

I Introduction

This Housing Element presents the City of Carson’s strategy and commitment for how it will meet the housing needs of the community. The 2021-2029 Housing Element updates the previous (2014-2021) Housing Element of the General Plan and provides an opportunity to address evolving needs, priorities, resources, and conditions in the City. Within the context of the most severe housing crisis that the region has faced and the increasingly apparent ways in which this housing crisis exacerbates existing disparities, it is the City’s priority to provide housing that furthers stability, affordability, equity, and opportunity for all Carson residents.

1.1 City History Synopsis

Native Americans like the Tongva (also referred to as Kizh or Gabrielino) established villages in the Carson area 6,000 years before the first white men arrived on the shores of southern California. In 1782, the first white settler of the area, Juan Jose Dominguez, was rewarded 75,000 acres of land by the Spanish governor of California. The land, known as Rancho San Pedro, included the current cities of Carson, Torrance, Redondo Beach, and the Los Angeles Harbor. The area was primarily used for cattle ranching, sheep grazing and dairy farming by settlers throughout the 19th century. The area was also the site of a notable battle during the Mexican-American War.

The shift from primarily rural to urban land use in the area that is now Carson occurred during the turn of the 20th century. The establishment of the Dominguez Water Company in 1911 allowed for the provision of water and other utilities, fostering residential and commercial settlement along Carson Street and Avalon Boulevard. More industrial and residential development followed the discovery of oil during the 1920s. The area continued to develop throughout the 20th century, facilitated by the extension of the interstate highway system into the South Bay and suburbanization of the Los Angeles metropolitan region.

The 1960s were a particularly important decade for Carson. The population boomed from about 40,000 residents in 1960 to about 70,000 at the end of the decade. During this period, the area remained unincorporated territory of Los Angeles County. This status led to the concentration of industrial and pollutive uses in the area, like refuse dumps, landfills and automobile dismantling plants. In 1968, residents of the area voted to incorporate Carson into a city as a means of establishing greater control over their community and its land uses.

Since incorporation Carson has continued to grow. Recently, Carson has seen a population increase of 10.8 percent between 1990 and 2020, indicating that the city is below the overall trend of Los Angeles County (14.8 percent) according to SCAG Pre-certified Local Housing Data for the City of Carson and the California Department of Finance (DoF). It has a housing stock typical to a mid-sized urban city in the county, with an average household size of 3.62 in 2019 and 78.43 percent single-family households in 2020. Over the 2000-2020 period, there has been a net increase of 225 housing units. The number of multifamily

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housing units increased by about 14 percent during the period, while single-family housing units decreased by about 0.8 percent.

1.2 City Location

Today, the City of Carson covers approximately 19.2 square miles in the southern area of Los Angeles County. 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 190th Street/Victoria Street) and by Figueroa Street (north of 190th 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. The unincorporated areas north of Alondra Boulevard and east of South Wilmington Avenue constitute the City's spheres of influence.

1.3 Purpose of the Housing Element

As part of a jurisdiction's General Plan, California State law requires the adoption of a Housing Element to identify and address the community's housing needs. Unlike the General Plan, however, the Housing Element must be updated every eight years to reflect changing conditions, community objectives, and goals. The 2021-2029 Housing Element for the City of Carson coincides with the City's 2040 General Plan update and will set forth the City's housing priorities and goals, as well as its vision for both short- and long-term development. The Housing Element also identifies specific housing strategies and programs in the Housing Action Plan (Chapter 6) to address the community's housing needs. Housing goals include:

1. Maintain and rehabilitate Carson's existing housing stock.
2. Encourage the development of a variety of housing to meet needs of the broad spectrum of the community, with a particular emphasis on multifamily housing, and development standards that facilitate housing production.
3. Preserve affordable housing "at risk" of conversion and promote additional affordable housing development.
4. Promote and preserve housing opportunities for persons with special needs, including lower-income households, large families, single parent households, disabled persons, the elderly, and persons experiencing homelessness.
5. Housing opportunities to all persons regardless of race, religion, ethnicity, ability, sex, age, marital status, household composition, or other arbitrary factor.
6. Conserve natural resources and reduce energy consumption in all areas of residential development.

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). An Initial Study/Negative Declaration was for the project was released on November 29, 2021. No comments were received as of the closing date of December 29, 2021.

1.4 Organization of the Housing Element

The Housing Element is divided into several chapters and appendices covering the assessment of current conditions, housing needs, constraints, and the housing plan. It is organized as follows:

- **Chapter 1 – Introduction:** Provides an introduction to the document, including city background, the purpose of a Housing Element, and a summary of public participation during the Housing Element update process. Full documentation of public outreach is included in Appendix A.
- **Chapter 2 – Housing Needs Assessment:** Presents community demographic information, including both population and household data. Outlines the Regional Housing Needs Assessment (RHNA) process and provides an assessment of housing needs.
- **Chapter 3 – Affirmatively Furthering Fair Housing:** Provides an assessment of fair housing issues and efforts in Carson. The full assessment this Housing Element’s sites inventory with respect to fair housing is included in Appendix C, and the Analysis of Impediments to Fair Housing Choice conducted by the City in 2020 is included in Appendix E.
- **Chapter 4 – Housing Constraints:** Explores the various obstacles the City faces in developing housing, including governmental and non-governmental constraints.
- **Chapter 5 – Housing Resources:** Analyzes site, financial, and administrative availability for future housing development.
- **Chapter 6 – Housing Action Plan:** Institutes the goals, policies, and programs of the 2021-2029 Housing Element, and provides quantified objectives. An evaluation of the prior (2014-2021) Housing Element is included in Appendix D.
- **Appendix A – Public Outreach Materials**
- **Appendix B – State Licensed Residential Care Facilities – City of Carson**
- **Appendix C – Sites Inventory**
- **Appendix D – Prior Housing Element Evaluation**
- **Appendix E – 2020 Analysis of Impediments to Fair Housing Choice – City of Carson**

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1.5 Relationship to Other General Plan Elements

A comprehensive update of Carson’s General Plan, which was last updated in 2004, is underway and is likely to be completed in early 2022. The 2040 General Plan provides the framework for development of facilities, services and land uses necessary to address the needs and desires of city residents, workers, and businesses. To ensure that these needs are clearly addressed throughout the General Plan, the various General Plan 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. The Draft 2040 General Plan Land Use Element provides residential designations for multiple new sites, allows mixed-use development in several areas, and increases allow development densities and building heights in several parts of the city. It also includes both minimum and maximum densities for several higher density residential designations. 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, and proposes development of the community principal spines—where much of the new housing would be located—as vibrant mixed-use boulevards, with enhanced landscaping, street trees, bike lanes, and pedestrian amenities. The Environmental Justice Element contains policies to ensure that growth is balanced, inclusive, and just.

The Housing Element update builds upon and is consistent with these and other General Plan elements. The 2021-2029 Housing Element [adopted on February 1, 2022](#) has been revised to ensure internal consistency [and address comments by HCD toward certification of the Housing Element](#), and the City will maintain such internal consistency as part of the Annual Report prepared in accordance with Section 65400 of the California Government Code.

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1.6 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 have had several opportunities to recommend strategies, review, and comment on the Carson Housing Element as discussed below. As the Housing Element is being prepared in parallel with the General Plan update, outreach efforts from that process further informed this element and are summarized below. Materials used during the outreach process, as well as outreach summaries, are provided in Appendix A.

GENERAL PLAN OUTREACH

Outreach for the General Plan update was conducted by Lee Andrews Group, Inc. between 2017 and 2021. Outreach efforts were aimed at addressing a variety of elements, and were not just restricted to the Housing Element. Lee Andrews Group designed and implemented a robust campaign to solicit input from the Carson community. This included identifying key stakeholders with a specific interest in land-use within the city, and creating opportunities for them and for members of the general public to provide ideas, input

and feedback at various phases and in diverse formats during the formation of the new proposed General Plan. The primary outreach tactics employed to gain input included community meetings, workshops, pop-up events, online and in-person surveys, telephone, direct mail, email, briefings and individual interviews, digital activities, social media calendars and a dedicated website.

