the south and west of the Project site, as well as on-site residential development, would be reduced to less than significant levels. In addition, the Project site would provide some noise-attenuation/shielding characteristics from I-405 Freeway traffic noise to the area, particularly for residential uses located south and west of the Project site.

### 9.9 Fire Protection

#### a. Environmental Impacts

Construction activities could temporarily increase demand on fire services due to the occasional exposure of combustible building materials to on-site heat sources or vandalism. The existing perimeter fence would remain in place throughout construction to reduce the potential for hazards associated with trespassing and vandalism. The Project would comply with OSHA and City Fire and Building Codes regarding building site and workplace safety. From the nearest fire station, the Project's internal streets would be accessed via the intersections of Main Street and Del Amo Boulevard and Main Street and Lenardo Drive. The Project's access plan would not facilitate optimum response to all areas of the site, since Fire Station 36 is located to the south of the Project Site. The construction and occupancy of the Project would increase the demand for LACoFD staffing, equipment, and facilities and, as such, would be potentially significant. With the incorporation of recommended mitigation measures, impacts on LACoFD facilities would be reduced to a less than significant level.

#### b. Mitigation Measures

The Project's potentially significant demand on existing fire service facilities would be reduced to a less than significant level through the implementation of all applicable fire code regulations and mandatory fee payments. To ensure that all applicable fire code regulations, mandatory fee payments and recommended fire safety measures are incorporated into the Project, the following mitigation measures are recommended:

**Mitigation Measure I.1-1:** Prior to construction, the Applicant shall submit buildings plans to the Los Angeles County Fire Department (LACoFD) for review. Based on such plan check, any additional fire safety recommendations shall be implemented to the satisfaction of the LACoFD.

**Mitigation Measure I.1-2:** The Applicant shall provide adequate ingress/egress access points for emergency response to the satisfaction of the LACoFD.

**Mitigation Measure I.1-3:** The Applicant shall comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants as required by the LACoFD.

**Mitigation Measure I.1-4:** Every building shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the width prescribed by the LACoFD. The roadway shall extend to within 150 feet of all portions of exterior building walls when measured by an unobstructed route around the exterior of the building.

**Mitigation Measure I.1-5:** Requirements for access, fire flows, and hydrants, shall be addressed during the City's subdivision tentative map stage.

**Mitigation Measure I.1-6:** Fire sprinkler systems shall be installed in all residential and commercial occupancies to the satisfaction of the LACoFD.

**Mitigation Measure I.1-7:** The Applicant shall assure that adequate water pressure is available to meet Code-required fire flow. Based on the size of the buildings, proximity of other structures, and construction type, a maximum fire flow up to 5,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual pressure for up to a four-hour duration may be required.

**Mitigation Measure I.1-8:** Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

- No portion of a lot's frontage shall be more than 200 feet via vehicular access from a properly spaced fire hydrant;
- No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant;
- Additional hydrants shall be required if spacing exceeds specified distances;
- When a cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block;
- A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use; and
- Turning radii in a commercial zone shall not be less than 32 feet. The measurement shall be determined at the centerline of the road. A turning area

shall be provided for all driveways exceeding 150 feet in length at the end of all cul-de-sacs, to the satisfaction of the LACoFD.

**Mitigation Measure I.1-9:** All onsite driveways and roadways shall provide a minimum unobstructed (clear-to-sky) width of 28 feet. The onsite driveways shall be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.

**Mitigation Measure I.1-10:** All onsite driveways shall provide a minimum unobstructed, clear-to-sky width of 28 feet. Driveway width shall be increased under the following conditions:

- If parallel parking is allowed on one side of the access roadway/driveway, the roadway width shall be 34 feet; and
- If parallel parking is allowed on both sides of the access roadway/driveway, the roadway width shall be 36 feet in a residential area or 42 feet in a commercial area.

**Mitigation Measure I.1-11:** The entrance to any street or driveway with parking restrictions shall be posted with LACoFD approved signs stating “NO PARKING – FIRE LANE” in 3-inch-high letters, at intermittent distances of 150 feet. Any access way that is less than 34 feet in width shall be labeled “Fire Lane” on the final tract map and final building plans.

**Mitigation Measure I.1-12:** The following standards apply to the Project’s residential component only:

- A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length;
- The length of the cul-de-sac may be increased to 1,000 feet if a minimum 36-foot-wide roadway is provided; and
- A LACoFD approved turning radius shall be provided at the terminus of all residential cul-de-sacs.

**Mitigation Measure I.1-13:** The Applicant shall pay a fair share contribution for the improvement of fire service facilities that are required to off-set impacts of the Project, subject to approval of the County of Los Angeles Fire Department.

### **c. Cumulative Impacts**

The Project and related projects would increase demand on fire services. As with the Project, most of the related projects would be subject to discretionary review, including an evaluation of the adequacy of fire services and the need for mitigation measures. With the implementation of Fire Department recommendations and existing Fire Code requirements. The Project would mitigate its impacts through a fair share contribution for new facilities and therefore not contribute to a cumulative impact. However, since it is unknown what fees would be paid by other projects, it is conservatively concluded that the impacts of the related projects on fire services would be significant.

### **d. Level of Significance After Mitigation**

The Project's potentially significant demand on existing fire service facilities would be reduced to a less than significant level through the implementation of all applicable fire code regulations and recommended mitigation measures. Thus, no unavoidable significant impacts relative to fire services would occur.

## **9.10 Police**

### **a. Environmental Impacts**

#### **(1) Construction Impacts**

The Project's construction activities would constitute a less than significant impact with regard to emergency access, since blockage or a substantial slowing of emergency vehicles is not anticipated. Furthermore, implementation of a Construction Management Plan and coordination between the Project's construction managers and the Sheriff's Department, the potential impact of construction on emergency access would be reduced to a less than significant level. As it is anticipated that the existing chain-link fence that secures the perimeter of the Project site would be maintained throughout construction and that an on-site security force would be on duty at the Project site throughout construction, construction impacts would be less than significant.

#### **(2) Operational Impacts**

Implementation of the Project would increase the demand for police services provided by the Sheriff's Department due to the Project's permanent on-site residential population and increased traffic, employees, and patrons. The Project's increase in demand could be met through current authorized sworn personnel. Notwithstanding, based upon currently deployed personnel, Project impacts are concluded to be significant, prior to mitigation. Crimes such as shoplifting and burglaries to vehicles that are generally associated with shopping and entertainment areas are anticipated to occur on-site. However, the proposed Project is

anticipated to provide on-site security personnel in support of the proposed on-site commercial uses. Emergency access during Project operations would be provided via several new intersections and/or existing intersections and would not be impeded. Thus, no significant impacts related to emergency access would occur. As detailed design drawings of the Project are not currently available, impacts due to the Project's design are conservatively concluded to be significant.

#### **b. Mitigation Measures**

The following mitigation measures are based on the recommendations provided by Sheriff's Department regarding the proposed Project as well as a requirement regarding the provision of private security service within Districts 1 and 2:

**Mitigation Measure I.2-1:** The Applicant shall provide private security services within the areas of Districts 1, 2, and 3 that are occupied by commercial development. On-site security services shall maintain an ongoing dialogue with the Sheriff's Department so as to maximize the value of the security service that are provided.

**Mitigation Measure I.2-2:** The Applicant shall incorporate into the Project design a Community Safety Center for use by the Project's private security force and the Los Angeles County Sheriffs Department. It shall include the following features at a minimum: a front desk/reception area, a community meeting room, work space for law enforcement and public safety personnel, a video monitoring console, and restrooms. The Center shall be staffed by either a Sheriff's Department Community Services Officer or personnel approved by the Sheriff's Department.

**Mitigation Measure I.2-3:** The Applicant shall install video cameras throughout the commercial development within Districts 1, 2, and 3 with a digitally recorded feed to the Community Safety Center that is also accessible via the internet at the Carson Sheriff's Station.

**Mitigation Measure I.2-4:** The Applicant shall provide the Project's fair share of a budget for the deployment of a one person patrol unit, which is dedicated to providing preventative patrol on the commercial portions of the Project site.

**Mitigation Measure I.2-5:** The Applicant shall fund Deputy Sheriffs on an overtime basis to augment security during peak periods, as jointly determined by the Applicant or its successor, and the Sheriff's Department.

**Mitigation Measure I.2-6:** The management of the entertainment venues located within the Project site shall notify the Sheriff's Station in advance of planned activities (i.e. movie schedules).

**Mitigation Measure I.2-7:** The Sheriff's Department Crime Prevention Unit shall be contacted for advice on crime prevention programs that could be incorporated into the proposed Project, including Neighborhood Watch.

### **c. Cumulative Impacts**

#### **(1) Construction Impacts**

Since no related projects are sufficiently close to the Project site to create a cumulative impact on adjoining street segments, the cumulative effects of construction activities on emergency access would be less than significant. In addition, the related projects are also anticipated to maintain secure sites during the respective construction periods, so that cumulative construction activities would not result in a demand on police services greater than the existing capability of the Sheriff's Department.

#### **(2) Operational Impacts**

As with the Project, most of the related projects would be subject to discretionary review, including an evaluation of the adequacy of police services and the need for mitigation measures. As the Project's impacts would be addressed via the identified mitigation measures, the Project would not contribute to a significant cumulative impact. Furthermore, the Sheriff's Department would have input regarding mitigation for each of the related projects. Thus, cumulative impacts are concluded to be less than significant.

### **d. Level of Significance After Mitigation**

With the implementation of the recommended mitigation measures, impacts to police services and facilities provided by the Sheriff's Department would be less than significant.

## **9.11 Schools**

### **a. Environmental Impacts**

The Project would generate approximately 489 students, consisting of 213 elementary school students, 119 middle school students, and 157 high school students. While Project-generated middle school students could be accommodated by existing facilities at White Middle School, increased enrollment attributable to the proposed Project would exceed existing school capacities at Carson Elementary School and Carson High School. However, the payment of the

requisite school facility development fees would offset the Project's potential impacts to these schools. As a result, Project development would result in an impact that is less than significant to the LAUSD schools that serve the Project site.

#### **b. Mitigation Measures**

The Applicant would be required to pay new school facility development fees at the time of building permit issuance. Pursuant to California Government Code Section 65995, payment of the developer fees required by State law provides full and complete mitigation of the Project's impacts on school facilities. Therefore, no other mitigation measures are required.

#### **c. Cumulative Impacts**

Cumulative impacts related to schools were considered only for projects within the same attendance boundaries as the schools identified to serve the Project. The related projects identified would generate approximately 197 students: 15 Elementary, 76 Middle, and 106 High School. The generation of students from the related projects in combination with students generated by the proposed Project would result in a potentially significant impact to all of the identified LAUSD schools as existing school capacities would be exceeded. School capacity can be increased by the use of portable or modular classrooms and the implementation of year-round or multi-track school calendar. Portable classrooms are generally used to relieve overcrowded schools and are designed to accommodate 25 students per portable unit for elementary schools and 30 students per portable unit for middle and high schools. Implementing year-round and multi-track calendars also serve to increase school capacity by roughly one-third. However, the school facility development fees that would be paid by all new development, under the provisions of Government Code Section 65995, would constitute full mitigation of the impacts of these new developments, thereby reducing individual and cumulative Project impacts to a level that is less than significant.

#### **d. Level of Significance After Mitigation**

Potential impacts to LAUSD middle and high schools associated with the proposed Project, based on available forecasted capacity within existing facilities, would be potentially significant. While the students generated by the proposed Project would increase the forecasted over-capacity conditions at Carson Elementary School and Carson Senior High School, pursuant to the provisions of Government Code Section 65995, the Project's impact on school facilities is fully mitigated through the payment of the requisite school facility development fees current at the time building permits are issued. As the Project applicant is required to pay school facility development fees, potential Project impacts to schools are concluded to be less than significant. Therefore, potential impacts to all LAUSD school facilities attributable to the proposed Project would be less than significant.

## 9.12 Parks and Recreation

### a. Environmental Impacts

Common and private open space would be provided throughout the residential areas of the Project site. Per the requirements of the Specific Plan, a minimum of 60 square feet of private open space would be provided per dwelling unit with a minimum dimension of five feet in any direction. Also pursuant to the Specific Plan, a minimum of 300 square feet of common open space would be provided per dwelling unit in District 3; a minimum of 200 square feet per ownership unit in District 1; and a minimum of 150 square feet minimum per rental unit in District 1. Common open space for each unit would have a minimum dimension of 10 feet in any direction. With 1,550 dwelling units, this would equate to 315,000 sq.ft., or 7.23 acres. In addition, the Project includes approximately 9.0 acres of open space along the southern and southwestern edges of the Project site. Recreational amenities that would also be available for use by the Project's residents would also contribute to the Project's common open space provisions. Specifically, to meet the recreational needs of Project residents, health clubs on the ground floor of the multi-family apartment buildings are proposed as well as bicycle and pedestrian routes throughout the Project site. The Project would meet the Carson Municipal Code requirements for the provision of park space through a combination of land dedication, on-site improvements, and/or, the payment of in-lieu fees, and thus, would have a less than significant impact with regard to the provision of park space. While the Project provides less private open space than that required by the Carson Municipal Code, to assure that the intent of these requirements are met, a mitigation measure is proposed to address this potentially significant impact. While the Applicant has proposed various features to contribute to meeting the City's common open space requirement, the amount of such space has not been determined at this time. Therefore, it is concluded that a significant impact may occur regarding the provision of common open space, and a mitigation measure is recommend below, to require that the common open-space standard be met. Project impacts would be potentially significant. Mitigation measures are proposed to reduce the impact to a less than significant level

### b. Mitigation Measures

Two mitigation measures are proposed to address potential impacts on parks and recreation services. The first measure addresses impacts on public recreation facilities. Even though a significant impact on such facilities is not anticipated, the related measure ensures that the Project's contribution to parks and recreation facilities meets the City's Quimby requirements. The second measure addresses a potentially significant impact that could occur regarding the provision of private open space.