Of particular importance to the Housing Element are the workshops and targeted stakeholder interviews. Thirteen targeted stakeholder interviews were conducted on September 27th and 28th, 2017. Topics discussed in the interviews included vision and priorities, urban design, housing, corridors, specific geographic areas of the city, community health and safety, parks and community facilities, transportation, economy, and City regulations and approvals. To solicit input relevant to both the Housing Element and Environmental Justice Element, a virtual Housing Element/Environmental Justice Community Workshop was conducted on September 23th, 2021. Feedback from this workshop was incorporated into the assessment of housing needs (Chapter 2) and constraints (Chapter 4). An assessment of the outreach campaign and promotional materials used are included in Appendix A.

HOUSING ELEMENT STAKEHOLDER MEETINGS

Alongside General Plan outreach efforts, targeted stakeholder meetings were planned to provide input unique to the Housing Element. The City initially planned two Housing Element stakeholder meetings during June 2021 to solicit input on the Housing Element. Participants included those interested in housing development and preservation in the city, including both non-profit and for-profit developers who have experience constructing both market-rate and affordable housing in Carson. Discussion was focused on housing priorities, housing needs and constraints, and opportunities and solutions. Further, some property owners who participated in the stakeholder meetings expressed interest in developing on their sites. These comments were incorporated into the assessment of housing needs, constraints, and the housing sites inventory. The first stakeholder meeting occurred on June 16th, 2021. The second stakeholder meeting was scheduled for June 24th, 2021 but was indefinitely postponed due to low stakeholder availability. The agenda and summary notes from the stakeholder meeting are available at the beginning of Appendix A. Key issues identified by stakeholders (and where these issues are addressed in the Housing Element) are listed below:

- Development standards, specifically open space requirements for multifamily developments and design requirements specific to ownership type rather than housing type, tend to be rigid and increase costs of development. Program 5 includes amendments to multifamily development standards, residential condominiums requirements, open space requirements, and zoning for consistency with the General Plan, in addition to review of parking standards to lower these barriers.
- The long timeline of development was identified as a major constraint. Market rate developers voiced a desire for greater streamlining of the permitting process including environmental review. Program 6 helps decrease both the costs and time associated with residential development in Carson by implementing streamlined development and review standards.
- Stakeholders have experienced community pushback against lower-income housing, especially transitional and supportive housing for formerly homeless persons. Housing needs of persons experiencing homelessness is included in the Housing Needs Assessment (Chapter 2), and discussion specific to fair housing is included in Chapter 3. The City's efforts to address these issues are included in programs 13 and 14.

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HOUSING ELEMENT PUBLIC REVIEW

The Draft 2021-2029 Housing Element was first made available for public review on September 28th, 2021. The Draft was presented to the Planning Commission during a public hearing on the same date. The Planning Commission unanimously approved a resolution to recommend the City Council forward the Draft 2021-2029 Housing Element for review by HCD prior to its adoption by the City. The meeting was conducted remotely via the Zoom teleconferencing application due to the COVID-19 pandemic. Members of the public were permitted to provide public comment through Zoom, email, telephone, and a physical box located in front of City Hall. Members of the public were able to observe the meeting live through the City's PEG television channel or via live streaming on the City's website.

The Draft, with revisions recommended by the Planning Commission, was presented to the City Council on October 5, 2021. The City Council approved a resolution to submit the Draft 2021-2029 Housing Element, with modifications recommended by Planning Commission, for review by HCD. Public testimony during the presentation was restricted to three minutes per speaker, speaking once. The meeting was conducting remotely via the Zoom teleconferencing application due to the COVID-19 pandemic. Public comments could be provided only through a live call-in option. Members of the public were able to observe the meeting live through the City's PEG television channel or via live streaming on the City's website.

~~A key topic that was raised by the Planning Commission in the hearings was mobilehome parks conversion. The Housing Element now includes an expanded Program 11: Mobilehome Parks Maintenance and Preservation, and the Draft General Plan includes a new Mobilehome Park Overlay District (MHD) that restricts use of existing mobilehome parks to mobilehome parks only. Program 11 also calls for establishment of this overlay in the Zoning Ordinance and for the ordinance to not permit any other use without a General Plan/zoning amendment.~~

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The Draft 2021-2029 Housing Element was posted for public review on both the 2040 General Plan project website¹ and the City's website.² Interested members of the public were able to contact City staff with comments or questions regarding the both the General Plan and Housing Element updates by email, phone, or in person. Comments received following public review have been incorporated into the element, including in Chapters 2, 3, and 4. 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. City staff will continue to conduct such annual reviews during the 2021-2029 planning period.

OTHER OPPORTUNITIES FOR PUBLIC PARTICIPATION

Public hearings are held annually on the City's participation in the Community Development Block Grant (CDBG) 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.

The Housing Action Plan reflects community input gathered between 2017 and 2020 for an array of City initiatives, including the preparation of an Analysis of Impediments (AI) to Fair Housing Choice,

¹ <https://www.carson2040.com/reports-and-products>

² <https://ci.carson.ca.us/communitydevelopment/generalplan.aspx>

2 Housing Needs Assessment

This Housing Element seeks to deepen the City's understanding of the housing needs of the community and region in order to identify programs that will help ensure that the existing and future housing stock meets the housing needs of every segment of the city's population. This chapter discusses the components of housing need – the trends in Carson's population, households, and employment base and the type of housing available, as well as the regional context in which these occur. The Housing Needs Assessment is presented in the following nine sections:

- Community Context
- Population Characteristics
- Household Characteristics
- Employment Characteristics
- Housing Stock Characteristics
- Special Needs
- Preservation of Assisted Housing at Risk of Conversion
- Energy Conservation
- Future Housing Needs

Analysis in each of these subsections informs the housing programs and policies provided in Chapter 6 of this Housing Element.

The Southern California Association of Governments (SCAG) produced Local Housing Data packages for jurisdictions in the SCAG region that have been pre-approved by the State Department of Housing and Community Development (HCD). However, much of the data relies on now outdated 2014-2018 5-year American Community Survey (ACS) and 2012-2016 Department of Housing and Urban Development (HUD) Comprehensive Housing Affordability Strategy (CHAS) estimates. Thus, where applicable, this chapter uses the more current 2015-2019 5-year ACS and 2013-2017 HUD CHAS estimates as opposed to the SCAG data package. Where the SCAG data package provides the most current data, this is used for analysis. In addition, alternate sources are used where the SCAG data package does not provide sufficient information. Where the SCAG data package provides the most current data, this is used for analysis.

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2.3 Household Characteristics

Household characteristics are important indicators of the type and size of housing needed in a city. The Census Bureau 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.

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As shown in Table 2-4, there are proportionately more married-couple families in Carson (54.1 percent) than in Los Angeles County (45.1 percent). Carson also has a lower proportion of male householders with no spouse/partner present (12.6 percent) and a higher proportion of households with one or more people 65 years and over (40.7 percent) compared to Los Angeles County (19.3 percent and 28.1 percent, respectively). The proportion of female householders with no spouse/partner present is nearly equivalent across both jurisdictions.

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.

According to the Census, the average household size in Carson increased from 3.58 persons in 2000 to 3.62 persons in 2019 (see Table 2-5). In comparison, the average household size for Los Angeles County has remained relatively consistent from 2000 to 2019 at just below 3.0 persons per household. While owner-occupied units tend to have higher average sizes than renter-occupied ones in Los Angeles County, the opposite is true of Carson. The fact that the city's population is aging while household size remains relatively high indicates that overcrowding may be a problem, especially in renter-occupied units.