**Mitigation Measure I.4-1:** The Project shall provide park and recreation facilities pursuant to Section 9207.19, equivalent to three acres per 1,000 population,

that would be met through the provision of park space, on-site improvements, and/or, the payment of in-lieu fees.

**Mitigation Measure I.4-2:** The Project shall meet the intent of Municipal Code Sections 9128.54 and 9128.15 through the provision of private open space as defined therein and/or the provision of additional amenities that meet the recreational needs of Project residents, e.g., health clubs.

**Mitigation Measure I.4-3:** The Project shall meet the requirements of Municipal Code Section 9126.28 by demonstrating that the Project's common open space area meets the 40% standard established therein.

### **c. Cumulative Impacts**

Of the 36 related projects, 17 are residential in nature or contain a residential component. A total of 609 dwelling units are anticipated to be constructed with implementation of these projects; 163 single-family and 446 multiple-family units. Land dedication requirements for the related projects were calculated base on the land dedication factors set forth in the Carson Municipal Code for each dwelling unit type. As each related project would comply with the requirements established in the Carson Municipal Code, the potential park and open space impacts of the related projects would be reduced to levels that are less than significant.

### **d. Level of Significance After Mitigation**

Potential significant impacts to park and recreational facilities associated with the proposed Project, based on the maximum requirements established via the Carson Municipal Code, would be reduced to a less than significant level via compliance with Mitigation Measure I.4-1. A potentially significant impact with regard to the provision of private open space would be reduced to a less than significant level via Mitigation Measure I.4-2. A potentially significant impact with regard to the provision of common open space would be reduced to a less than significant level via Mitigation Measure I.4-3. Project impacts would result in less than significant impacts with regard to the adopted General Plan goals, policies and implementation measures, nor open space requirements established in the Municipal Code. Thus, the Project would meet the demand for services as addressed through those provisions. Therefore, potential impacts to park and recreational facilities attributable to the proposed Project would be less than significant.

## **9.13 Libraries**

### **a. Environmental Impacts**

Project-generated residents would cause an increase in the Carson Regional Library's service population and create a significant impact on its services and facilities. The Carson

Regional Library is currently underserved in terms of facility size and library material items, providing approximately 0.34 square feet of facility space and 2.6 library items per capita, thereby, not meeting the County Library minimum guidelines of 0.5 square feet of facility space and 2.75 library items per capita. The proposed Project would generate the need for 3,485 square feet of library facility space, 19,165 library collection items, 17 reader seats, 75 meeting room seats, 7 public access computers, and 14 standard size parking spaces. Thus, a significant impact would result.

#### **b. Mitigation Measures**

To address the Project's significant impact, the following mitigation measure will apply:

**Mitigation Measure I.5-1:** The Applicant shall pay a fair share contribution for the improvement of library facilities that are required to off-set impacts of the Project, subject to approval of the County of Los Angeles Public Library.

#### **c. Cumulative Impacts**

Approximately half of the 609 dwelling units proposed by related projects are located both within the City of Carson and in the Carson Library service area. The development of the related projects would create additional demand on the Carson Library's facilities and services and cause the Library to further exceed the County guidelines for the provision of library facilities. In sum, the combined residential population would create the need for an additional 4,023 square feet of facility space, 22,127 library material items, 20 reader seats, 16 meeting room seats, 8 computers, and 16 parking spaces. Thus, without mitigation, the development of the identified related projects would result in a significant impact on library services due to lack of available capacity to meet the demand for library services. The Project, via the implementation of the recommended mitigation measure, would not increase the cumulative impact that would be generated by the identified related projects. Notwithstanding, since it is unknown what fees would be paid by other projects, it is conservatively concluded that the impacts of the identified related projects on library services would be significant.

#### **d. Level of Significance After Mitigation**

Through the payment of fees Project impacts would be reduced to a less than significant level.

## 9.14 Water Supply

### a. Environmental Impacts

Water would be used for dust suppression and other construction activities. Such demand would be limited and, as such, would be less than significant. New tie-ins to the existing water mains in Main Street and Del Amo Boulevard may be required to serve the existing on-site system. During operation, water demand is estimated to be 795,470 gallons per day, which represents 42.3 percent of the forecasted growth for the Dominguez District through 2010. Based on the Project's Water Supply Assessment (WSA), the City's water supplier, California Water Services Company (CWS), has concluded that the needed quantity of water, and its conveyance to the Project site, are sufficient to meet Project needs. The development of commercial/high-density residential development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. The existing water mains are anticipated to be sufficient to meet fire flow requirements, as they were originally sized to meet future development needs in the Project area. Fire flow would be determined at the time a specific development application is submitted and any new lines would be sized to meet the Project's fire flow requirements. Since the Project's demand would not exceed the available water supply or the fire flow capacity of the existing conveyance system, the Project's impact on water supply would be less than significant.

### b. Mitigation Measures

Although development of the proposed Project is not anticipated to result in significant impacts to water supply services, the following measures would ensure that water resources would be conserved to the extent feasible:

**Mitigation Measure J.1-1:** The Building Department and the Planning Division shall review building plans to ensure that water reducing measures are utilized, as required by Title 20 and Title 24 of the California Administrative Code. These measures include, but are not limited to, water conserving dishwashers, low-volume toilet tanks, and flow control devices for faucets.

**Mitigation Measure J.1-2:** The Project shall comply with the City's landscape ordinance, "A Water Efficient Landscape Ordinance," as required by the State Water Conservation Landscape Act.

**Mitigation Measure J.1-3:** The Applicant shall provide reclaimed water for the Project's non-potable water needs, if feasible.

**Mitigation Measure J.1-4:** Landscaping of the Project site shall utilize xeriscape (low-maintenance, drought-resistant) plantings.

**Mitigation Measure J.1-5:** Automatic irrigation systems shall be set to insure irrigation during early morning or evening hours to minimize water loss due to evaporation. Sprinklers must be reset to water less in cooler months and during rainfall season so that water is not wasted on excessive landscape irrigation.

**Mitigation Measure J.1-6:** The Project shall be designed to recycle all water used in cooling systems to the maximum extent possible.

**Mitigation Measure J.1-7:** To the maximum extent feasible, reclaimed water shall be used during the grading and construction phase of the Project for the following activities: (1) dust control, (2) soil compaction, and (3) concrete mixing.

**Mitigation Measure J.1-8:** Water lines and hydrants shall be sized and located so as to meet the fire flow requirements established by the Los Angeles County Fire Department.

### **c. Cumulative Impacts**

The total consumption of water, inclusive of the Project, and the related projects, would be approximately 1,808,282 gallons of water per day, constituting approximately 96 percent of the forecasted Dominguez District growth to year 2010. Without monitoring and planning pursuant to existing regulations, a significant cumulative impact could occur. The Urban Water Management Plan (UWMP) prepared by CWS accounts for projected growth, and State regulations provide the means to ensure that the water needs of notable development projects are considered relative to the ability of the CWS to adequately meet future demand. The CWS anticipates that it would be able to supply regional growth, including the Project and related projects, through the foreseeable future. With implementation of mitigating State regulatory protections, no significant cumulative impacts related to water demand are anticipated.

### **d. Level of Significance After Mitigation**

The total estimated water demand for the Project is anticipated to exceed available supplies and distribution infrastructure capabilities, or exceed the projected demand assumed in the planning for future water infrastructure needs. No local or regional upgrading of water conveyance systems is anticipated and, as such, no significant construction impacts from the development of additional off-site water lines are anticipated. Therefore, no significant unavoidable impacts relative to water supply would occur.

## 9.15 Wastewater

### a. Environmental Impacts

Construction activities would generate a negligible amount of wastewater. The Project's on-site wastewater system would be developed during the construction of the Project and may require new tie-ins to the existing sewer lines in Main Street and Del Amo Boulevard. The Project's wastewater generation would be approximately 721,113 gallons per day (gpd). Wastewater would be treated at the Joint Water Pollution Control Plant (JWPCP), which has a design capacity of 385 million gallons per day (mgd). Since the JWPCP currently processes an average flow of 324.9 mgd, the Project's additional waste flow would require the use of 1.2 percent of the remaining 60.1 mgd capacity. The District's review of sewer lines serving the Project site indicate that no known limitations exist at this time. However, the District notes that significant impacts on downstream portions of the District's sewerage system can occur and capacities need to be verified. The District reviews sewer connection permits and requires payment of connection fees to construct any needed incremental expansion of the sewer system. Such fees would mitigate the impact of the Project on the conveyance system. Wastewater conveyance and treatment systems are designed to serve SCAG's regional growth forecasts and, since the Project is consistent with SCAG forecasts for the South Bay Cities sub-region, no significant impacts in relation to regional treatment capacity would occur.

### b. Mitigation Measures

Although development of the proposed Project is not anticipated to produce significant impacts to sanitary sewers, the following measures would ensure that the increase in sewage generation attributable to the Project would result in a less than significant impact.

**Mitigation Measure J.2-1:** All required sewer improvements shall be designed and constructed according to the standards of the City of Carson and County of Los Angeles.

**Mitigation Measure J.2-2:** Fee payment is required prior to the issuance of a permit to connect to district sewer facilities.

**Mitigation Measure J.2-3:** The Building and Safety and Planning Divisions of the Development Services Department shall review building plans to ensure that water reducing measures are utilized, as required by Title 24 of the California Administrative Code. These measures include, but are not limited to, water conserving dishwashers, low-volume toilet tanks, and flow control devices for faucets.

**Mitigation Measure J.2-4:** The project shall include a dual plumbing system designed to utilize reclaimed water for non-potable uses.

**c. Cumulative Impacts**

Wastewater generated by related projects in conjunction with the proposed Project is estimated to be 1,610,491 gallons of wastewater per day. The additional waste flow would constitute 2.7 percent of the JWPCP's remaining 60.1 mgd capacity and, as such, would not exceed existing capacity. As with the Project, the capacity of downstream mains would be determined through the review of connection permits, prior to approval of related projects' building plans. Required connection fees would provide for needed incremental expansion of sewer lines. Therefore, related projects would not exceed the capacity of the treatment and conveyance system and cumulative impacts on the wastewater facilities would be less than significant.

**d. Level of Significance After Mitigation**

With the implementation of the recommended mitigation measures, any local deficiencies in sewer lines would be identified and remedied. No unavoidable significant impacts on wastewater conveyances or the capacity of the Joint Water Pollution Control Plant would occur.

**9.16 Solid Waste**

**a. Environmental Impacts**

Construction and demolition debris would be generated during the construction of the proposed Project. With the implementation of the City's Construction and Demolition Debris Recycling Program, the actual amount of construction debris disposed of at a landfill would be approximately 6,222 tons. However, as Project construction debris would represent approximately .0009 percent of remaining inert landfill capacity, impacts attributable to the Project's construction debris are concluded to be less than significant. Municipal solid waste generated by the residential and commercial uses proposed under the Project would require the disposal of approximately 10,064 tons of solid waste per year. Through a combination of compliance with City recycling requirements, the limited proportion of Countywide solid waste generation attributable to the proposed Project, available capacity within the El Sobrante Landfill, and the ongoing legally required solid waste planning programs, it is concluded that Project operations would have a less than significant impact with regard to landfill disposal capacity. As the Project would comply with City-required recycling programs, Project operations would be consistent with the applicable provisions of the SRRE. As such, a less than significant impact would result.

**b. Mitigation Measures**

**Mitigation Measure J.3-1:** All structures constructed or uses established within any part of the proposed Project site shall be designed to be permanently equipped with clearly marked, durable, source sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials.

**Mitigation Measure J.3-2:** Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.

**Mitigation Measure J.3-3:** The Applicant shall coordinate with the City of Carson to continuously maintain in good order for the convenience of patrons, employees, and residents clearly marked, durable and separate recycling bins on the same lot, or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times, for collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

**Mitigation Measure J.3-4:** Any existing on-site roads that are torn up shall be ground on site and recycled into the new road base.

**Mitigation Measure J.3-5:** Compaction facilities for non-recyclable materials shall be provided in every occupied building greater than 20,000 square feet in size to reduce both the total volume of solid waste produced and the number of trips required for collection, to the extent feasible.

**Mitigation Measure J.3-6:** All construction debris shall be recycled in a practical, available, accessible manner, to the extent feasible, during the construction phase.

**c. Cumulative Impacts**

Development of the identified related projects would generate 23,052 tons of solid waste during construction. As with the proposed Project, pursuant to the City's Construction and Demolition Debris Recycling Program, at least 50 percent of the construction debris generated by the related projects would be required to be recycled. In comparison to a remaining inert landfill disposal capacity of 69.94 million tons, cumulative construction debris, incorporating the conservative assumption that there is no recycling of construction wastes, constitutes 0.03 percent of the remaining inert landfill capacity. Based on this small percentage, cumulative impacts on inert landfill capacity are concluded to be less than significant.

During operations, cumulative solid waste disposal for the related projects is forecasted to be approximately 36,630 tons on an annual basis. It is anticipated that the proposed Project and other related projects would not conflict with solid waste policies and objectives in the City's SRRE or Construction and Demolition Debris Recycling Program. Impacts to solid waste policies and objectives intended to help achieve the requirements of AB 939 from implementation of the proposed Project and related projects would not be cumulatively significant. Cumulative annual solid waste generation represents 0.15 percent of the total solid waste generated in Los Angeles County in 2003. Based on this small percentage as well as the City's recycling programs and ongoing planning efforts at a Countywide level assuring 15 years of landfill capacity on an ongoing basis, cumulative impacts on municipal landfill capacity are concluded to be less than significant.

#### **d. Level of Significance After Mitigation**

Impacts associated with the Project's solid waste generation are concluded to be less than significant. Furthermore, the County via its established planning programs, has concluded that landfill disposal capacity would be available for the next 15 years, and in the long-term. The proposed Project would not conflict with the solid waste policies and objectives in the SRRE or the City's Construction and Demolition Debris Recycling Program and impacts relative to adopted solid waste diversion programs and policies would be less than significant.