Table 2-4: Household Characteristics in Carson and Los Angeles County, 2019

	Carson		Los Angeles County	
	Number	Percent	Number	Percent
Total Households	25,211	100.0%	3,316,795	100.0%
Total Family Households	20,501	81.3%	2,210,939	66.7%
Married-couple family	13,634	54.1%	1,495,658	45.1%
With own children of the householder under 18 years	5,162	20.5%	639,936	19.3%
Cohabiting couple household	1,217	4.8%	225,057	6.8%
With own children of the householder under 18 years	561	2.2%	86,802	2.6%
Male householder, no spouse/partner present	3,183	12.6%	640,636	19.3%
With own children of the householder under 18 years	305	1.2%	40,974	1.2%
Householder living alone	1,442	5.7%	391,454	11.8%
65 years and over	678	2.7%	97,099	2.9%

Table 2-17: City of Carson Age of Housing Stock, 2019

<i>Year Structure Built</i>	<i>Number</i>	<i>Percent</i>
Built 1990 to 1999	865	3.3%
Built 2000 to 2009	1,204	4.7%
Built 2010 to 2013	372	1.4%
Built 2014 or later	173	0.7%

Source: U.S. Dept. of Commerce, Bureau of the Census, 2015-2019 American Community Survey

Precise quantifications 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 Government Code Section 17920.3. A building is considered substandard if any of the following conditions exist:

- Inadequate sanitation
- Structural hazards
- Nuisances
- Faulty weather protection
- Fire, safety or health hazards
- Inadequate building materials
- Inadequate maintenance
- Inadequate exit facilities
- Hazardous wiring, plumbing or mechanical equipment
- Improper occupation for living, sleeping, cooking, or dining purposes
- Inadequate structural resistance to horizontal forces
- Any building not in compliance with Government Code Section 13143.2

Households living in substandard conditions are 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 2019 American Community Survey, as shown in Table 2-18, there were 61 housing units in the city lacking complete plumbing facilities and 70 housing units lacking complete kitchen facilities. At a census-tract-level, the number of housing units lacking a complete kitchen or plumbing facilities is at most 17 units and 15 units, respectively. Because these represent a very small proportion of housing units within a tract, geographic targeting based on this information is not reasonably feasible. Based on the observations of City staff, Code Enforcement, and the age of the city’s housing stock, an estimated 10 percent of housing units in Carson may be considered substandard and in need of rehabilitation. Based on the 26,451 units estimated in 2020 by the DOF, this is approximately 2,645 units.

Table 2-18: City of Carson Plumbing and Kitchen Facilities by Tenure, 2019

	<i>Owner</i>		<i>Renter</i>	
	<i>Number</i>	<i>Percent</i>	<i>Number</i>	<i>Percent</i>

Plumbing

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.

There are numerous homeless service providers that are part of the county's CoC. These service providers offer a range of services that extend beyond housing and shelter, including employment training, counseling, financial literacy, legal aid, childcare and transportation services. 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. California Government Code Section 65662 requires that navigation centers for homeless persons transitioning to permanent housing be provided "by right" and CEQA-exempt approvals by local jurisdictions.

[While it is difficult to project the needs of homeless populations, Program 13 of the Housing Action Plan \(Chapter 6\) outlines the City's plan to provide transitional and supportive housing and extremely-low-income housing and continually monitor homelessness in Carson to be responsive to future needs.](#)

2.7 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, multifamily 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 several low- to moderate-income housing projects in the city that have existing affordability controls, which are listed in Table 2-30. Further, the California Housing Partnership (CHP) has determined the risk level of units as of August 2021. While the CHP also provides unit estimates and affordability end year estimates, Table 2-30 uses local data provided by the Carson Housing Authority (CHA) or HUD's Multifamily Assistance & Section 8 Database if estimates differ. Affordability end years are based on project covenants and restrictions for CHA projects and the loan, contract, or regulatory agreement end date on HUD-assisted projects. The CHP risk levels are defined below.

- Low Risk – At-risk of converting to market rate in the next 10 or more years and/or are owned by a large/stable non-profit, mission-driven developer.
- Moderate Risk – At-risk of converting to market rate in the next five to 10 years.
- High Risk – At-risk of converting to market rate in the next one to five years.
- Very High Risk – At-risk of converting to market rate within the next year.

While the majority of assisted units are at a low risk of conversion, there are a number of units considered to be at moderate to very high risk. All projects assisted by the CHA are at low risk of conversion, while the two Section 8 based projects face some level of risk. The Carson Gardens Apartments contains 100 assisted units and is considered at moderate risk of conversion, since its Section 8 contract with HUD will expire in 2031, according to HUD's Multifamily Assistance and Section 8 Database as of December 2021. The CHP-provided dataset on at-risk units in the city also provides an estimated affordability end date of 2031.

Grace Manor contains 30 assisted units and is considered at very high risk, since its Section 8 contract expires in 2022, according to HUD's Multifamily Assistance and Section 8 Database as of December 2021. According to contract renewal information provided by HUD's Multifamily Property/Contract/Rent &

3 Affirmatively Furthering Fair Housing

As of January 1, 2019, California Assembly Bill (AB) 686 requires all public agencies in California to affirmatively further fair housing (“AFFH”) to examine existing and future policies, plans, programs, rules, practices, and related activities and make proactive changes to promote more inclusive communities. This chapter addresses requirements for housing elements to identify impediments to fair housing, provide an assessment of fair housing, and develop meaningful and specific programs pursuant to AB 686, which also allows a jurisdiction to incorporate elements of a separately composed assessment of fair housing if applicable. The City of Carson approved an Analysis of Impediments to Fair Housing Choice (AI) in May 2020. This chapter summarizes some of the major findings of that report and provides more current data where possible³. The 2020 AI is included as Appendix E. In addition to the analysis in this chapter, Appendix C provides an assessment of this Housing Element’s sites inventory with respect to AFFH, including whether the sites identified improve or exacerbate conditions of fair housing. Appendix C also includes an analysis of the sites... (Table C-16).

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An analysis of the sites inventory, including whether the sites identified improve or exacerbate conditions of fair housing, is available in Appendix C.

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OUTREACH EFFORTS

Public outreach related to AFFH is foundational to a complete assessment of fair housing. Affordable housing providers, who were included in the stakeholder meeting for the Housing Element, discussed the housing needs of special needs groups—including those experiencing homelessness. Stakeholders indicated that there is often community pushback against lower-income housing, especially transitional and supportive housing for formerly homeless persons, and expressed a desire for increased outreach and public education to reduce this pushback. During outreach for the General Plan, participants generally expressed a desire for more housing, including middle market housing and not just high-end and affordable housing. Participants expressed interest in ensuring that the city remains affordable, with some concerned that new development is not affordable to residents with middle incomes. A full discussion of these outreach efforts is provided in Chapter 1 and Appendix A.

Further, the 2020 AI was prepared in a manner consistent with the AFFH Final Rule and accompanying commentary published by HUD. To that end, it incorporated meaningful community participation, consultation and coordination. This included a Fair Housing Survey, a Fair Housing Forum and a public review process. Where public input informs contributing factors to fair housing issues in Carson, this is indicated in Table 3-5. The results of these efforts informed the assessment provided in this section. See below for an overview of each outreach effort.

- 2019 Fair Housing Survey: The purpose of the survey was to gather insight into knowledge, experiences, opinions, and feelings of stakeholders and interested citizens regarding fair housing as well as to gauge the ability of informed and interested parties to understand and affirmatively

³ While the 2020 AI used HUD’s November 2017 AFFH data release (Table AFFHT0004), this chapter relies on the more current July 2020 release (Table AFFHT0006) where possible. Additional data provided by the California Department of Housing and Community Development (HCD) prepared for the assessment of fair housing is also used.

Table 3-4: Gentrification and Displacement Census Tract Typologies

Typology	Criteria
Advanced Gentrification	<ul style="list-style-type: none"> Moderate-, mixed-moderate-, mixed-high-, or high-income tract in 2018 Housing affordable to middle-, high-, mixed-moderate-, and mixed-high-income households in 2018 Marginal change, increase, or rapid increase in housing costs Gentrified in 1990-2000 or 2000-2018
Stable Moderate/Mixed Income	<ul style="list-style-type: none"> Moderate-, mixed-moderate-, mixed-high-, or high-income tract in 2018
At Risk of Becoming Exclusive	<ul style="list-style-type: none"> Moderate-, mixed-moderate-, mixed-high-, or high-income tract in 2018 Housing affordable to middle-, high-, mixed-moderate-, and mixed-high-income households in 2018 Marginal change or increase in housing costs
Becoming Exclusive	<ul style="list-style-type: none"> Moderate-, mixed-moderate-, mixed-high-, or high-income tract in 2018 Housing affordable to middle-, high-, mixed-moderate-, and mixed-high-income households in 2018 Rapid increase in housing costs Absolute loss of low-income households, 2000-2018 Declining low-income in-migration rate, 2012-2018 Median income higher in 2018 than in 2000
Stable/Advanced Exclusive	<ul style="list-style-type: none"> High-income tract in 2000 and 2018 Affordable to high- or mixed-high-income households in 2018 Marginal change, increase, or rapid increase in housing costs

Source: UC Berkeley, Urban Displacement Project, 2018

Although UDP does not identify any low-income tracts in Carson as at-risk of displacement, as discussed in Chapter 2, home sales prices and rents in Carson have continued to rise in recent years. According to the American Community Survey, monthly median gross rents have increased from \$1,190 in 2010 to \$1,524 in 2019 (28.1 percent increase). In 2019, median gross rent was higher in Carson than in a number of surrounding jurisdictions. As renters are considerably more cost burdened, they are more likely to experience displacement pressures from even a small increase in rent prices. Since rents are higher in the city than in other comparable jurisdictions, displacement pressures may pose a substantial risk. Further, residents living in mobile home parks may be at particular risk of displacement. The Housing Action Plan contained in Chapter 6 provides a variety of strategies to preserve and expand affordable housing to reduce this risk, particularly programs 4, 10, 11, and 12.