*This page intentionally left blank.*

**APPENDIX E**  
**MITIGATION MONITORING PROGRAM**

APPENDICES

*This page intentionally left blank.*

---

## **CARSON MARKETPLACE MITIGATION MONITORING AND REPORTING PROGRAM**

---

### **A. INTRODUCTION**

This Mitigation Monitoring and Reporting Program (MMRP) has been prepared in accordance with Section 21081.6 of the Public Resources Code and Section 15097 of the CEQA Guidelines, which require adoption of a Mitigation Monitoring and Reporting Program for all projects for which an Environmental Impact Report or Mitigated Negative Declaration has been prepared. Specifically, Section 21081.6 of the Public Resources Code states: "...the [lead] agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment... [and that program]... shall be designed to ensure compliance during project implementation." The City of Carson Community Redevelopment Department is the Lead Agency for the proposed Project.

The MMRP describes the procedures for the implementation of all of the mitigation measures identified in the EIR for the proposed Project. It is the intent of the MMRP to: (1) verify satisfaction of the required mitigation measures of the EIR; (2) provide a methodology to document implementation of the required mitigation; (3) provide a record of the Monitoring Program; (4) identify monitoring responsibility; and (5) establish administrative procedures for the clearance of mitigation measures.

The MMRP lists mitigation measures according to the same numbering system contained in the Draft EIR sections. Each mitigation measure is categorized by topic, with an accompanying discussion of the following:

- The enforcement agency (i.e., the agency with the authority to enforce the mitigation measure);
- The monitoring agency (i.e., the agency to which mitigation reports involving feasibility, compliance, implementation, and development operation are made).
- The phase of the Project during which the mitigation measure should be monitored (i.e., prior to issuance of a building permit, construction, or occupancy);

The Applicant shall be obligated to demonstrate that compliance with the required mitigation measures has been effected. All departments listed below are within the City of

Carson unless otherwise noted. The entity responsible for the implementation of all mitigation measures shall be the Applicant unless otherwise noted.

## **B. MITIGATION MEASURES**

### **1. Land Use**

No land use mitigation measures are identified in the EIR.

### **2. Visual Resources**

**Mitigation Measure B-1:** The minimum setback for hotel and theater uses along the Torrance Lateral, adjacent to residential uses, shall be 250 feet.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure B-2:** The distribution, placement and orientation of signs along the I-405 Freeway shall be in substantial compliance with the signage concepts presented in the Conceptual Plan.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure B-3:** The line of sight between lighted signs on the Project site and existing residential development along the Torrance Lateral, opposite to the Project site shall be minimized.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

## **Monitoring Phase: Post-Construction**

**Mitigation Measure B-4:** All Project development shall undergo site plan review by the Planning Manager to assure that the following design measures have been implemented:

- **Landscaping.** All Landscaping shall be consistent with a plant palate of native trees, shrubs and groundcovers that shall add uniformity to the Project site. Plants shall be selected to support and complement the themes of the various Project components. Specially themed landscaping treatments shall occur at key locations (e.g. freeway edge, channel slope and lifestyle and entertainment area). Of more detailed note: (1) landscaping themes on Del Amo Boulevard and Main Street shall be coordinated with the landscaping of the Carson Street Conceptual Visualization and the Home Depot Center; (2) continuous shrub and ground cover plantings shall be provided in the medians and edges of internal streets with vertical landscape and/or hardscape elements at a minimum of every 50 feet along the edges; (3) 5% landscape coverage shall be provided in parking lots, and (4) 50% landscape coverage shall be provided on the sides of parking structures visible to residences.
- **Buildings.** Buildings shall include the following design features: Varied and articulated building façades featuring the use of colorful stucco, with a variety of architectural accent materials for exterior treatment at visually accessible locations.
- **Accessory facilities and Walls.** Wall facades shall be varied and articulated. Accessory facilities such as trash bins, storage areas, etc., shall be covered and screened.
- **Lighting.** Lighting shall be limited in intensity, light control methods, and pole heights, so as to be directed on site, and not interfere with off-site activities.

### **3. Transportation and Circulation**

#### **a. Construction**

**Mitigation Measure C-1:** The Project shall submit a Construction Traffic Management Plan or Worksite Traffic Control Plan (WTCP) to the City and appropriate police and fire services prior to the start of any construction work phase, which includes Project scheduling and the location of any roadway closures, traffic detours, haul routes, protective devices, and warning signs, for the

purpose of minimizing pedestrian and vehicular impediment and interference of emergency vehicles from Project construction activities.

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-2:** During construction, at least one sidewalk on either the north or south side of Del Amo Boulevard shall remain open and accessible to pedestrian traffic.

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

## **b. Operation**

### **(1) Intersection Mitigation Measures:**

**Mitigation Measure C-3:** Vermont Avenue and Del Amo Boulevard (Intersection No. 5): A second left-turn lane shall be added to westbound Del Amo Boulevard.

- The westbound approach shall be improved to include two left-turn lanes, a through lane, and a right-turn lane. The improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 51 to 60 percent of its total trips, in accordance with Draft EIR Table 25, included herein as Table 1 on page 5

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

Table 1

## Intersection Mitigation Phasing Schedule

Percentage of Total Trips Triggering Significant Impacts <sup>a</sup>	Significantly Impacted Intersection
1 to 10 Percent	Intersection No. 6: Hamilton Avenue & Del Amo Boulevard Intersection No. 7: Figueroa Street & Del Amo Boulevard Intersection No. 12: Figueroa Street & I-110 NB Ramps
11 to 20 Percent	No change
21 to 30 Percent	Intersection No. 11: Hamilton Avenue & I-110 NB Ramps Intersection No. 25: Avalon Boulevard & Carson Street
31 to 40 Percent	Intersection No. 22: Vermont Avenue & Carson Street
41 to 50 Percent	No change
51 to 60 Percent	Intersection No. 5: Vermont Avenue & Del Amo Boulevard Intersection No. 8: Main Street & Del Amo Boulevard
61 to 70 Percent	Intersection No. 24: Avalon Boulevard & Carson Street
71 to 80 Percent	Intersection No. 15: Figueroa Street & Torrance Boulevard Intersection No. 23: Figueroa Street & Carson Street
81 to 90 Percent	Intersection No. 16: Main Street & Torrance Boulevard
91 to 100 Percent	No change

<sup>a</sup>: Mitigation measures are phased in relation to 10 percent increases in Project trips.

Source: Kaku Associates, October 2005

**Mitigation Measure C-4:** Hamilton Avenue & Del Amo Boulevard (Intersection No. 6):

- The Applicant shall install a traffic signal at this location.
- A right-turn lane shall be added to northbound Hamilton Avenue. The northbound approach shall be improved to include a left-turn lane, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Table 1 above .

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-5:** Figueroa Street & Del Amo Boulevard (Intersection No. 7):

- A right-turn lane shall be added to southbound Figueroa Street. The southbound approach shall be improved to include one left-turn lane, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way
- A second westbound left-turn lane shall be added to westbound Del Amo Boulevard. The westbound approach shall be improved to include two left-turn lanes, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- An eastbound through lane and a right-turn lane shall be added to eastbound Del Amo Boulevard. The eastbound approach shall be improved to include one left-turn lane, three through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Table 1 on page 5 .

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-6:** Main Street and Del Amo Boulevard (Intersection No. 8):

- Land shall be dedicated, as required, to add a second left-turn lane and a right-turn lane to southbound Main Street. The southbound approach shall be improved to provide two left-turn lanes, two through lanes and a right-turn lane.
- A second left-turn lane shall be added to westbound Del Amo Boulevard. The westbound approach shall be improved to provide two

left-turn lanes, two through lanes and an optional through and a right-turn lane.

- Land shall be dedicated, as required, to add a second left-turn lane and a right-turn lane shall be added to northbound Main Street. The northbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.
- A second left-turn lane shall be added to eastbound Del Amo Boulevard. The eastbound approach shall be improved to provide two left-turn lanes, two through lanes, and an optional through and a right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 51 to 60 percent of its total trips, in accordance with Table 1 on page 5 .

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-7:** Hamilton Avenue & I-110 Southbound Ramps (Intersection No. 11):

- The Applicant shall install a traffic signal at this location.
- The southbound approach shall be re-striped to provide for one left-turn lane and a shared left-turn/through lane. The improvement is feasible within the existing right-of way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 21 to 30 percent of its total trips, in accordance with Table 1 on page 5

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-8:** Figueroa Street & I-110 Northbound Ramps (Intersection No. 12):

- A second right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to provide two through lanes and two right-turn lanes.
- A right-turn lane shall be added to the eastbound approach. The eastbound approach shall be improved to provide two left-turn lanes and a right-turn lane. The improvements are feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 1 to 10 percent of its total trips, in accordance with Table 1 on page 5.

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-9:** Figueroa Street & Torrance Boulevard (Intersection No. 15):

- A second southbound left-turn lane shall be added to southbound Figueroa Street. The southbound approach shall be improved to include two left-turn lanes, two through lanes, and a right-turn lane. This improvement is feasible within the existing right-of-way.
- This mitigation measure shall be implemented at the point of development in which the Project generates 71 to 80 percent of its total trips, in accordance with Table 1 on page 5.

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-10:** Main Street & Torrance Boulevard (Intersection No. 16):

- The eastbound approach shall be re-stripped to provide one left-turn lane and a shared through/right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 81 to 90 percent of its total trips, in accordance with Table 1 on page 5.

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-11:** Vermont Avenue & Carson Street (Intersection No. 22):

- The westbound right-turn lane shall be re-stripped to provide a shared through/right-turn lane. The westbound approach shall be improved to provide one left-turn lane, two through lanes, and a shared through/right-turn lane.
- The eastbound right-turn lane shall be re-stripped to provide a shared through/right-turn lane. The eastbound approach shall be improved to provide one left-turn lane, two through lanes, and a shared through/right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 31 to 40 percent of its total trips, in accordance with Table 1 on page 5.

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-12:** Figueroa Street and Carson Street (Intersection No. 23): A right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane. This mitigation measure shall be implemented at the point of development in which the Project generates 71 to 80 percent of its total trips, in accordance with Table 1 on page 5.

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-13: Main Street & Carson Street (Intersection No. 24):<sup>1</sup>**

- A second left-turn lane shall be added to the westbound approach. The westbound approach shall be improved to provide two left-turn lanes, two through lanes, and a shared through/right-turn lane
- A second left-turn lane shall be added to the eastbound approach. The northbound approach shall be improved to provide two left-turn lanes, two through lanes, and a shared through/right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 61 to 70 percent of its total trips, in accordance with Table 1 on page 5.

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-14: Avalon Boulevard & Carson Street (Intersection No. 25):**

- A right-turn lane shall be added to the southbound approach. The southbound approach shall be improved to include one left-turn lane, three through lanes, and a right-turn lane.
- A right-turn lane shall be added to the westbound approach. The westbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.

---

<sup>1</sup> Any future street widening improvements for the intersection of Avalon Boulevard and Carson Street are not feasible within the existing right-of-way and would require acquisition or dedication of right-of-way from adjacent parcels. The adjacent land uses include the Carson City Hall on the northeast corner of the intersection and commercial uses on the remaining three corners of the intersection. The necessary width can be obtained adjacent to City Hall on the north side of Carson Street through reduction of a portion of the existing landscaped area, allowing construction of the right-turn lane on the westbound Carson Street approach. Information from the City of Carson indicates that the parcels on the southeast and northwest corners may redevelop, at which point it may be possible to obtain the necessary right-of-way on the east side of Avalon Boulevard south of Carson Street and on the west side of Avalon Boulevard north of Carson Street, allowing construction of the right-turn lanes on the northbound and southbound Avalon Boulevard approaches. If the proposed right-turn lanes were provided on these three approaches but not on the eastbound Carson Street approach, it is estimated that the projected afternoon peak hour V/C would be reduced from 0.973 to 0.904. Although this would partially alleviate the Project impact, it would not fully mitigate the impact to a less than significant level.

- A right-turn lane shall be added to the northbound approach. The northbound approach shall be improved to provide one left-turn lane, three through lanes, and a right-turn lane.
- A right-turn lane shall be added to the eastbound approach. The eastbound approach shall be improved to provide two left-turn lanes, two through lanes, and a right-turn lane.
- This mitigation measure shall be implemented at the point of development in which the Project generates 21 to 30 percent of its total trips, in accordance with Table 1 on page 5

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

**Mitigation Measure C-15:** No Certificate of Occupancy shall be issued for commercial development in District 2, or for commercial development in Districts 1 and 3 that is greater than the amount of commercial development shown in the Applicant's Conceptual Plan (i.e., 150,000 square feet and 50,000 square feet, respectively), prior to the completion of the I-405 ramp improvements at Avalon Boulevard.

**Enforcement Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Traffic Engineering Division

**Monitoring Phase:** Construction

## (2) I-405 and I-110 Freeways

No feasible mitigation measures are available to the Applicant to mitigate the Project's significant impacts on the I-110 and I-405 freeways.

## (3) Site Access Mitigation Measures:

Site access impacts were determined to be less than significant as long as the main site intersections are configured as described in Draft EIR

Section IV.C.3.c(1), Project Design Features. No mitigation measures are required.

#### **(4) Public Transportation**

**Mitigation Measure C-16:** In coordination with the City of Carson Transit Authority and the Metropolitan Transit Authority (Metro), the Applicant shall provide additional transit stops, including benches and shelters, in and adjacent to the Project site.

**Enforcement Agency:** City of Carson Department of Development Services, Planning and Traffic Engineering Divisions

**Monitoring Agency:** City of Carson Department of Development Services, Planning and Traffic Engineering Divisions

**Monitoring Phase:** Post-Construction

#### **4. Hazards and Hazardous Materials**

**Mitigation Measure D-1:** To the extent the Applicant desires to refine or modify requirements in the RAP, the Applicant shall provide documentation to the City indicating DTSC approval of such refinements or modifications.