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3.3 Priorities and Goals

In addition to a fair housing assessment, State law requires the identification of priorities and goals to reduce the severity of fair housing issues in a jurisdiction. Further, a jurisdiction must identify contributing factors and assign a priority level to each factor. This section incorporates the conclusions of the 2020 AI and provides updates where necessary.

CONTRIBUTING FACTORS

The City's 2020 AI identified the major contributing factors that are sources for fair housing issues within Carson, along with each factor's level of prioritization. As this chapter has identified the same fair housing issues in Carson since the completion of the 2020 AI, these conclusions are reproduced and updated in Table 3-5 below. High priority indicates "factors that have a direct and substantial impact on fair housing choice," medium priority indicates "factors that have a less direct impact on fair housing choice, or that the City of Carson has limited authority to mandate change," and low priority indicates "factors that have a slight or largely indirect impact on fair housing choice, or that the City of Carson has limited capacity to address."

Table 3-5: City of Carson Contributing Factors

<i>Contributing Factors</i>	<i>Priority</i>	<i>Justification</i>
High levels of segregation	High	Black households have moderate to high levels of segregation when considered on the whole of the City of Carson. This is demonstrated by the Dissimilarity Index. The concentration of Black households was seen primarily in northern Carson.
Insufficient affordable housing in a range of unit sizes	High	Stakeholders indicated community pushback to affordable housing, and public input indicated that new residential development is not affordable to middle income earners. Further, some 34.2 percent of households have cost burdens. This is more significant for renter households, of which 50.4 percent have cost burdens (see Table 2-11). This signifies a lack of housing options that are affordable to a large proportion of the population.
Insufficient accessible affordable housing	High	The number of accessible affordable units may not meet the need of the growing elderly and disabled population, particularly as the population continues to age. About 48.0 percent of the population with at least one disability were persons aged 65 and older.
Insufficient access to grocery stores	High	There is insufficient access to grocery stores in the city, including in the eastern and northern portions of Carson.
Lack of fair housing infrastructure	High	The fair housing survey and public input indicated a lack of collaboration among agencies to support fair housing.
Insufficient fair housing education	High	The fair housing survey and public input indicated a lack of knowledge about fair housing and a need for education.

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Table 3-6: Fair Housing Priorities and Goals

Fair Housing Goal	Impediments to Fair Housing Choice/ Contributing Factors	Fair Housing Issue	Recommended Actions	Housing Action Plan Program
Reduce barriers to housing choices in zoning and municipal codes.	<ul style="list-style-type: none"> High levels of segregation Discriminatory patterns in lending 	Segregation	<ul style="list-style-type: none"> Review zoning for areas with restrictions to housing development, including minimum lot requirements; make appropriate amendments every year for the next five (5) years. Record activities annually. Work with HRC to provide outreach and training to lenders to reduce potentially discriminatory lending practices. 	<ul style="list-style-type: none"> Program 5 Program 14
Increase availability of accessible housing	<ul style="list-style-type: none"> Insufficient accessible affordable housing 	Disability and Access	<ul style="list-style-type: none"> Review development standards for accessible housing and inclusionary policies for accessible housing units; continue recommending appropriate amendments over the next five (5) years. Record activities annually. 	<ul style="list-style-type: none"> Program 5 Program 9 Program 13 Program 14
Promote housing opportunities in high opportunity areas	<ul style="list-style-type: none"> Insufficient accessible affordable housing Insufficient access to grocery stores High levels of housing cost burden Potential displacement pressures 	Disproportionate Housing Need	<ul style="list-style-type: none"> Continue to use CDBG and HOME funds to fund housing rehabilitation for homeowner and rental housing options of 150 residential housing units over five (5) years. Increase opportunities for neighborhood retail development, including grocery stores, through the General Plan and Zoning Code update. Promote and incentivize the development of housing units affordable to lower-income households. Promote a variety of housing types to meet all income needs, including through Accessory Dwelling Units (ADUs) and the use of density bonuses. 	<ul style="list-style-type: none"> Program 1 Program 2 Program 4 Program 5 Program 7 Program 8 Program 9 Program 10 Program 11 Program 12 Program 14

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Table 3-6: Fair Housing Priorities and Goals

Fair Housing Goal	Impediments to Fair Housing Choice/ Contributing Factors	Fair Housing Issue	Recommended Actions	Housing Action Plan Program
			<ul style="list-style-type: none"> Encourage and provide outreach on rental assistance programs, including HUD's Section 8 program which is administered locally by the Los Angeles County Development Authority (LACDA). Mitigate displacement pressures through the preservation of mobile homes and assisted housing at-risk of conversion, and promote the development of additional affordable housing units. 	<ul style="list-style-type: none"> Program 17
<p>Increase knowledge about fair housing among the community and service providers.</p>	<ul style="list-style-type: none"> Lack of fair housing infrastructure Insufficient fair housing education Insufficient understanding of credit 	<p>Fair Housing Enforcement and Outreach</p>	<ul style="list-style-type: none"> Continue to promote fair housing education through annual or biannual workshops. Actively seek to include those with disproportionate housing needs. Maintain records of activities annually. Ensure that fair housing education materials are available in the Spanish language. Maintain records of activities annually. Promote annual outreach and education related to credit for prospective homebuyers. Maintain records of activities annually. Partner with community agencies to provide financial literacy classes for prospective homebuyers on an annual basis. Maintain records of activities annually. Continue to partner with LAHSA, the South Bay Coalition to End Homelessness, and other organizations to provide resources and services for 	<ul style="list-style-type: none"> Program 14

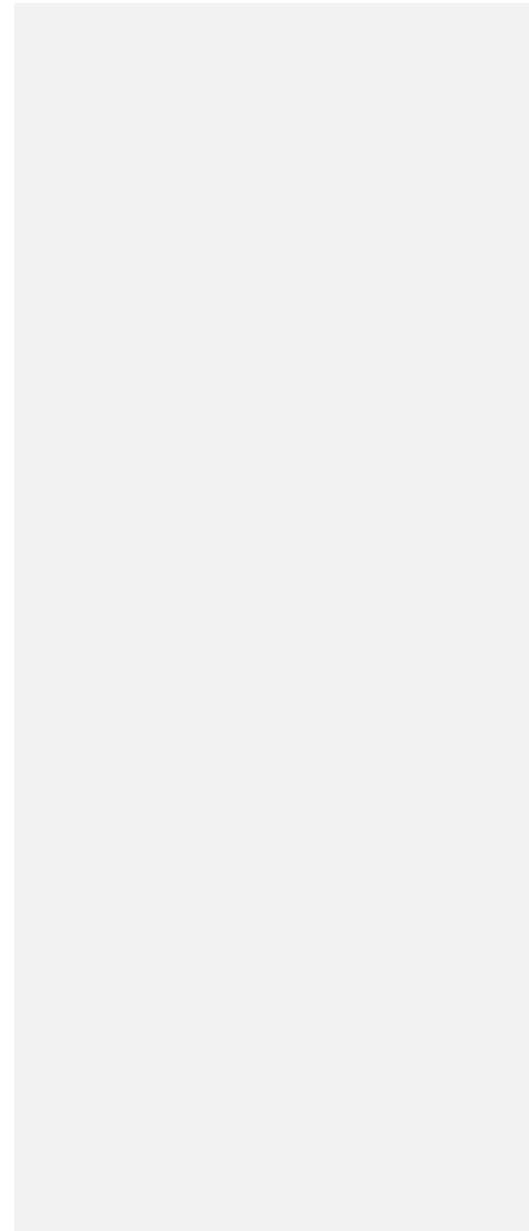
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Table 3-6: Fair Housing Priorities and Goals

<i>Fair Housing Goal</i>	<i>Impediments to Fair Housing Choice/ Contributing Factors</i>	<i>Fair Housing Issue</i>	<i>Recommended Actions</i>	<i>Housing Action Plan Program</i>
			persons experiencing homelessness in Carson.	

Source: City of Carson, 2020 AI; Dyett and Bhatia, 2021



4 Housing Constraints

State law requires analysis of governmental and non-governmental constraints to Carson meeting its housing needs. Governmental constraints can include zoning regulations, development standards, fees, and processing and permitting times, among others. Non-governmental constraints can include the following areas – infrastructure, environmental, and market. This chapter provides an assessment of such constraints as required by law.

Further, California Government Code Section 65583 requires that the City identify any constraints and impediments to fair housing. Chapter 3 of this Housing Element provides an assessment of fair housing in Carson, including applicable constraints as well as fair housing goals and recommended actions.

4.1 Governmental Constraints

While government regulations are intended to guide development in a community and ensure quality housing, they can also unintentionally contribute to delays or increased development costs. Actions taken by the City can thus have an impact on both the overall affordability of housing as well as its availability within the city. Governmental constraints that could lead to such cost increases include land use controls, site improvement requirements, building codes, fees, and other locals programs to improve the overall quality of housing.

The following section assesses constraints imposed by the current General Plan and Zoning Ordinance. The City has initiated a process to update its Zoning Code, both for consistency with the General Plan update, as well as to bring the Code up to contemporary practices and standards. As such, the ongoing updates to the General Plan and subsequent Zoning Code will rectify constraints as appropriate. The General Plan is expected to be adopted in March/April of 2023, and the Zoning Code updated within 12 to 18 months of General Plan adoption. Furthermore, the General Plan update will result in the provision of higher densities to multiple land use designations in the city.

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A brief introduction of proposed land uses in the General Plan update is presented below. Housing programs are included in Chapter 6 of this Housing Element to describe actions to ameliorate any governmental constraints.

DRAFT GENERAL PLAN UPDATE

The City of Carson last updated its General Plan in 2004 and is in the process of updating it again to reflect opportunities, challenges, and approaches that have emerged in recent years. This General Plan update is a comprehensive reexamination of Carson’s planning context and the community’s vision and involved close collaboration with Carson residents and elected officials in a variety of forums to ensure that the Plan closely reflects the community’s goals and priorities through the Plan’s 2040 planning horizon. As the General Plan

update is being prepared in parallel with this Housing Element, its policy direction and shared goals inform the assessment of constraints in this chapter.

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

To achieve these ends, the Draft General Plan concentrates new development in the downtown core, ~~and~~ in centers outside the core, ~~while also~~ expanding on the energy and success of recent corridor development such as that along Carson Street. These centers will contain a mix of uses, including housing, employment, and neighborhood commercial uses, ~~around major streets~~. Corridors between the centers will have enhanced landscaping, including street trees, pedestrian-scale lighting, and buffered bikeways where feasible.

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To facilitate the realization of development goals and priorities, there are a variety of proposed land use designations in the General Plan update. Three residential land use classifications are established to provide for development of a range of housing types – Low Density Residential (LDR), Medium Density Residential (MDR) and High Density Residential (HDR). The Mixed Use designation is intended to accommodate high-intensity active uses and mixed-use development, and three mixed-use designations are established – Downtown Mixed Use (DMU), Corridor Mixed Use (CMU) and Business Residential Mixed Use (BRMU). Finally, the Flex District (FLX) designation permits a wide range of uses, including conditionally permitted residential uses as part of a cohesive plan that considers the long-term development potential of adjacent properties and present a strategy for transition of industrial uses to residential uses. It is these land use designations that are used to determine development capacity in the sites inventory. Density and development intensity standards for each land use designation that permits residential development are available in Table 4-1.

It should be noted that the higher density residential uses do not have floor area ratio (FAR) limitations, while the FAR for the Downtown Mixed Use designation is fairly liberal relative to residential densities allowed (for example, base FAR of ~~1.75~~ would allow ~~about 76~~ units per acre for housing at average housing unit size of 1,000 square feet, while the maximum base residential density is ~~65~~ units per acre); FAR would increase in proportion to density where developments desire to avail of ~~additional ground floor commercial space and/or~~ community benefits for additional density.

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Table 4-1: Standards for Density and Development Intensity

Land Use Designation	Base Density/Intensity ¹		Maximum Increase in Residential Density/FAR with Additional Active Commercial Use/Community Benefits ³
	Base Residential Intensity ²	Floor Area Ratio (FAR; for all uses combined, including residential and non-residential)	
Residential			
Low Density	up to 10	up to 0.55	-
Medium Density	10 to 18	None specified	20%
High Density	18 to 30 (18 to 40 for sites larger than two acres)	None specified	40%

Table 4-1: Standards for Density and Development Intensity

Land Use Designation	Base Density/Intensity ¹		Maximum Increase in Residential Density/FAR with Additional Active Commercial Use/Community Benefits ³
	Base Residential Intensity ²	Floor Area Ratio (FAR; for all uses combined, including residential and non-residential)	
Mixed Use			
Downtown Mixed Use	40 to 65	up to 1.75 (minimum 0.2 active commercial frontage required) ⁴	40%
Corridor Mixed Use	up to 40	up to 1.0 (minimum 0.2 active commercial frontage required) ⁴	15%
Business Residential Mixed Use	up to 30	up to 0.75	60%
Flex District	up to 40	up to 0.75	60%

1. State-mandated density bonuses for affordable housing are in addition to densities otherwise permitted. The bonuses would be applied to the base density/intensity for the land use classification.
 2. Density is measured in housing units per net acre of site area.
 3. Method for determining additional commercial space/community benefits bonus to be established in the Carson Municipal Code. Bonus would apply to base density/FAR.
 4. Building area devoted to active commercial uses at the ground level is exempt from FAR calculations.
 5. Residential density increase of up to 15 units per acre available for active commercial uses.

Source: City of Carson, Land-use Classifications

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EXISTING DEVELOPMENT REGULATIONS

Article IX, Planning and Zoning, of the Carson Municipal Code includes a variety of development regulations, most of which affect the type, availability, location, and cost of housing. These include Chapter 1, Zoning; Chapter 2, Subdivision Regulations; Chapter 3, Standards and Criteria for Residential Condominiums; and Chapter 4, Density Bonus Provisions for Residential Units. All of these regulations must be consistent with the General Plan and proposed revisions to the Housing Element. Government Code 65583 (c)(1)(A) states that rezoning for jurisdictions with an eight-year housing planning period must be completed "no later than three years after either the date the housing element is adopted ...or 90 days after receipt of comments from the department, whichever is earlier." The Zoning Ordinance update is already underway and is anticipated to be completed well before the statutory deadline.

Land Use and Zoning

The current General Plan (slated to be updated, and thus superseded shortly) outlines four broad land use categories – Residential, Commercial, Industrial, and Other. Residential development is permitted in the Residential and Other categories, including mixed use designations. Residential designations include Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), and Urban Residential (UR). Other designations that allow residential development include Mixed Use-Residential (MU-R). As previously noted, land use designations will be changed with the General Plan update to reflect changed conditions in the city. Neighborhood integration and flexible uses, including for residential, are central to this update.