**Enforcement Agency:** Department of Toxic Substances Control (DTSC), City of Carson Department of Development Services

**Monitoring Agency:** Cal-EPA, Department of Toxic Substances Control (DTSC), City of Carson Department of Development Services

**Monitoring Phase:** Pre-Construction

**Mitigation Measure D-2:** The Applicant shall provide documentation to the City indicating DTSC shall permit the proposed residential uses in Development District 1 prior to issuance of any permits for such residential development in Development District 1.

**Enforcement Agency:** DTSC

**Monitoring Agency:** Cal-EPA, Department of Toxic Substances Control (DTSC), City of Carson Department of Development Services

**Monitoring Phase:** Pre-Construction

**Mitigation Measure D-3:** The Applicant shall provide documentation to the City indicating both on- and off-site risks associated with RAP construction have been evaluated to the satisfaction of the DTSC, and at a minimum, perimeter air monitoring shall be completed for dust, particulates, and constituents determined to be Constituents of Concern (COCs).

**Enforcement Agency:** Department of Toxic Substances Control (DTSC),  
City of Carson Department of Development Services

**Monitoring Agency:** Cal-EPA, Department of Toxic Substances Control  
(DTSC), City of Carson Department of Development  
Services

**Monitoring Phase:** Pre-Construction, Construction

**Mitigation Measure D-4:** The Applicant shall provide to the City, documentation indicating that (1) a post remediation risk assessment has been prepared by the Applicant and approved by DTSC; and (2) DTSC has certified that the remedial systems are properly functioning prior to issuance of a Certificate of Occupancy.

**Enforcement Agency:** Department of Toxic Substances Control (DTSC),  
City of Carson Department of Development Services

**Monitoring Agency:** Cal-EPA, Department of Toxic Substances Control  
(DTSC), City of Carson Department of Development  
Services

**Monitoring Phase:** Post-Construction

**Mitigation Measure D-5:** The Applicant shall provide documentation to the City indicating that applicable remedial systems and monitoring plans, including the location of the flare and treatment facility are in accordance with applicable SCAQMD regulations.

**Enforcement Agency:** Southern California Air Quality Management District  
(SCAQMD)

**Monitoring Agency:** City of Carson Department of Development Services

**Monitoring Phase:** Pre-Construction

## 5. Geology and Soils

**Mitigation Measure E-1:** In accordance with City of Carson Municipal Code, the Applicant shall comply with site-specific recommendations set forth in

engineering geology and geotechnical reports prepared to the satisfaction of the City of Carson Building Official, as follows:

- The engineering geology report shall be prepared and signed by a California Certified Engineering Geologist and the geotechnical report shall be prepared and signed by a California Registered Civil Engineer experienced in the area of geotechnical engineering. Geology and geotechnical reports shall include site-specific studies and analyses for all potential geologic and/or geotechnical hazards. Geotechnical reports shall address the design of pilings, foundations, walls below grade, retaining walls, shoring, subgrade preparation for floor slab support, paving, earthwork methodologies, and dewatering, where applicable.
- Geology and geotechnical reports may be prepared separately or together.
- Where the studies indicate, compensating siting and design features shall be required.
- Laboratory testing of soils shall demonstrate the suitability of underlying native soils to support driven piles to the satisfaction of the City of Carson Building Official.

**Enforcement Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure E-2:** Due to the classification of portions of the Project site as a liquefaction zone, the Applicant shall demonstrate that liquefaction either poses a sufficiently low hazard to satisfy the defined acceptable risk criteria, in accordance with CDMG Special Bulletin 117, or (b) implement suitable mitigation measures to effectively reduce the hazard to acceptable levels (CCR Title 14, Section 3721). The analysis of liquefaction risk shall be prepared by a registered civil engineer and shall be submitted to the satisfaction of the City Building Official.

**Enforcement Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure E-3:** Any roads realigned from the existing configuration or, otherwise, located in areas underlain by waste soils shall comply with site-specific recommendations as set forth in engineering geology and geotechnical reports prepared to the satisfaction of City of Carson building officials.

**Enforcement Agency:** City of Carson Department of Development Services, Building and Safety and Engineering Divisions

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety and Engineering Divisions

**Monitoring Phase:** Pre-Construction

**6. Surface Water Quality**

**Mitigation Measure F-1:** Soils in Development District 3 shall be tested prior to the issuance of a grading permit, in accordance with the recommendation of Blasland, Bouck and Lee, Inc.'s (BBL's) Preliminary Draft Phase I and Initial Phase II Environmental Site Assessment Summary, Del Amo Gardens Site (July 6, 2005). If contaminants are found in excess of State of California maximum contamination levels (MCLs), the soils shall be addressed in accordance with a DTSC-approved program.

**Enforcement Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Phase:** Pre-Construction

**7. Air Quality**

**a. Construction**

**Mitigation Measure G-1:** General contractors shall implement a fugitive dust control program pursuant to the provisions of SCAQMD Rule 403.

**Enforcement Agency:** Southern California Air Quality Management District (SCAQMD)

**Monitoring Agency:** City of Carson Department of Development Services:

**Monitoring Phase:** Construction

**Mitigation Measure G-2:** All construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.

**Enforcement Agency:** Southern California Air Quality Management District (SCAQMD)

**Monitoring Agency:** City of Carson Department of Development Services, SCAQMD

**Monitoring Phase:** Construction

**Mitigation Measure G-3:** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading and unloading queues would turn their engines off, when not in use, to reduce vehicle emissions. Construction emissions should be phased and scheduled to avoid emissions peaks and discontinued during second-stage smog alerts.

**Enforcement Agency:** SCAQMD

**Monitoring Agency:** City of Carson Department of Development Services

**Monitoring Phase:** Construction

**Mitigation Measure G-4:** Electricity from power poles rather than temporary diesel- or gasoline-powered generators shall be used to the extent feasible.

**Enforcement Agency:** SCAQMD, City of Carson Department of Development Services

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Phase:** Construction

**Mitigation Measure G-5:** All construction vehicles shall be prohibited from idling in excess of ten minutes, both on- and off-site.

**Enforcement Agency:** SCAQMD, City of Carson Department of Development Services, Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Phase:** Construction

**Mitigation Measure G-6:** Project heavy-duty construction equipment shall use alternative clean fuels, such as low sulfur diesel or compressed natural gas with oxidation catalysts or particulate traps, to the extent feasible.

**Enforcement Agency:** SCAQMD, City of Carson Department of Development Services, Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Phase:** Construction

**Mitigation Measure G-7:** The Applicant shall utilize coatings and solvents that are consistent with applicable SCAQMD rules and regulations.

**Enforcement Agency:** SCAQMD, City of Carson Department of Development Services, Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Phase:** Construction

**Mitigation Measure G-8:** The Applicant shall comply with SCAQMD Rule 402 to reduce potential nuisance impacts due to odors from construction activities.

**Enforcement Agency:** SCAQMD, City of Carson Department of Development Services, Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Phase:** Construction

**Mitigation Measure G-9:** All construction vehicle tires shall be washed at the time these vehicles exit the project site.

**Enforcement Agency:** SCAQMD, City of Carson Department of Development Services, Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Phase:** Construction

**Mitigation Measure G-10:** All fill material carried by haul trucks shall be covered by a tarp or other means.

**Enforcement Agency:** SCAQMD, City of Carson Department of Development Services, Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Phase:** Construction

**Mitigation Measure G-11:** Any intensive dust generating activity such as grinding concrete for existing roads must be controlled to the greatest extent feasible.

**Enforcement Agency:** SCAQMD, City of Carson Department of Development Services, Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Phase:** Construction

**Mitigation Measure G-12:** The Applicant shall provide documentation to the City indicating both on- and off-site air-borne risks associated with RAP construction have been evaluated to the satisfaction of the DTSC, and at a minimum, perimeter air monitoring will be completed for dust, particulates, and constituents determined to be Constituents of Concern (COCs).

**Enforcement Agency:** SCAQMD, City of Carson Department of Development Services, Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Phase:** Construction

## **b. Operation**

### **(1) Service and Support Facilities (Point Sources)**

**Mitigation Measure G-13:** All point source facilities shall obtain all required permits from the SCAQMD. The issuance of these permits by the SCAQMD shall require the operators of these facilities to implement Best Available Control Technology and other required measures that reduce emissions of criteria air pollutants.

**Enforcement Agency:** SCAQMD, City of Carson Department of Development Services, Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure G-14:** Land uses on the Project site shall be limited to those that do not emit high levels of potentially toxic contaminants or odors.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction, Post-Construction

## **(2) Natural Gas Consumption and Electricity Production**

**Mitigation Measure G-15:** All residential and non-residential buildings shall meet the California Title 24 Energy Efficiency standards for water heating, space heating and cooling, to the extent feasible.

**Enforcement Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure G-16:** All fixtures used for lighting of exterior common areas shall be regulated by automatic devices to turn off lights when they are not needed, but a minimum level of lighting should be provided for safety.

**Enforcement Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Pre-Construction

## **(3) Building Materials, Architectural Coatings and Cleaning Solvents**

**Mitigation Measure G-17:** Building materials, architectural coatings and cleaning solvents shall comply with all applicable SCAQMD rules and regulations.

**Enforcement Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Construction

#### **(4) Transportation System Management and Demand Management**

**Mitigation Measure G-18:** The Applicant shall, to the extent feasible, schedule deliveries during off-peak traffic periods to encourage the reduction of trips during the most congested periods.

**Enforcement Agency:** City of Carson Building and Safety Division

**Monitoring Agency:** City of Carson Building and Safety Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure G-19:** The Applicant shall coordinate with the MTA and the City of Carson and Los Angeles Department of Transportation to provide information with regard to local bus and rail services.

**Enforcement Agency:** City of Carson Redevelopment Division

**Monitoring Agency:** City of Carson Redevelopment Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure G-20:** During site plan review, consideration shall be given regarding the provision of safe and convenient access to bus stops and public transportation facilities.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure G-21:** The Applicant shall pay a fair share contribution for a low emission shuttle service between the project site and other major activity centers within the project vicinity (i.e., the MetroRail Blue Line station at Del Amo Boulevard and Santa Fe and the Carson Transfer Station at the South Bay Pavilion).

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure G-22:** The Applicant shall provide bicycle racks located at convenient locations throughout Carson Marketplace.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Post- Construction

**Mitigation Measure G-23:** The Applicant shall provide bicycle paths along the main routes through Carson Marketplace.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning and Traffic Engineering Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning and Traffic Engineering Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure G-24:** The Applicant shall provide convenient pedestrian access throughout Carson Marketplace.

**Enforcement Agency:** City of Carson Department of Department of  
Development Services, Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure G-25:** The Project shall include air filtration systems for residential dwelling units designed to have a minimum efficiency reporting value (MERV) of 12 as indicated by the American Society of Heating Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2. The air handling systems shall be maintained on a regular basis per manufacturer's recommendations by a qualified technician employed or contracted by the

Applicant or successor. Operation and maintenance of the system shall ensure that it performs above the minimum reporting value.

**Enforcement Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Pre-Construction, Post-Construction

## 8. Noise

### a. Construction

**Mitigation Measure H-1:** Prior to the issuance of any grading, excavation, haul route, foundation, or building permits, the Applicant shall provide proof satisfactory to the Building and Safety Division and Planning Division of the Department of Development Services that all construction documents require contractors to comply with City of Carson Municipal Code Sections 4101 (i) and (j), which requires all construction and demolition activities including pile driving, to occur between 7:00 A.M. and 8:00 P.M. Monday through Saturday and that a noise management plan for compliance and verification has been prepared by a monitor retained by the Applicant. At a minimum, the plan shall include the following requirements:

- Noise-generating equipment operated at the Project site shall be equipped with effective noise control devices (i.e., mufflers, intake silencers, lagging, and/or engine enclosures). All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.
- Pile drivers used within 1,500 feet of sensitive receptors shall be equipped with noise control techniques (e.g., use of noise attenuation shields or shrouds) having a minimum quieting factor of 10 dBA.
- Effective temporary sound barriers shall be used and relocated, as needed, whenever construction activities occur within 150 feet of residential property, to block line-of-site between the construction equipment and the noise-sensitive receptors (i.e., residential uses located on the west and south of the Project site).
- Loading and staging areas must be located on site and away from the most noise-sensitive uses surrounding the site as determined by the

Building and Safety Division of the Department of Development Services.

- An approved haul route authorization that avoids noise-sensitive land uses to the maximum extent feasible.
- A construction relations officer shall be designated to serve as a liaison with residents, and a contact telephone number shall be provided to residents.

**Enforcement Agency:** City of Carson Department of Development Services, Planning Division

**Monitoring Agency:** City of Carson Department of Development Services, Building and Safety Division

**Monitoring Phase:** Pre-Construction, Construction

### (1) Vibration

**Mitigation Measure H-2:** The Applicant, prior to initiating DDC activities on a site-wide basis, shall conduct a DDC Pilot Program (Pilot Program). The Pilot Program shall be implemented via the following guidelines:

- Prior to the initiation of the Pilot Program, the Applicant shall locate vibration monitors at the following locations: (1) along the Project’s fenceline opposite the off-site residential uses located to the south and southwest of the Project site (i.e., within the Project site), and (2) along the far side of the Torrance Lateral Channel in line with the monitors placed within the Project site itself.
- Continuous monitoring shall be conducted on an ongoing basis during the Pilot Program. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City.
- Initial DDC drops shall be limited in weight, height and/or location dictated by calculations which demonstrate that the potential vibration levels are below the 0.02 inches per second PPV threshold limit.
- Increases in DDC weight, height and/or location shall incur in small increments, with continuous monitoring to assure compliance with the 0.02 inches per second PPV threshold limit.
- If vibration levels at any time during the Pilot Program exceed the 0.02 inches per second PPV threshold level, DDC activity shall immediately stop, until new drop parameters are established that would reduce the vibration levels to less than the 0.02 inches per second PPV threshold level.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure H-3:** The monitors located on the far side of the Torrance Lateral Channel as part of the Pilot Program shall remain in place throughout the DDC phase of Project construction. Continuous monitoring shall be conducted on an ongoing basis. All vibration levels measured by the monitors shall be logged with documentation of the measurements provided to the City. If DDC vibration levels at any time exceed the 0.02 inches per second PPV threshold level, DDC activity shall immediately stop, until new drop parameters are established that would reduce the vibration levels to less than the 0.02 inches per second PPV threshold level.