The existing Carson Zoning Ordinance (Carson Municipal Code Article IX, Chapter 1) establishes several residential zones in order to accommodate a variety of housing types and densities. The existing Code does

Table 4-2: Residential Development Standards

Zone/Overlay District	Land Use Category	Minimum Lot Size	Setbacks			Maximum Height	Other Requirements
			Front	Rear	Side		
Mixed-Use – Sepulveda Boulevard (MU-SB)	Mixed-Use Residential	10,000 to 15,000 sq. ft.	5' to 10'	5' to 10'	5'	45' (3 stories)	Max FAR: 1.5 Frontage: 70% of lot width (min)
Mixed-Use Residential (MUR)	Mixed-Use Residential	20,000 to 30,000 sq. ft.	-	-	-	45' (3 stories) ³	Max FAR: 1.5 Frontage: 100' (min)
Los Angeles County (Applies within Sphere of Influence)							
Single Family Residence (R-1)	-	5,000 sq. ft.	20'	15'	5'	35'	-
Limited Multiple Residence (R-3)	-	5,000 sq. ft.	15'	15'	5'	35'	-
Heavy Agriculture (A-2)	-	10,000 sq. ft.	20'	15'	5'	35'	-

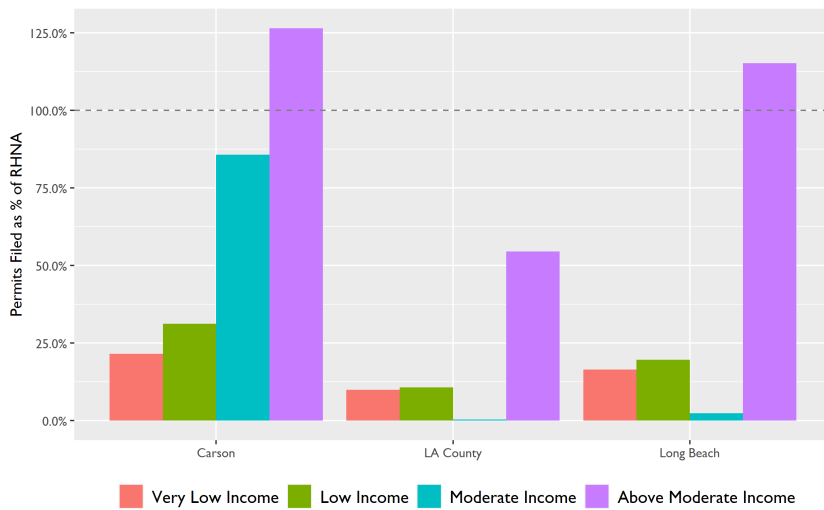
1. Measured from average grade.
2. Exception for a parking structure or subterranean parking, where the ground area shall not exceed 70% of the net lot area.
3. 55-foot building (four stories) permitted for affordable and/or senior citizen projects.
4. Height exceptions may be granted for building-mounted architectural features if an exceptional design has been determined by the Planning Commission.

Source: City of Carson, Carson Municipal Code Article IX, Part 2 Residential Zones, Division 5 Site Requirements and Division 6 Site Development Standards, and Part 3 Commercial Zones, Division 5 Site Requirements and Division 6 Site Development Standards; Los Angeles County, Los Angeles County Zoning Ordinance (unincorporated area)

Development standards may pose a constraint if they place an undue burden on development or make development less feasible in a jurisdiction. For instance, a survey of peer city and county standards demonstrate that maximum building heights in multifamily zones are higher in Compton, Torrance and unincorporated areas of Los Angeles County than is allowed in Carson. Further, during stakeholder outreach, developers indicated that Carson’s private open space requirements were excessive. Affordable housing developers also indicated that additional density allowances would help facilitate the development of affordable housing. Differences in standards can make development of higher density multifamily buildings, which tend to be more affordable, less attractive.

However, Carson’s standards have not **ultimately** hindered the development of housing at any income level. The City has developed several hundred housing units, including in four-story developments along West Carson Street and Avalon Boulevard, at densities averaging about 50 units per acre. Chart 4-1 highlights building permits as a proportion of RHNA between 2014 and 2020, showing that development in Carson has been on par with or better than that of the neighboring jurisdiction of Long Beach and the county. During this period, Carson has permitted 178 low- and very-low-income units, 240 moderate-income units, and 895 above-moderate-income units.

Chart 4-1: Building Permits as a Proportion of RHNA, 2014-2020



Source: City of Carson, 2020 Annual Progress Report; City of Long Beach, 2020 Annual Progress Report; Los Angeles County, 2020 Annual Progress Report

The City has been successful at attracting a variety of housing projects—including multifamily and mixed-use projects—at all income levels in recent years, and expects that the standards proposed in the General Plan update will incentive further residential development. For instance, the 46-unit Carson Arts Colony is an affordable multifamily project that developed at about 26 dwelling units per acre (du/ac) in the RM-25 zone and the 51-unit Veteran’s Village affordable mixed-use project developed at about 44 du/ac in the MU-CS zone. Height requirements and minimum lot sizes have not posed a significant constraint to the development of mixed-use or multifamily development and were not identified as constraints by housing developers—affordable or market rate—operating in the city. Other recent notable residential projects are listed in Table C-6 of Appendix C.

Furthermore, the General Plan proposes a significant increase in permitted building heights in the Downtown and Business Residential Mixed Use designations area of the city, from 45 feet to 55 feet at base, with potential further increases for projects providing community benefits, as shown in Table 4-3 below. These base line heights would not constrain the ability to achieve maximum densities (without exceptions). For example, the six-story maximum in the Downtown Mixed Use designation, which has a base maximum FAR of 1.75, would correspond to 381 du/ac (calculated for dwelling unit size of 1,000 square feet) – well beyond the maximum base density of 65 du/ac for the designation (see Table 4-1). Additionally, the forthcoming update to the Zoning Ordinance will help reduce constraints that were voiced as a concern during stakeholder outreach by revising open space requirements, such as by creating uniformity between rental and condominium standards and allowing greater flexibility in use of common open space to meet requirements (see Program 5).

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Table 4-3: General Plan Update Preliminary Range of Building Heights

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

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

Source: City of Carson

Building Code

The City of Carson has adopted Title 26, Building Code, of the Los Angeles County Code, as amended and in effect on January 1, 2020 with local amendments. The Los Angeles County Building Code adopted the 2019 California Building Standards Code, California Code of Regulations, Title 24. Local amendments to the State and county building codes are based on climatic, geological or topographical conditions, and are generally for the purpose of protecting public health and safety. These amendments do not substantially differ from other those of neighboring jurisdictions and thus are not likely to pose an impediment to the development or provision of housing.

Los Angeles County, through the Building and Safety Division, provides building permit services for the City. There are a number of other such contract cities in the county. Services include building permit issuance, construction inspection, HVAC mechanical permits, plumbing and sewer permits, grading permits, electrical permits, and plan checks. Code enforcement services are administered under the City’s Department of Public Safety Services, which is managed by the City Manager. Any person violating the Carson Municipal Code may be issued an administrative citation by a Code Enforcement Officer, and all fines shall be payable directly to the City’s Finance Department. Code enforcement procedures are contained in Article I, Chapter 2.5 of the Carson Municipal Code. Code enforcement processes and procedures are similar to neighboring jurisdictions and do not pose a constraint on housing.

Parking Requirements

Residential parking requirements in Carson are presented in Table 4-4. In general, both multifamily and single-family uses require two covered spaces (not including mixed-use exceptions). Parking requirements in Carson, particularly for multifamily and single-family uses, are generally comparable to those of surrounding jurisdictions. Furthermore, Carson’s average household size (3.51 persons per households in 2021 according to the California Department of Finance) is much higher than the Los Angeles County countywide average (2.88 for all incorporated areas) as well as adjacent communities of Torrance (2.57) or Long Beach (2.77). Thus, if anything, parking standards in Carson are less restrictive than those in surrounding communities. During outreach, some stakeholders noted that it can be difficult to develop structured parking for higher density mixed-use projects. Although in the long-term lower parking standards would be preferable, stakeholders also generally agreed that current parking regulations did not pose a significant constraint in Carson.

As part of the Zoning Code update, the City will explore potential changes to its parking requirements, including potentially requiring one space for studio and one-bedroom units, and 1.5 spaces for two-bedroom units, as some neighboring cities (such as the City of Long Beach in its RM zone with requirements of 1.5 spaces per unit) are presently doing. The City will also consider allowing tandem parking where the spaces are for a single unit. Further, as it relates to density bonus provisions, recent amendments to the State Density Bonus Law per AB 2345 have decreased the maximum parking ratio to further encourage affordable development. Other potential considerations include centralized off-site parking in downtown areas and in-lieu fees for parking, which can be used to improve transit, expand bike parking or carshare opportunities, and enhance walkability to help meet neighborhood market goals and increase access to opportunity.

These efforts are included in Program 5 of the Housing Action Plan (Chapter 6). Parking standards for Accessory Dwelling Units (called Second Dwelling Units in Table 4-4) are currently being revised to be consistent with recent amendments to the State Government Code.

Table 4-4: City of Carson Residential Parking Requirements

Use	Off-Street Parking Required
Residential	
Single-family dwelling in the RS Zone, RA Zone.	2 spaces within a garage.
Single-family dwelling in the RM Zone.	2 spaces within either a garage or carport.
Multifamily dwelling.	2 spaces within either a garage dwelling or carport for each dwelling unit. In addition, 1 guest parking space for every 1 multifamily unit with 3 bedrooms or more and 1 guest parking space for every 2 multifamily units with 2 bedrooms or less.

The procedure for considered and approving CUPs is provided in Section 9172.21 of the Zoning Code. After an applicant files a CUP, the Planning Commission holds a public hearing within six months of accepting the application. Following the hearing, the Commission must make the following findings to approve the CUP:

- a. The proposed use and development will be consistent with the General Plan.
- b. The site is adequate in size, shape, topography, location, utilities, and other factors to accommodate the proposed use and development.
- c. There will be adequate street access and traffic capacity.
- d. There will be adequate water supply for fire protection.
- e. The proposed use and development will be compatible with the intended character of the area.
- f. Such other criteria as are specified for the particular use in other Sections of this Chapter.

In granting a CUP, conditions related to the proposed use and development may be imposed as deemed necessary to carry out the intent of the Zoning Code and to protect the public health, safety and general welfare. In addition to the general criteria, the following is required to grant a CUP to larger CCFs (i.e., those with more than six persons): “The facility shall become licensed pursuant to Division 2 of the California Health and Safety Code or, if exempt from licensure, shall meet standards equivalent to those prescribed by State law for similar facilities.”

The only residential zones in Carson that do not permit larger CCFs are the RA and RS zones, both of which are intended for low-density, single-family development. This does not exclude persons with disabilities from accessing housing in these zones, as there are a number of smaller CCFs in these lower-density areas available to residents. The City has continued to approve larger CCFs, and there are three such licensed facilities in the city, as included in Appendix B:

- Carson Senior Assisted Living – This 230-person facility was licensed in 2006 and is located in the MU-CS zone.
- Olivia Isabel Manor – This 110-person facility was licensed in 2015 and is located in the CG zone.
- Bayside Guest Home – This 10-person facility was licensed in 2016 and is located in the RM-25 zone.

The CUP requirement for larger CCFs is common in neighboring jurisdictions – including Long Beach, Compton, and Gardena among others. In proportion to its population, Carson has CCF capacity on par with or greater than these peer jurisdictions and the county – see Table 4-9 below. This is in part due to the relatively high number of smaller CCFs, as well as the three larger facilities listed above. Generally, the CUP requirement has not inhibited the development of CCFs in Carson. Existing need is therefore currently met, and it is anticipated that future needs will also continue to be met through provision of a high number of smaller CCFs, which are allowed by right wherever residential uses are permitted, as required State law.

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The CUP requirement for larger CCFs (i.e., those with more than six persons) does not act as a constraint on the development of such facilities. ...

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Table 4-9: Community Care Facility Capacity

<i>Jurisdiction</i>	<i>Number of Community Care Facilities</i>	<i>Facility Capacity</i>		<i>Facilities per 1,000 Population</i>	
		<i>Average</i>	<i>Total</i>	<i>Number of Facilities</i>	<i>Total Capacity</i>
<i>Carson</i>	<i>81</i>	<i>9.0</i>	<i>733</i>	<i>0.9</i>	<i>8.0</i>
<i>Compton</i>	<i>49</i>	<i>5.3</i>	<i>260</i>	<i>0.5</i>	<i>2.7</i>
<i>Gardena</i>	<i>37</i>	<i>8.1</i>	<i>301</i>	<i>0.6</i>	<i>5.0</i>
<i>Long Beach</i>	<i>125</i>	<i>22.6</i>	<i>2,825</i>	<i>0.3</i>	<i>6.0</i>
<i>Torrance</i>	<i>129</i>	<i>12.2</i>	<i>1,578</i>	<i>0.9</i>	<i>10.9</i>
<i>Los Angeles County</i>	<i>3,176</i>	<i>18.0</i>	<i>57,321</i>	<i>0.3</i>	<i>5.7</i>

Source: California Department of Social Services, Community Care Licensing Division, 2021; California Department of Finance, E-5 Series, 2021

The City will consider whether it is appropriate to allow larger CCFs as a conditional use in the RA and RS zones during the Zoning Ordinance update. This effort is described in Program 13.

Parking restrictions are equivalent between small-family homes and other single-family uses dependent on zone. In all other residential care facilities, required parking spaces are determined for each CUP “based primarily upon the facility’s licensed capacity, type of care and number of employees.” Per State law, jurisdictions cannot distinguish by type of care provided by a facility. This stipulation poses a constraint, and the City will amend this language as part of its Zoning Ordinance update per Program 13.

Permits and Processing Procedures

There are no permit requirements for residential care facilities serving six or fewer persons. All other residential care facilities require a CUP. The City provides formal procedures for reasonable accommodation in their Zoning Code (9172.27), pursuant to State and federal law. 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.
- The requested accommodation is necessary to afford an individual with a disability equal opportunity to use and enjoy a residential use.
- The requested accommodation will not impose an undue financial or administrative burden on the city.
- 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 Title 26, Building Code, of the Los Angeles County Code and the California Building Code, 2019 Edition (Part 2 of Title 24 of the California Code of Regulations), 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.

FEES AND EXACTIONS

The development of new housing can impose infrastructure costs on a community. This includes both short-term costs like planning services and long-term costs like facility maintenance. 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. Per State law, these fees are limited to the reasonable cost of providing the service. A number of building and safety services—including building permits, review and monitoring of the design, construction, installation, demolition, and maintenance of privately-owned buildings and structures—are provided by Los Angeles County Building and Safety, managed by Los Angeles County Public Works. Carson is one of 14 contract cities that receive such services from the county. In addition, the City maintains an Interim Development Impact Fee program and a citywide Community Facilities District to ensure that new developments pay their “fair share” to cover the costs of City-provided services and facilities. These fees, and other relevant fees, are discussed below.

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Planning Entitlement Fees

The City imposes planning and application fees for new developments in order to defray the actual costs of services. The City annually conducts a public hearing on proposed new service fees or adjustments to service fees as part of the budget adoption process. The Finance Department maintains the Uniform Comprehensive Schedule of Fees, which was last updated in 2019. Relevant residential development fees, per the Schedule, are provided in Table 4-10. Many of these fees require a deposit which is either reassessed or reimbursed based on the cost of services. With the exception of pre-application review, fees and deposits are equivalent for both single-family and multifamily developments.

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Table 4-10: Planning and Application Fees

Fee Category	Fee or Deposit Amount ^{1,2}
Pre-Application Review	Single-Family Units: \$150 All Others: \$1,500 deposit
Tentative Tract Map (original, revised, or vesting)	\$15,000 deposit (City) plus L.A. County deposit ³
Tentative Parcel Map (original, revised, or vesting)	\$15,000 deposit (City) plus L.A. County deposit ³
Site Plan and Design Overlay Review (DOR)	
DOR – No Public Hearing/Administrative Only	\$350
Public Hearing (Planning Commission)	\$10,000 deposit
Public Hearing (Residential 1-2 Units)	\$500
Conditional Use Permit	
Residential Uses	\$6,000
Legal Nonconforming – Second Dwelling Unit	\$750
Plot Plan Review	\$150
Variance	\$4,000 deposit
General Plan Amendment	\$7,000 deposit

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Table 4-10: Planning and Application Fees

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Fee Category	Fee or Deposit Amount ^{1,2}
Zone Change	\$7,000 deposit
Specific Plans	\$26,000 deposit
Development Agreement	\$20,000 deposit
Certificate of Compliance Review	\$500
Lot Line Adjustment	\$1,000
Environmental (including Environmental Impact Report, Initial Study, Negative Declaration, Mitigated Negative Declaration)	Actual Cost ⁴

1. Staff time, materials and/or contracted professional services that are spent on the project are charged against the deposit. Additional money will be required if the original deposit balance falls below 20%. Failure or refusal to supplement the deposit, when requested, will cause staff and/or contracted professional services to stop processing the application and any related requests and/or paperwork. Any excess deposit money at the conclusion of the application and review process will be refunded.