**Enforcement Agency:** City of Carson Department of Development Services,  
Building and Safety Division and Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division and Planning Division

**Monitoring Phase:** Construction

## (2) Construction Management

**Mitigation Measure H-4:** A construction and construction-related monitor satisfactory to the Department of Development Services General Manager shall be retained by the Applicant to document compliance with the mitigation measures. Said Monitor's qualifications, identification, address and telephone number shall be listed in the contracts and shall be placed in the pertinent files of the Department of Development Services Department. The Monitor will be required to monitor all construction and construction-related activities on the site on a periodic basis; keep all written records which shall be open for public inspection; and to file monthly reports with City and appropriate permit granting authorities. In addition:

- Information shall be provided on a regular basis regarding construction activities and their duration. A Construction Relations Officer shall be established and funded by the Applicant, and approved by the Department of Development Services General Manager, to act as a liaison with neighbors and residents concerning on-site construction activity. As part of this mitigation measure, the Applicant shall establish a 24-hour telephone construction hotline which will be

staffed between the hours of 8:00 A.M. and 5:00 P.M. on a daily basis throughout the project's entire construction period for the purposes of answering questions and resolving disputes with adjacent property owners. The hotline number shall be posted on site.

- The Applicant shall require in all construction and construction-related contracts and subcontracts, provisions requiring compliance with special environmental conditions included in all relevant entitlement approval actions of the City of Carson. Such provisions shall also include retention of the power to effect prompt corrective action by the applicant, its representative or prime contractor, subcontractor or operator to correct noticed noncompliance.
- During construction loading and staging areas must be located on-site and away from the most noise-sensitive uses surrounding the site as determined by the Planning Manager.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction, Construction

## b. Operation

### (1) Noise

**Mitigation Measure H-5:** All parking lots near residential areas shall be located a minimum of 150 feet from an off-site residential use unless a minimum eight foot wall is provided along the property boundary to limit noise levels associated with parking lot activities.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure H-6:** All parking structures near residential areas shall be located a minimum of 150 feet from an off-site residential use unless the exterior wall of the parking structure that faces the off-site residential use is a solid wall or provides acoustical louvers (or equivalent noise reduction measures).

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure H-7:** During operation of a building (following construction), truck delivery should be limited to non-peak traffic periods between 7:00 A.M. and 8:00 P.M., if feasible.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure H-8:** For the residential uses immediately south and north of Del Amo Boulevard, within Development Districts 1 and 3, all exterior walls and floor-ceiling assemblies (unless within a unit) shall be constructed with double-paned glass or an equivalent and in a manner to provide an airborne sound insulation system achieving a Sound Transmission Class of 50 (45 if field tested) as defined in the UBC Standard No. 35-1, 1982 edition. Sign-off by the Department of Development Services General Manager, or his/her designee, is required prior to the issuance of the first building permit. The Applicant, as an alternative, may retain an engineer registered in the State of California with expertise in acoustical engineering, who would submit a signed report for an alternative means of sound insulation satisfactory to the City of Carson which achieves a maximum interior noise of CNEL 45 (residential standard).

**Enforcement Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure H-9:** The balconies of the first row of residential units facing Del Amo Boulevard or I-405 Freeway, should any such balconies be constructed, shall have a solid fence/wall with an appropriate height to reduce the noise received from traffic traveled on the adjacent Boulevard.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning and Building and Safety Divisions

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning and Building and Safety Divisions

**Monitoring Phase:** Pre-Construction

**Mitigation Measure H-10:** If any noise intensive uses (i.e., outdoor theater, passenger station (bus station, rail station, taxi stand), small recycling facility, or commercial uses (outdoor activities, amplified music, outdoor patios, etc)) are proposed within 300 feet of an on-site or off-site residential use, then as part of the site plan review process, a community noise study shall be completed and the study shall demonstrate that the use would not exceed the City of Carson Municipal Code noise standards and/or the standards established in this EIR.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

## 9. Public Services

### 9.1 Fire Protection

**Mitigation Measure I.1-1:** Prior to construction, the Applicant shall submit buildings plans to the Los Angeles County Fire Department (LACoFD) for review. Based on such plan check, any additional fire safety recommendations shall be implemented to the satisfaction of the LACoFD.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-2:** The Applicant shall provide adequate ingress/egress access points for emergency response to the satisfaction of the LACoFD.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-3:** The Applicant shall comply with all applicable fire code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants as required by the LACoFD.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-4:** Every building shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the width prescribed by the LACoFD. The roadway shall extend to within 150 feet of all portions of exterior building walls when measured by an unobstructed route around the exterior of the building.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-5:** Requirements for access, fire flows, and hydrants, shall be addressed during the City's subdivision tentative map stage.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-6:** Fire sprinkler systems shall be installed in all residential and commercial occupancies to the satisfaction of the LACoFD.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-7:** The Applicant shall assure that adequate water pressure is available to meet Code-required fire flow. Based on the size of the buildings, proximity of other structures, and construction type, a maximum fire flow up to 5,000 gallons per minute (gpm) at 20 pounds per square inch (psi) residual pressure for up to a four-hour duration may be required.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-8:** Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

- No portion of a lot's frontage shall be more than 200 feet via vehicular access from a properly spaced fire hydrant;
- No portion of a building shall exceed 400 feet via vehicular access from a properly spaced fire hydrant;
- Additional hydrants shall be required if spacing exceeds specified distances;
- When a cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid-block;
- A cul-de-sac shall not be more than 500 feet in length, when serving land zoned for commercial use; and
- Turning radii in a commercial zone shall not be less than 32 feet. The measurement shall be determined at the centerline of the road. A turning area shall be provided for all driveways exceeding 150 feet in length at the end of all cul-de-sacs, to the satisfaction of the LACoFD.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-9:** All onsite driveways and roadways shall provide a minimum unobstructed (clear-to-sky) width of 28 feet. The onsite driveways shall be within 150 feet of all portions of the exterior walls of the first story of any building. The centerline of the access driveway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-10:** All onsite driveways shall provide a minimum unobstructed, clear-to-sky width of 28 feet. Driveway width shall be increased under the following conditions:

- If parallel parking is allowed on one side of the access roadway/driveway, the roadway width shall be 34 feet; and
- If parallel parking is allowed on both sides of the access roadway/driveway, the roadway width shall be 36 feet in a residential area or 42 feet in a commercial area.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-11:** The entrance to any street or driveway with parking restrictions shall be posted with LACoFD approved signs stating “NO PARKING – FIRE LANE” in 3-inch-high letters, at intermittent distances of 150 feet. Any access way that is less than 34 feet in width shall be labeled “Fire Lane” on the final tract map and final building plans.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-12:** The following standards apply to the Project’s residential component only;

- A cul-de-sac shall be a minimum of 34 feet in width and shall not be more than 700 feet in length;
- The length of the cul-de-sac may be increased to 1,000 feet if a minimum 36-foot-wide roadway is provided; and
- A LACoFD approved turning radius shall be provided at the terminus of all residential cul-de-sacs.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.1-13:** The Applicant shall pay a fair share contribution for the improvement of fire service facilities that are required to off-set impacts of the Project, subject to approval of the County of Los Angeles Fire Department.

**Enforcement Agency:** City of Carson Redevelopment Division

**Monitoring Agency:** City of Carson Redevelopment Division

**Monitoring Phase:** Pre-Construction

## 9.2 Police Services

**Mitigation Measure I.2-1:** The Applicant shall provide private security services within the areas of Districts 1, 2 and 3 that are occupied by commercial development. On-site security services shall maintain an ongoing dialogue with the Sheriff's Department so as to maximize the value of the security service that are provided.

**Enforcement Agency:** City of Carson Public Safety Division

**Monitoring Agency:** City of Carson Public Safety Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure I.2-2:** The Applicant shall incorporate into the Project design a Community Safety Center for use by the Project's private security force and the Los Angeles County Sheriffs Department. It shall include the following features at a minimum: a front desk/reception area, a community meeting room, work space for law enforcement and public safety personnel, a video monitoring console, and restrooms. The Center shall be staffed either by a Sheriff's Department Community Services officer or personnel approved by the Sheriff's Department.

**Enforcement Agency:** City of Carson Public Safety Division

**Monitoring Agency:** City of Carson Public Safety Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.2-3:** The Applicant shall install video cameras throughout the commercial development within Districts 1 and 2 with a digitally recorded feed to the Community Safety Center that is also accessible via the internet at the Carson Sheriff's Station.

**Enforcement Agency:** City of Carson Public Safety Division

**Monitoring Agency:** City of Carson City of Carson Public Safety Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure I.2-4:** The Applicant shall provide the Project's fair share of a budget for the deployment of a one-person patrol unit, which is dedicated to providing preventative patrol on the commercial portions of the Project site.

**Enforcement Agency:** City of Carson Redevelopment Division

**Monitoring Agency:** City of Carson Redevelopment Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure I.2-5:** The Applicant shall fund Deputy Sheriffs on an overtime basis to augment security during peak periods, as jointly determined by the Applicant or its successor, and the Sheriff's Department.

**Enforcement Agency:** City of Carson Redevelopment Division

**Monitoring Agency:** City of Carson Redevelopment Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure I.2-6:** The management of the entertainment venues located within the Project site shall notify the Sheriff's Station in advance of planned activities (i.e. movie schedules).

**Enforcement Agency:** City of Carson City of Carson Public Safety Division

**Monitoring Agency:** City of Carson Public Safety Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure I.2-7:** The Sheriff's Department Crime Prevention Unit shall be contacted for advice on crime prevention programs that could be incorporated into the proposed project, including Neighborhood Watch.

**Enforcement Agency:** City of Carson Public Safety Division

**Monitoring Agency:** City of Carson Public Safety Division

**Monitoring Phase:** Post-Construction

### 9.3 Schools

The students generated by the proposed Project, based on the preceding analysis could not be accommodated within the existing facilities at Carson Elementary School and Carson Senior High School. Pursuant to California

Government Code Section 65995, payment of the developer fees required by State law provides full and complete mitigation of the Project's impacts on school facilities. Therefore, no other mitigation measures are required.

#### **9.4 Parks and Recreation**

**Mitigation Measure I.4-1:** The Project shall provide park and recreation facilities pursuant to Section 9207.19, equivalent to three acres per 1,000 population, that would be met through the provision of park space, on-site improvements, and/or, the payment of in-lieu fees.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.4-2:** The Project shall meet the intent of Municipal Code Sections 9128.54 and 9128.15 through the provision of private open space as defined therein and/or the provision of additional amenities that meet the recreational needs of Project residents, e.g., health clubs.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure I.4-3:** The Project shall meet the requirements of Municipal Code Section 9126.28 by demonstrating that the Project's common open space area meets the 40% standard established therein.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction

## 9.5 Libraries

**Mitigation Measure I.5-1:** The Applicant shall pay a fair share contribution for the improvement of library facilities that are required to off-set impacts of the Project, subject to approval of the County of Los Angeles Public Library.

**Enforcement Agency:** City of Carson Redevelopment Division

**Monitoring Agency:** City of Carson Redevelopment Division

**Monitoring Phase:** Pre-Construction

## 10. Utilities

### 10.1 Water Supply

**Mitigation Measure J.1-1:** The Building Department and the Planning Division shall review building plans to ensure that water reducing measures are utilized, as required by Title 20 and Title 24 of the California Administrative Code. These measures include, but are not limited to, water conserving dishwashers, low-volume toilet tanks, and flow control devices for faucets.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning and Building and Safety Divisions

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning and Building and Safety Divisions

**Monitoring Phase:** Post-Construction

**Mitigation Measure J.1-2:** The Project shall comply with the City's landscape ordinance, "A Water Efficient Landscape Ordinance," as required by the State Water Conservation Landscape Act.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure J.1-3:** The Applicant shall provide reclaimed water for the Project's non-potable water needs, if feasible.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure J.1-4:** Landscaping of the Project site shall utilize xeriscape (low-maintenance, drought-resistant) plantings.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure J.1-5:** Automatic irrigation systems shall be set to insure irrigation during early morning or evening hours to minimize water loss due to evaporation. Sprinklers must be reset to water less in cooler months and during rainfall season so that water is not wasted on excessive landscape irrigation.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure J.1-6:** The Project shall be designed to recycle all water used in cooling systems to the maximum extent possible.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction, Post-Construction

**Mitigation Measure J.1-7:** To the maximum extent feasible, reclaimed water shall be used during the grading and construction phase of the Project for the following activities: (1) dust control, (2) soil compaction, and (3) concrete mixing.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure J.1-8:** Water lines and hydrants shall be sized and located so as to meet the fire flow requirements established by the Los Angeles County Fire Department.

**Enforcement Agency:** Los Angeles County Fire Department

**Monitoring Agency:** Los Angeles County Fire Department

**Monitoring Phase:** Pre-Construction

## 10.2 Wastewater

**Mitigation Measure J.2-1:** All required sewer improvements shall be designed and constructed according to the standards of the City of Carson and County of Los Angeles.

**Enforcement Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Pre-Construction, Construction

**Mitigation Measure J.2-2:** Fee payment is required prior to the issuance of a permit to connect to district sewer facilities.

**Enforcement Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure J.2-3:** The Building and Safety and Planning Divisions of the Development Services Department shall review building plans to ensure that water-reducing measures are utilized, as required by Title 24 of the California Administrative Code. These measures include, but are not limited to, water

conserving dishwashers, low-volume toilet tanks, and flow control devices for faucets.

**Enforcement Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Building and Safety Division

**Monitoring Phase:** Pre-Construction

**Mitigation Measure J.2-4:** The project shall include a dual plumbing system designed to utilize reclaimed water for non-potable uses.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning and Building and Safety Divisions

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning and Building and Safety Divisions

**Monitoring Phase:** Pre-Construction

### 10.3 Solid Waste

**Mitigation Measure J.3-1:** All structures constructed or uses established within any part of the proposed Project site shall be designed to be permanently equipped with clearly marked, durable, source sorted recycling bins at all times to facilitate the separation and deposit of recyclable materials.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure J.3-2:** Primary collection bins shall be designed to facilitate mechanized collection of such recyclable wastes for transport to on- or off-site recycling facilities.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure J.3-3:** The Applicant shall coordinate with the City of Carson to continuously maintain in good order for the convenience of patrons, employees, and residents clearly marked, durable and separate recycling bins on the same lot, or parcel to facilitate the deposit of recyclable or commingled waste metal, cardboard, paper, glass, and plastic therein; maintain accessibility to such bins at all times, for collection of such wastes for transport to on- or off-site recycling plants; and require waste haulers to utilize local or regional material recovery facilities as feasible and appropriate.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure J.3-4:** Any existing on-site roads that are torn up shall be ground-up onsite and recycled into the new road base.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure J.3-5:** Compaction facilities for non-recyclable materials shall be provided in every occupied building greater than 20,00 square feet in size to reduce both the total volume of solid waste produced and the number of trips required for collection, to the extent feasible.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

**Mitigation Measure J.3-6:** All construction debris shall be recycled in a practical, available, accessible manner, to the extent feasible, during the construction phase.

**Enforcement Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Agency:** City of Carson Department of Development Services,  
Planning Division

**Monitoring Phase:** Post-Construction

*This page intentionally left blank.*

**APPENDIX F**  
**EQUIVALENCY PROGRAM**

APPENDICES

*This page intentionally left blank.*

---

**CARSON MARKETPLACE  
EQUIVALENCY PROGRAM  
IMPACT THRESHOLDS**

---

The Carson Marketplace Specific Plan includes an Equivalency Program that would allow the composition of on-site development to respond to the future needs and demands of the southern California economy and changes in the project's requirements. The Equivalency Program would provide flexibility for modifications to land uses and square footages within the site. This is achieved via a framework within which permitted land uses can be exchanged for certain other permitted land uses, so long as the limitations of the Equivalency Program are satisfied and no additional environmental impacts occur. As such, increases in permitted land uses can be exchanged for corresponding decreases of other permitted land uses under the proposed Equivalency Program. The conversion rates at which land uses can be exchanged with one-another is limited so as not to exceed the level of impacts identified in the EIR. A listing of the environmental impact thresholds including the trip conversion rates is provided in the following Tables A and B.

**Table A**

**Environmental Impact Thresholds**

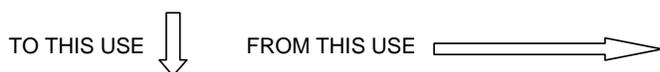
<b>Topic</b>	<b>Threshold</b>												
Traffic	See Table B												
Grading	Districts 1 and 2: Maximum of 12.5 acres per day, 22,000 cu. yds. District 3: Maximum of 5.5 acre per day.												
Air Quality													
Construction	<table border="0"> <thead> <tr> <th style="text-align: left;"><b>Pollutant</b></th> <th style="text-align: right;"><b>Daily (lbs/day)</b></th> </tr> </thead> <tbody> <tr> <td>CO</td> <td style="text-align: right;">1,272</td> </tr> <tr> <td>ROC</td> <td style="text-align: right;">1,665</td> </tr> <tr> <td>NOx</td> <td style="text-align: right;">996</td> </tr> <tr> <td>SOX</td> <td style="text-align: right;">&lt;1</td> </tr> <tr> <td>PM<sub>10</sub></td> <td style="text-align: right;">1,394</td> </tr> </tbody> </table>	<b>Pollutant</b>	<b>Daily (lbs/day)</b>	CO	1,272	ROC	1,665	NOx	996	SOX	<1	PM <sub>10</sub>	1,394
<b>Pollutant</b>	<b>Daily (lbs/day)</b>												
CO	1,272												
ROC	1,665												
NOx	996												
SOX	<1												
PM <sub>10</sub>	1,394												
Operations	<table border="0"> <thead> <tr> <th style="text-align: left;"><b>Pollutant</b></th> <th style="text-align: right;"><b>Daily (lbs/day)</b></th> </tr> </thead> <tbody> <tr> <td>CO</td> <td style="text-align: right;">4,449</td> </tr> <tr> <td>ROC</td> <td style="text-align: right;">506</td> </tr> <tr> <td>NOx</td> <td style="text-align: right;">719</td> </tr> <tr> <td>SOX</td> <td style="text-align: right;">17</td> </tr> <tr> <td>PM<sub>10</sub></td> <td style="text-align: right;">596</td> </tr> </tbody> </table>	<b>Pollutant</b>	<b>Daily (lbs/day)</b>	CO	4,449	ROC	506	NOx	719	SOX	17	PM <sub>10</sub>	596
<b>Pollutant</b>	<b>Daily (lbs/day)</b>												
CO	4,449												
ROC	506												
NOx	719												
SOX	17												
PM <sub>10</sub>	596												
Utilities													
Total On-site Water Consumption	Maximum daily total of 795,470 gallons per day. Maximum yearly total of 290.3 million gallons per year.												
Total On-site Wastewater Generation	Maximum daily total of 721,113 gallons per day. Maximum yearly total of 263.3 million gallons per year.												
Total On-site Solid Waste Generation	Construction generation of 12,443 tons total. Operations generation of 10,064 tons per year.												
Residential Development	Maximum of 1,550 Units.												

---

*Source: PCR Services, Appendix C of DEIR, SCH No. 2005051059*

---

**TABLE B**  
**CARSON MARKETPLACE**  
**TRIP GENERATION EQUIVALENCIES BASED ON NET TRIP GENERATION RATES <sup>a,b</sup>**



Land Use	1. Equivalency to 1 KSF of Shopping Center	2. Equivalency to 1 KSF of General Office	3. Equivalency to 1 KSF of Regional Supermarket	4. Equivalency to 1 KSF of Electronic Superstore	5. Equivalency to 1 KSF of Home Improvement Superstore	6. Equivalency to 1 KSF of Office Supply Store	7. Equivalency to 1 KSF of Home Furnishing Superstore
1. Shopping Center	--	0.26 KSF <sup>1</sup>	1.96 KSF	1.53 KSF	0.76 KSF <sup>1</sup>	0.83 KSF	1.21 KSF <sup>1</sup>
2. General Office	0.84 KSF <sup>2</sup>	--	1.99 KSF <sup>2</sup>	1.34 KSF <sup>2</sup>	0.67 KSF <sup>2</sup>	0.82 KSF <sup>2</sup>	1.14 KSF <sup>2</sup>
3. Supermarkets	0.38 KSF <sup>1</sup>	0.1 KSF <sup>1</sup>	--	0.62 KSF <sup>1</sup>	0.29 KSF <sup>1</sup>	0.41 KSF <sup>2</sup>	0.45 KSF <sup>1</sup>
4. Electronic Superstore	0.61 KSF <sup>1</sup>	0.16 KSF <sup>1</sup>	1.28 KSF	--	0.46 KSF <sup>1</sup>	0.55 KSF	0.73 KSF <sup>1</sup>
5. Home Improvement Superstore	1.17 KSF	0.35 KSF <sup>1</sup>	2.29 KSF	1.78 KSF	--	0.97 KSF	1.59 KSF <sup>1</sup>
6. Office Supply Store	0.83 KSF <sup>1</sup>	0.22 KSF <sup>1</sup>	2.21 KSF <sup>1</sup>	1.36 KSF <sup>1</sup>	0.63 KSF <sup>1</sup>	--	1 KSF <sup>1</sup>
7. Home Furnishing Superstore	0.62 KSF	0.22 KSF <sup>1</sup>	1.21 KSF	0.94 KSF	0.53 KSF	0.51 KSF	--
8. Discount Club	0.81 KSF <sup>1</sup>	0.21 KSF <sup>1</sup>	1.78 KSF	1.33 KSF <sup>1</sup>	0.61 KSF <sup>1</sup>	0.76 KSF	0.97 KSF <sup>1</sup>
9. Pet Supply Superstore	0.54 KSF <sup>1</sup>	0.14 KSF <sup>1</sup>	1.17 KSF	0.89 KSF <sup>1</sup>	0.41 KSF <sup>1</sup>	0.49 KSF	0.65 KSF <sup>1</sup>
10. Free-Standing Discount Superstore	0.43 KSF	0.13 KSF <sup>1</sup>	0.85 KSF	0.66 KSF	0.37 KSF	0.36 KSF	0.61 KSF <sup>1</sup>
11. High-Turnover (Sit Down) Restaurant	0.23 KSF <sup>1</sup>	0.06 KSF <sup>1</sup>	0.51 KSF	0.37 KSF <sup>1</sup>	0.17 KSF <sup>1</sup>	0.22 KSF	0.27 KSF <sup>1</sup>
12. Fast Food Restaurant (Open after 9am)	0.05 KSF	0.03 KSF <sup>3</sup>	0.1 KSF	0.08 KSF	0.05 KSF	0.04 KSF	0.09 KSF
13. Quality Restaurant	0.27 KSF <sup>1</sup>	0.07 KSF <sup>1</sup>	0.64 KSF	0.44 KSF <sup>1</sup>	0.2 KSF <sup>1</sup>	0.27 KSF	0.32 KSF <sup>1</sup>
14. Hotel	2.61 Rooms	1.02 Rooms <sup>1</sup>	5.11 Rooms	3.98 Rooms	2.23 Rooms	2.17 Rooms	4.22 Rooms
15. Multiplex Movie Theater	0.78 KSF <sup>2</sup>	0.34 KSF <sup>1</sup>	1.77 KSF	1.24 KSF <sup>2</sup>	0.62 KSF <sup>2</sup>	0.75 KSF	1.05 KSF <sup>2</sup>
16. Bowling Alley	0.84 KSF <sup>2</sup>	0.29 KSF <sup>1</sup>	1.74 KSF	1.34 KSF <sup>2</sup>	0.67 KSF <sup>2</sup>	0.74 KSF	1.14 KSF <sup>2</sup>
17. Fitness Center	0.58 KSF <sup>1</sup>	0.15 KSF <sup>1</sup>	1.54 KSF <sup>4</sup>	0.95 KSF <sup>1</sup>	0.44 KSF <sup>1</sup>	0.64 KSF <sup>2</sup>	0.7 KSF <sup>1</sup>
18. Multi-Purpose Recreational Center	0.6 KSF	0.19 KSF <sup>1</sup>	1.17 KSF	0.91 KSF	0.51 KSF	0.5 KSF	0.88 KSF <sup>1</sup>
19. Apartments	N/A	N/A	N/A	N/A	N/A	N/A	N/A
20. Condominiums	N/A	N/A	N/A	N/A	N/A	N/A	N/A

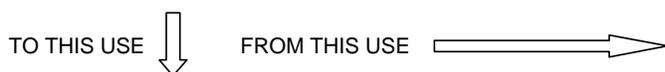
Notes:

<sup>a</sup> All of the rates reflect pass-by and internal trip capture estimates for the Carson Marketplace Project. The values in this table represent conversion rates from one land use to another. The values are based on conversions rates that would result in the same number of Project trips, with conversions of one use to another. The trip equivalency is based on the type of trip which would be the most restrictive: average daily trips (ADT), PM in-bound trips, or PM out-bound trips. Each type of trip may be more or less restrictive, depending on the travel characteristics of the two uses. All of the conversion rates in the table reflect ADT, unless noted as follows:

- <sup>1</sup> PM-inbound trips
- <sup>2</sup> PM-outbound trips
- <sup>3</sup> ADT and PM-outbound trips are equally limiting
- <sup>4</sup> PM-inbound trips and PM-outbound trips are equally limiting
- <sup>5</sup> ADT, PM-inbound trips and PM-outbound trips are equally limiting

<sup>b</sup> Conversion factors for land uses permitted under the Carson Marketplace Specific Plan that are not specified in this table shall be determined by the City's Traffic Engineer.

**TABLE B**  
**CARSON MARKETPLACE**  
**TRIP GENERATION EQUIVALENCIES BASED ON NET TRIP GENERATION RATES <sup>a,b</sup>**



Land Use	8. Equivalency to 1 KSF of Discount Club	9. Equivalency to 1 KSF of Pet Supply Store	10. Equivalency to 1 KSF of Free Standing Discount Superstore	11. Equivalency to 1 KSF of High- Turnover (Sit Down) Restaurant	12. Equivalency to 1 KSF of Fast Food Restaurant	13. Equivalency to 1 KSF of Quality Restaurant	14. Equivalency to 1 Room of Hotel
1. Shopping Center	1.1 KSF	1.68 KSF	1.92 KSF <sup>2</sup>	2.62 KSF <sup>2</sup>	6.93 KSF <sup>2</sup>	1.73 KSF <sup>2</sup>	0.22 KSF <sup>2</sup>
2. General Office	0.96 KSF <sup>2</sup>	1.44 KSF <sup>2</sup>	1.62 KSF <sup>2</sup>	2.2 KSF <sup>2</sup>	5.83 KSF <sup>2</sup>	1.46 KSF <sup>2</sup>	0.18 KSF <sup>2</sup>
3. Supermarkets	0.46 KSF <sup>1</sup>	0.7 KSF <sup>1</sup>	0.74 KSF <sup>1</sup>	1.11 KSF <sup>2</sup>	2.91 KSF <sup>1</sup>	0.73 KSF <sup>2</sup>	0.09 KSF <sup>2</sup>
4. Electronic Superstore	0.72 KSF <sup>3</sup>	1.07 KSF <sup>2</sup>	1.2 KSF <sup>4</sup>	1.64 KSF <sup>2</sup>	4.34 KSF <sup>2</sup>	1.08 KSF <sup>2</sup>	0.13 KSF <sup>2</sup>
5. Home Improvement Superstore	1.29 KSF	1.96 KSF	2.41 KSF <sup>2</sup>	3.28 KSF <sup>2</sup>	8.69 KSF <sup>2</sup>	2.17 KSF <sup>2</sup>	0.27 KSF <sup>2</sup>
6. Office Supply Store	1.03 KSF <sup>1</sup>	1.53 KSF <sup>1</sup>	1.63 KSF <sup>1</sup>	2.67 KSF <sup>2</sup>	6.43 KSF <sup>1</sup>	1.76 KSF <sup>2</sup>	0.21 KSF <sup>1</sup>
7. Home Furnishing Superstore	0.68 KSF	1.04 KSF	1.42 KSF <sup>2</sup>	1.93 KSF <sup>2</sup>	5.11 KSF <sup>2</sup>	1.28 KSF <sup>2</sup>	0.16 KSF <sup>2</sup>
8. Discount Club	--	1.5 KSF <sup>4</sup>	1.59 KSF <sup>1</sup>	2.29 KSF <sup>2</sup>	6.06 KSF <sup>2</sup>	1.51 KSF <sup>2</sup>	0.19 KSF <sup>2</sup>
9. Pet Supply Superstore	0.66 KSF	--	1.07 KSF <sup>1</sup>	1.53 KSF <sup>2</sup>	4.05 KSF <sup>2</sup>	1.01 KSF <sup>2</sup>	0.13 KSF <sup>2</sup>
10. Free-Standing Discount Superstore	0.48 KSF	0.73 KSF	--	1.36 KSF <sup>2</sup>	3.61 KSF <sup>2</sup>	0.9 KSF <sup>2</sup>	0.11 KSF <sup>2</sup>
11. High-Turnover (Sit Down) Restaurant	0.28 KSF <sup>1</sup>	0.42 KSF <sup>1</sup>	0.45 KSF <sup>1</sup>	--	1.75 KSF <sup>1</sup>	0.66 KSF <sup>2</sup>	0.06 KSF <sup>1</sup>
12. Fast Food Restaurant (Open after 9am)	0.06 KSF	0.09 KSF	0.12 KSF	0.2 KSF	--	0.16 KSF	0.02 KSF
13. Quality Restaurant	0.33 KSF <sup>1</sup>	0.49 KSF <sup>1</sup>	0.53 KSF <sup>1</sup>	1.18 KSF <sup>1</sup>	2.07 KSF <sup>1</sup>	--	0.07 KSF <sup>1</sup>
14. Hotel	2.87 Rooms	4.38 Rooms	6.04 Rooms	9.98 Rooms	30.08 Rooms <sup>1</sup>	7.94 Rooms	--
15. Multiplex Movie Theater	0.89 KSF <sup>2</sup>	1.33 KSF <sup>2</sup>	1.49 KSF <sup>2</sup>	2.03 KSF <sup>2</sup>	5.38 KSF <sup>2</sup>	1.34 KSF <sup>2</sup>	0.17 KSF <sup>2</sup>
16. Bowling Alley	0.96 KSF <sup>2</sup>	1.44 KSF <sup>2</sup>	1.61 KSF <sup>2</sup>	2.19 KSF <sup>2</sup>	5.81 KSF <sup>2</sup>	1.45 KSF <sup>2</sup>	0.18 KSF <sup>2</sup>
17. Fitness Center	0.72 KSF <sup>1</sup>	1.07 KSF <sup>1</sup>	1.14 KSF <sup>1</sup>	1.7 KSF <sup>2</sup>	4.49 KSF <sup>1</sup>	1.13 KSF <sup>2</sup>	0.14 KSF <sup>2</sup>
18. Multi-Purpose Recreational Center	0.66 KSF	1 KSF	1.38 KSF	2.28 KSF	5.65 KSF <sup>1</sup>	1.82 KSF	0.19 KSF <sup>1</sup>
19. Apartments	N/A	N/A	N/A	N/A	N/A	N/A	N/A
20. Condominiums	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Notes:

<sup>a</sup> All of the rates reflect pass-by and internal trip capture estimates for the Carson Marketplace Project. The values in this table represent conversion rates from one land use to another. The values are based on conversions rates that would result in the same number of Project trips, with conversions of one use to another. The trip equivalency is based on the type of trip which would be the most restrictive: average daily trips (ADT), PM in-bound trips, or PM out-bound trips. Each type of trip may be more or less restrictive, depending on the travel characteristics of the two uses. All of the conversion rates in the table reflect ADT, unless noted as follows:

- <sup>1</sup> PM-inbound trips
- <sup>2</sup> PM-outbound trips
- <sup>3</sup> ADT and PM-outbound trips are equally limiting
- <sup>4</sup> PM-inbound trips and PM-outbound trips are equally limiting
- <sup>5</sup> ADT, PM-inbound trips and PM-outbound trips are equally limiting

<sup>b</sup> Conversion factors for land uses permitted under the Carson Marketplace Specific Plan that are not specified in this table shall be determined by the City's Traffic Engineer.

**TABLE B**  
**CARSON MARKETPLACE**  
**TRIP GENERATION EQUIVALENCIES BASED ON NET TRIP GENERATION RATES <sup>a,b</sup>**



Land Use	15. Equivalency to 1 KSF of Multiplex Movie Theater	16. Equivalency to 1 KSF of Bowling Alley	17. Equivalency to 1 KSF of Fitness Center	18. Equivalency to 1 KSF of Multi Purpose Recreation Center	19. Equivalency to 1 DU of Apartments	20. Equivalency to 1 DU of Condominiums
1. Shopping Center	0.78 KSF <sup>1</sup>	0.92 KSF <sup>1</sup>	1.24 KSF	0.79 KSF <sup>2</sup>	0.2 KSF <sup>2</sup>	0.13 KSF <sup>2</sup>
2. General Office	1.08 KSF <sup>2</sup>	1 KSF <sup>2</sup>	1.29 KSF <sup>2</sup>	0.66 KSF <sup>2</sup>	0.17 KSF <sup>2</sup>	0.11 KSF <sup>2</sup>
3. Supermarkets	0.29 KSF <sup>1</sup>	0.34 KSF <sup>1</sup>	0.63 KSF	0.33 KSF <sup>2</sup>	0.09 KSF <sup>2</sup>	0.05 KSF <sup>2</sup>
4. Electronic Superstore	0.47 KSF <sup>1</sup>	0.56 KSF <sup>1</sup>	0.81 KSF	0.49 KSF <sup>2</sup>	0.13 KSF <sup>2</sup>	0.08 KSF <sup>2</sup>
5. Home Improvement Superstore	1.03 KSF <sup>1</sup>	1.21 KSF <sup>1</sup>	1.45 KSF	0.99 KSF <sup>2</sup>	0.25 KSF <sup>2</sup>	0.16 KSF <sup>2</sup>
6. Office Supply Store	0.65 KSF <sup>1</sup>	0.76 KSF <sup>1</sup>	1.43 KSF <sup>1</sup>	0.8 KSF <sup>2</sup>	0.21 KSF <sup>2</sup>	0.13 KSF <sup>2</sup>
7. Home Furnishing Superstore	0.65 KSF <sup>1</sup>	0.7 KSF	0.77 KSF	0.58 KSF <sup>2</sup>	0.15 KSF <sup>2</sup>	0.09 KSF <sup>2</sup>
8. Discount Club	0.63 KSF <sup>1</sup>	0.74 KSF <sup>1</sup>	1.13 KSF	0.69 KSF <sup>2</sup>	0.18 KSF <sup>2</sup>	0.11 KSF <sup>2</sup>
9. Pet Supply Superstore	0.42 KSF <sup>1</sup>	0.49 KSF <sup>1</sup>	0.74 KSF	0.46 KSF <sup>2</sup>	0.12 KSF <sup>2</sup>	0.07 KSF <sup>2</sup>
10. Free-Standing Discount Superstore	0.4 KSF <sup>1</sup>	0.46 KSF <sup>1</sup>	0.54 KSF	0.41 KSF <sup>2</sup>	0.11 KSF <sup>2</sup>	0.07 KSF <sup>2</sup>
11. High-Turnover (Sit Down) Restaurant	0.18 KSF <sup>1</sup>	0.21 KSF <sup>1</sup>	0.32 KSF	0.3 KSF <sup>2</sup>	0.08 KSF <sup>3</sup>	0.05 KSF <sup>3</sup>
12. Fast Food Restaurant (Open after 9am)	0.06 KSF	0.06 KSF	0.07 KSF	0.09 KSF	0.02 KSF	0.01 KSF
13. Quality Restaurant	0.21 KSF <sup>1</sup>	0.24 KSF <sup>1</sup>	0.41 KSF	0.37 KSF <sup>1</sup>	0.1 KSF	0.07 KSF <sup>5</sup>
14. Hotel	2.89 Rooms	2.94 Rooms	3.23 Rooms	3.66 Rooms <sup>2</sup>	0.78 Rooms	0.55 Rooms
15. Multiplex Movie Theater	--	0.93 KSF <sup>2</sup>	1.12 KSF	0.61 KSF <sup>2</sup>	0.16 KSF <sup>2</sup>	0.1 KSF <sup>2</sup>
16. Bowling Alley	0.85 KSF <sup>1</sup>	--	1.1 KSF	0.66 KSF <sup>2</sup>	0.17 KSF <sup>2</sup>	0.1 KSF <sup>2</sup>
17. Fitness Center	0.45 KSF <sup>1</sup>	0.53 KSF <sup>1</sup>	--	0.51 KSF <sup>2</sup>	0.13 KSF <sup>2</sup>	0.08 KSF <sup>2</sup>
18. Multi-Purpose Recreational Center	0.57 KSF	0.67 KSF <sup>3</sup>	0.74 KSF	--	0.18 KSF	0.12 KSF
19. Apartments	N/A	N/A	N/A	N/A	--	0.62 DU <sup>2</sup>
20. Condominiums	N/A	N/A	N/A	N/A	1.44 DU	--

Notes:

<sup>a</sup> All of the rates reflect pass-by and internal trip capture estimates for the Carson Marketplace Project. The values in this table represent conversion rates from one land use to another. The values are based on conversions rates that would result in the same number of Project trips, with conversions of one use to another. The trip equivalency is based on the type of trip which would be the most restrictive: average daily trips (ADT), PM in-bound trips, or PM out-bound trips. Each type of trip may be more or less restrictive, depending on the travel characteristics of the two uses. All of the conversion rates in the table reflect ADT, unless noted as follows:

- <sup>1</sup> PM-inbound trips
- <sup>2</sup> PM-outbound trips
- <sup>3</sup> ADT and PM-outbound trips are equally limiting
- <sup>4</sup> PM-inbound trips and PM-outbound trips are equally limiting
- <sup>5</sup> ADT, PM-inbound trips and PM-outbound trips are equally limiting

<sup>b</sup> Conversion factors for land uses permitted under the Carson Marketplace Specific Plan that are not specified in this table shall be determined by the City's Traffic Engineer.

**TABLE C  
CARSON MARKETPLACE  
PROPOSED PROJECT TRIP GENERATION ESTIMATES**

No.	Land Use	ITE Code	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
1	<b>REGIONAL RETAIL</b> Shopping Center [a] (Less-20% Internal) (Less-25% Pass By - PM & Daily)	820	500.000	KSF	19,332	251	160	411	869	942	1,811
					(3,866)	(50)	(32)	(82)	(174)	(188)	(362)
	<i>Subtotal</i>				10,633	201	128	329	478	518	996
2	Supermarket (Less-20% Internal) (Less-40% Pass By)	850	70.000	KSF	6,078	139	89	228	373	359	732
					(1,216)	(28)	(18)	(46)	(75)	(72)	(146)
	<i>Subtotal</i>				2,917	67	43	109	179	172	352
3	Electronic Superstore (Less-20% Internal) (Less-10% Pass By)	863	50.000	KSF	2,252	10	4	14	110	115	225
					(450)	(2)	(1)	(3)	(22)	(23)	(45)
	<i>Subtotal</i>				1,622	7	3	10	79	83	162
4	Home Improvement Superstore (Less-20% Internal) (Less-20% Pass By)	862	150.000	KSF	4,262	97	83	180	173	195	368
					(852)	(19)	(17)	(36)	(35)	(39)	(74)
	<i>Subtotal</i>				2,728	62	53	115	110	125	235
5	Discount Club (Less-20% Internal) (Less-30% Pass By)	861	150.000	KSF	6,270	60	24	84	318	318	636
					(1,254)	(12)	(5)	(17)	(64)	(64)	(127)
	<i>Subtotal</i>				3,511	34	13	47	178	178	356
6	Home Furnishing Superstore (Less-20% Internal) (Less-20% Pass By)	869	350.000	KSF	16,734	128	55	183	632	772	1,404
					(3,347)	(26)	(11)	(37)	(126)	(154)	(281)
	<i>Subtotal</i>				12,048	82	35	117	405	494	898
7	Office Supply Store (Less-20% Internal) (Less-20% Pass By)	867	50.000	KSF	1,700	7	3	10	90	80	170
					(340)	(1)	(1)	(2)	(18)	(16)	(34)
	<i>Subtotal</i>				884	5	2	6	58	51	109
8	Pet Supply Superstore (Less-20% Internal) (Less-10% Pass By)	866	50.000	KSF	2,480	11	4	15	124	124	248
					(496)	(2)	(1)	(3)	(25)	(25)	(50)
	<i>Subtotal</i>				1,786	8	3	11	89	89	178
<b>Subtotal for Regional Retail Center</b>			<b>1,370.000</b>	<b>KSF</b>	<b>36,129</b>	<b>466</b>	<b>280</b>	<b>744</b>	<b>1,576</b>	<b>1,710</b>	<b>3,286</b>
<b>NEIGHBORHOOD RETAIL</b>											
9	Supermarket (Less-20% Internal) (Less-40% Pass By)	850	20.000	KSF	2,731	40	25	65	107	102	209
					(546)	(8)	(5)	(13)	(21)	(20)	(42)
	<i>Subtotal</i>				1,311	19	12	31	52	49	100
10	Shopping Center [a] (Less-20% Internal) (Less-25% Pass By - PM & Daily)	820	110.000	KSF	7,225	101	65	166	320	347	667
					(1,445)	(20)	(13)	(33)	(64)	(69)	(133)
	<i>Subtotal</i>				3,974	81	52	133	176	191	367
<b>Subtotal for Neighborhood Retail Center</b>			<b>130.000</b>	<b>KSF</b>	<b>5,285</b>	<b>100</b>	<b>64</b>	<b>164</b>	<b>228</b>	<b>240</b>	<b>467</b>
<b>RESIDENTIAL</b>											
11	Apartments	220	400	DU	2,554	40	160	200	155	83	238
12	Condominiums	230	1,150	DU	5,117	62	302	364	298	147	445
<b>Subtotal for Residential</b>			<b>1,550</b>	<b>DU</b>	<b>7,671</b>	<b>102</b>	<b>462</b>	<b>564</b>	<b>453</b>	<b>230</b>	<b>683</b>
<b>HOTEL</b>											
13	Hotel	310	300	Rooms	3,058	98	62	160	94	83	177
<b>Subtotal for Hotel</b>			<b>300</b>	<b>Rooms</b>	<b>3,058</b>	<b>98</b>	<b>62</b>	<b>160</b>	<b>94</b>	<b>83</b>	<b>177</b>

**TABLE C  
CARSON MARKETPLACE  
PROPOSED PROJECT TRIP GENERATION ESTIMATES**

No.	Land Use	ITE Code	Size	Unit	Daily	AM Peak Hour			PM Peak Hour		
						In	Out	Total	In	Out	Total
<b>RESTAURANTS</b>											
14	High-Turnover (Sit Down) Restaurant (Less-20% Internal) (Less-20% Pass By)	932	50.000	KSF	6,358 (1,272) (1,017)	300 (60) (48)	276 (55) (44)	576 (115) (92)	333 (67) (53)	213 (43) (34)	546 (109) (87)
	<i>Subtotal</i>				4,069	192	177	369	213	136	350
15	Fast Food Restaurant (Less-20% Internal) (Less-30% Pass By)	933	15.000	KSF	10,740 (2,148) (2,578)	395 (79) (95)	263 (53) (63)	658 (132) (158)	200 (40) (48)	192 (38) (46)	392 (78) (94)
	<i>Subtotal</i>				6,014	221	147	368	112	108	220
16	Quality Restaurant (Less-20% Internal) (Less-10% Pass By)	931	16.125	KSF	1,450 (290) (116)	8 (2) (1)	5 (1) 0	13 (3) (1)	81 (16) (7)	40 (8) (3)	121 (24) (10)
	<i>Subtotal</i>				1,044	5	4	9	58	29	87
	<b>Subtotal for Restaurants</b>		<b>81.125</b>	<b>KSF</b>	<b>11,127</b>	<b>418</b>	<b>328</b>	<b>746</b>	<b>383</b>	<b>273</b>	<b>657</b>
<b>COMMERCIAL RECREATION/ENTERTAINMENT</b>											
17	Multiplex Movie Theater (Less-20% Internal) (Less-10% Pass By)	445	4500 110.000	Seats KSF	3,600 (720) (288)	12 (2) (1)	1 0 0	13 (3) (1)	130 (26) (21)	230 (46) (37)	360 (72) (58)
	<i>Subtotal</i>				2,592	9	1	9	83	147	230
18	Bowling Alley (Less-20% Internal) (Less-10% Pass By)	437	25.000	KSF	833 (167) (67)	47 (9) (4)	31 (6) (3)	78 (16) (6)	31 (6) (3)	44 (9) (4)	89 (18) (7)
	<i>Subtotal</i>				599	34	22	56	22	31	64
19	Fitness Center (Less-20% Pass By)	492	35.000	KSF	1,153 (231)	18 (4)	24 (5)	42 (8)	72 (14)	70 (14)	142 (28)
	<i>Subtotal</i>				922	14	19	34	58	56	114
20	Multi-Purpose Recreation Center (Less-20% Internal) (Less-20% Pass By)	435	44.000	KSF	2,450 (490) (392)	39 (8) (6)	10 (2) (2)	49 (10) (8)	91 (18) (15)	56 (11) (9)	147 (29) (24)
	<i>Subtotal</i>				1,568	25	6	31	58	36	94
	<b>Subtotal for Commercial Recreation/Entertainment</b>		<b>214.000</b>	<b>KSF</b>	<b>5,681</b>	<b>82</b>	<b>48</b>	<b>130</b>	<b>221</b>	<b>270</b>	<b>502</b>
<b>TOTAL</b>					<b>68,951</b>	<b>1,266</b>	<b>1,244</b>	<b>2,508</b>	<b>2,955</b>	<b>2,806</b>	<b>5,772</b>

Source: PCR Services, Appendix D of DEIR, SCH No. 2005051059

## **APPENDIX F**

### **Preservation of Assisted Housing At Risk Of Conversion Analysis**

As required by Government Code Section 65583, the City must analyze the extent to which low income, multi-family rental units are at risk of becoming market rate housing, and if necessary, develop programs to preserve or replace these assisted housing units. The multi-family units to be considered are any units that were constructed using various federal assistance programs, state or local mortgage revenue bonds, redevelopment tax increments, in-lieu fees or an inclusionary housing ordinance, or density bonus.

Low income multi-family housing is considered to be at risk if it is eligible to convert to non-low income housing due to: (1) the termination of a rental subsidy contract; (2) mortgage repayment; or (3) the expiration of affordability restrictions.

For the current planning period 2014-2021, there are two housing developments at-risk of converting to market rate, the Carson Gardens Retirement Apartments and the Grace Manor Apartments. An additional two developments are also at-risk of converting to market rate between the period 2021-2024, El Camino Village Senior Complex and Avalon Courtyard Senior Project. Provided below is an analysis and estimate of the costs of replacement and preservation of the above-identified units that are at risk of conversion to market rate units if annual contract renewals are not approved by HUD.

This section will address:

- An identification of assisted housing units that are at-risk of converting to market rate housing,
- An analysis of the costs of preserving and/or replacing these units,
- Resources that could be used to preserve at-risk units, and
- Program efforts for preservation of at-risk housing units.

#### **Identification of At-Risk Units**

Within the City of Carson there are several low- to moderate-income housing projects that have existing affordability controls listed in Table 27. Identified below are four developments that would be at-risk of converting to market rate in the next ten years (2014-2024) if annual contracts are not renewed or extended.

**Table F-1  
City of Carson  
Potential At-Risk Units**

<b>Project Name</b>	<b>Address</b>	<b>Types of Project-Based Govt. Assistance</b>	<b>Earliest Potential Conversion Dates</b>	<b>Total Number Units in Project</b>	<b>Number of Units Subject to Conversion</b>	<b>Tenant</b>	<b>Number of Bedrooms</b>	<b>Reported Condition</b>
Carson Gardens Retirement Apartments	21811 S. Main St. Carson, CA 90745	HUD 221 D4	Applying for a 5-year extension on 10/09	101	100	Senior	1 & 2	Good
Grace Manor Apartments	223 <sup>rd</sup> & Grace Carson, CA 90745	HUD Section 236	7 units are market rate & 30 units are Section 8 vouchers	38	30	Family	1,2, & 3	Very Good
El Camino Village Senior Complex	21735 So. Main St. Carson, CA 90745	Housing Authority Funds	2022	45	44	Senior	1	Poor
Avalon Courtyard Senior Project	22121 So. Avalon Blvd. Carson, CA 90745	Low Income Housing Tax Credits/Agency Set-Aside	2024	92	91	Senior	1	Very Good

**Cost of Preservation of Units**

While there are many options to preserving units including providing financial incentives to project owners to extend lower income use restrictions, purchasing affordable housing units by a non-profit or public agency or providing local subsidies to offset the difference between the affordable and marker rate units, the strategy considered below is to provide a local rental subsidy to residents. The rent subsidy would provide financial assistance to residents if their affordable units converted to market rate. To determine the subsidy needed, Fair Market Rents were compared to market rate rents.

**Table F-2  
City of Carson  
2013 Fair Market Rents**

<b>Size of Unit</b>	<b>Fair Market Rent</b>
0-bedroom	\$911
1-bedroom	\$1,101
2-bedroom	\$1,421
3-bedroom	\$1,921
4-bedroom	\$2,140

Source: HUD, 2009

**Table F-3**  
**City of Carson**  
**Estimated Monthly Subsidy to Preserve “At-Risk” Units**

Unit Size	Monthly Rents		Number of Units	Difference	Monthly Subsidy	Annual Subsidy
	Fair Market Rents <sup>1</sup>	Market Rate <sup>2</sup>				
Studio	\$911	-	0	\$0	\$0	\$0
1-bedroom	\$1,101	\$1,150	245	\$49	\$12,005	\$144,060
2-bedroom	\$1,421	\$1,700	10	\$279	\$2,790	\$33,480
3-bedroom	\$1,921	\$2,010	10	\$89	\$890	\$10,680
4-bedroom	\$2,140	-	0	\$0	\$0	\$0
<b>TOTAL</b>						<b>\$188,220</b>

Source: HUD Fair Market Rents 2013, Carson Rental Survey

Notes

<sup>1</sup>HUD Fair Market Rents, 2013

<sup>2</sup>Carson Rental Survey

### Cost of Replacement of Units

The City of Carson can also consider the cost of replacing the units with new construction. Construction cost estimates include all hard and soft costs associated with construction in addition to per unit land costs. The analysis assumes the replacement units are apartments with parking provided on-site, concrete block with steel frame. Square footage estimates are based on estimated size of units to be replaced and assuming housing units are developed on multi-family zoned properties. Land costs have been determined on a per unit basis.

**Table F-4**  
**City of Carson**  
**Replacement Cost by Unit Type**

Unit Size	Cost per Square Foot <sup>1</sup>	Average Square Foot/Unit <sup>2</sup>	Replacement Cost per Unit <sup>3</sup>
Studio	\$220	-	-
1-bedroom	\$220	584	\$158,480
2-bedroom	\$220	780	\$201,600
3-bedroom	\$220	1,010	\$252,200
4-bedroom	\$220	-	-

Source: Saylor Publications, Inc. [www.saylor.com](http://www.saylor.com), 2009

Notes

<sup>1</sup>Based on prevailing market conditions. Units assumed as apartments with on-site parking; concrete block and steel frame.

<sup>2</sup>Based on estimated size of units to be replaced.

<sup>3</sup>Includes construction costs, financing, and land acquisition costs of \$30,000 per unit.

**Table F-5  
City of Carson  
Replacement Cost of “At-Risk” Units<sup>1</sup>**

<b>Unit Size</b>	<b>Replacement Cost per Unit</b>	<b>Number of Units</b>	<b>Total Replacement Costs</b>
Studio	-	0	\$0
1-bedroom	\$158,480	245	\$38,827,600
2-bedroom	\$201,600	10	\$2,016,000
3-bedroom	\$252,200	10	\$2,522,000
4-bedroom	-	0	\$0

Source: Willdan

Notes

<sup>1</sup>Based on prevailing market conditions. Units assumed as apartments with on-site parking; concrete block and steel frame. Includes construction costs, financing, and land acquisition costs of \$30,000 per unit.

### **Resources to Preserve At-Risk Units**

The high costs of developing and preserving housing, along with limitations on both the amount and uses of funds, necessitates that a variety of funding sources may be required to preserve or replace affordable housing units. The Housing Resources section of the housing element describes in detail the two primary local funding sources for housing currently used in the City of Carson including Carson Housing Authority Funds and City CDBG funds. Both of these sources could potentially be used to assist in the support and development of affordable housing. Table 38 provides a complete list of funding programs divided into funding categories including federal, state, county, and private resources that could be used for: acquisition, rehabilitation, home buyer assistance, refinancing, rental assistance, and new construction. Adapted from Table 38 is a listing of funding programs that could be used for new construction.

- State and Federal Home Investment Partnership Act (HOME) Funds
- Section 202 Supportive Housing for the Elderly
- Section 207 Multifamily Rental Housing
- Section 207 Manufactured Home Parks
- Section 213 Cooperative Housing
- Section 811 Supportive Housing for Persons with Disabilities
- Low Income Housing Tax Credit (LIHTC)
- California Housing Finance Agency (CHFA) Multiple Rental Housing Program
- Redevelopment Housing Fund
- Tax Exempt Housing Revenue Bond
- California Community Reinvestment Corporation
- Federal Home Loan Bank Affordable Housing Program

## **Program to Preserve At-Risk Units**

The City has established a program to monitor affordable housing units assisted by the Redevelopment Agency that are at risk of converting to market rate. This program will be expanded to serve as an early warning system to monitor all at risk units in the City. Owners of such units will be contacted to assess the owner's intent to prepay a federally-assisted mortgage or to renew or opt out of project-based Section 8 contracts. The owners will be encouraged to consider renewal of HUD Section 8 contracts. Owners who want to opt out of a Section 8 contract, prepay a HUD subsidized mortgage or sell their property upon the expiration of the rental subsidy will be encouraged to provide 18-24 months advance notice to tenants. Through the program, tenants will be informed of the potential conversion of their units to market rate, and they will be educated on the potential tenant purchase of units.

### Non-Profit Resources Available for Preservation of Units

The following non-profit corporations are potential organizations with the experience and capacity to assist in preserving at-risk units:

- Los Angeles Center for Affordable Tenant Housing
- BUILD Leadership Development Inc.
- Century Housing Corporation
- Century Pacific Equity Corporation
- Community Partnership Development Corporation
- DML & Associates Foundation
- East Los Angeles Community Corporation
- Foundation for Quality Housing Opportunities Inc.
- Housing Authority of the City of Los Angeles
- Housing Corporation of America
- Jamboree Housing Corporation
- Keller & Company
- Los Angeles Housing Partnership Inc.
- Los Angeles Low Income Housing Corporation (LALIH)
- National Community Renaissance
- Neighborhood Housing Services of the Inland Empire Inc.
- Nexus for Affordable Housing
- Orange Housing Development Corporation
- Southern California Housing Development Corporation

- Southern California Presbyterian Homes
- The East Los Angeles Community Union (TELACU)







CITY OF CARSON  
2014-2021 Housing Element