2. Deposits for concurrent applications are 50 percent of stated amounts.

3. Per the 2021 County of Los Angeles Department of Regional Planning fee schedule, the fee for a tentative map – minor land division was \$17,606 and the fee for a tentative map – major land division was \$24,957.

4. Calculated as staff time multiplied by wage and benefit rate, plus City's out-of-pocket costs including third-party consultants.

Source: City of Carson, Finance Department, 2019 Uniform Comprehensive Schedule of Fees

Compared with neighboring jurisdictions and the county, Carson has comparable or lower planning fees. For instance, residential CUP fees in Carson (\$6,000 deposit) are similar to or less than in Long Beach (\$4,485 - \$7,812.42), Torrance (\$5,157-\$14,236), Compton (\$9,000) and Los Angeles County (\$1,749 - \$10,215). Variances, general plan amendments, and zone changes are also generally lower in Carson. However, stakeholders have noted that there are high costs associated with services that are contracted out to Los Angeles County, although they found the Electronic Permitting and Inspections (EPIC) LA system to be easy to use. They also noted that services provided in-house, like plan checks, were cost effective and worked well. For instance, compared to other contract cities like Lawndale (\$5,000 deposit), Cerritos (\$4,157), and Artesia (\$3,063.60), Carson charges a higher deposit for tentative tract and parcel maps.

Building Permit Fees

Building permit fees are based on the total valuation of the property. Los Angeles County provides building permit services for the City of Carson, including releasing a fee schedule and valuation table through the Building and Safety Division (BSD), managed by Los Angeles County Public Works. Permit fees are based on the Consumer Price Index and are subject to change based on fluctuations in the Index. The base permit issuance fee as of July 1, 2021 is \$53.10, while building permit fees (including energy and disabled access check) depend on the valuation of the property. As the value of a property increases, the permit fee will likewise increase.

Per the Zillow Home Value Index (ZHVI) as discussed in Chapter 2, the typical value of a single-family home in Carson is \$643,804 while the typical value of a two-bedroom unit is \$478,059. According to the 2021-2022 BSD Valuation Fee Table for Carson, not including the \$53.10 permit issuance fee, a typical single-family home valued at about \$644,000 would require a \$10,469.83 building permit fee (including energy check). A 20-unit unit multifamily project valued at about \$479,000 per unit (about \$9.58 million) would require a \$143,641.53 building permit fee (including both energy and disabled access check).

Community Facilities District

A Community Facilities District (CFD), or Mello-Roos District, is a type of special taxing district used to finance public improvements and services where no other source of funding is available. On November 7, 2018, the City adopted Resolution No. 18-119 to form the Community Facilities District No. 2018-01 (“CFD”) for maintenance and services. This CFD also included a citywide future voluntary annexation area. New development projects that impose negative fiscal impacts on recurring City services now have the option to annex into the CFD with the approval of their property owner. A Fiscal Impact Analysis study (FIA) was conducted in March 2019 to quantify the financial impacts of new development on the City’s current financial resources. The FIA concluded that future residential and industrial development will produce an overall negative fiscal impact, while future non-residential development will produce an overall positive fiscal impact.

Based on the findings of the FIA, residential projects are required to mitigate their fiscal impacts in the amounts comparable to those provided in Table 4-1. Annexation into the CFD would satisfy this requirement.

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Table 4-1: CFD No. 2018-01 Maximum Annual Special Tax Rates¹

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Land Use Category	Base Year	July 1, 2020	July 1, 2021	July 1, 2022	July 1, 2023	July 1, 2024
Residential - Studio and Apartments, 1 Bedroom or less (per unit)	\$517.94	\$554.20	\$592.99	\$634.50	\$678.91	\$726.44
Residential - All Others (per unit)	\$879.10	\$940.64	\$1,006.48	\$1,076.94	\$1,152.32	\$1,232.98

1. On each July 1, commencing on July 1, 2020 through and including July 1, 2024, the Maximum Special Tax Rate for Tax Zone No. 4 shall be increased by 7%. On each July 1, commencing on July 1, 2025 and thereafter, the Maximum Special Tax Rate for Tax Zone No. 4 shall be increased by the percentage change in the November annualized Consumer Price Index for Los Angeles-Long Beach-Anaheim for all Urban Consumers, the Tax Escalation Factor for Tax Zone No. 4.

Source: City of Carson, Community Development Department

Interim Development Impact Fees

On April 16, 2019 the City adopted Ordinance No. 19-1931 to implement the Interim Development Impact Fee (IDIF) program. Pending adoption of the General Plan update and established development impact fees (DIF), the IDIF program allows the City to charge various types of new developments to pay their “fair share” towards the costs of City services and maintenance operations. The IDIF Program will remain until the General Plan update is adopted and a more comprehensive DIF study is completed. Developments that are exempt from IDIFs include senior citizen housing developments, affordable housing, accessory dwelling units, tenant improvements, business license renewals, lease extensions, renovations of existing structures, building additions of less than 10 percent of the on-site building footprint, and development projects owned by the City, the Carson Successor Agency, the Carson Reclamation Authority, and the Carson Housing Authority. The City also grants “fee credits” based on demolition and new construction as well as for the construction of public facilities.

In adopting the IDIF program, the City has since repealed Section 9207.19 Park and Recreational Facilities of the Carson Municipal Code, commonly referred to as the “Quimby Ordinance.” Prior to adoption of the IDIF program, the City levied fees against projects consistent with the Quimby Act. Since future development in the city will consist of infill and multifamily development, the Quimby Ordinance is no longer an appropriate method of mitigating the impact of development. As such, the IDIF program has effectively replaced the Quimby Ordinance and can more appropriately apply to the types of development that are expected to occur, including rental and ownership multifamily projects.

The IDIFs associated with residential development as of July 1, 2021 are available in Table 4-12 below. These fees, while necessary to ensure continued City maintenance and services, will increase the costs of construction. IDIFs in Carson apply only to multifamily, but not to single-family residential projects. The neighboring jurisdictions of Torrance and Long Beach also levy DIFs for multifamily projects, although these are significantly less than those required in Carson - \$5,290.60 per unit and about \$5,712.00 per unit, respectively. These jurisdictions also impose DIFs on single-family residences. Further, the IDIF Nexus Study conducted in 2019 carried out a similar fee comparison including Signal Hill, Torrance, Long Beach, El Segundo and Anaheim. While fees were still lower in Torrance and Long Beach, they were higher in Signal Hill, El Segundo, and Anaheim. The Study also identified that cities receiving a lower share of property tax dollars, like Carson, tend to have higher fee rates.

Since fees only target multifamily projects, in practice this promotes a preference towards single-family development. This is contrary to the aims of the General Plan update and represents an undue burden on multifamily housing. Following the General Plan update, the City will study and reevaluate Carson’s current IDIFs to best reflect the impact of residential development, including single-family development, on public infrastructure costs. This action is included as part of Program 4 of the Housing Action Plan.

Table 4-12: Interim Development Impact Fees

<i>Project Type</i>	<i>Fee Category</i>	<i>Adopted IDIF Rates</i>
Residential MFR ¹ Studio/One Bedroom	Administration ²	\$1,293.19
	Traffic	\$406.10
	Parks	\$9,221.44
	Beautification	\$35.89
	General Government Facilities	\$257.49
	Transportation Infrastructure	\$524.58
	Utilities and Sustainability	\$331.08
	Total (Per Unit)	\$12,069.79
Residential MFR All Other (Two beds and more)	Administration	\$1,616.49
	Traffic	\$286.82
	Parks	\$11,723.16
	Beautification	\$45.63
	General Government Facilities	\$327.35
	Transportation Infrastructure	\$666.89
	Utilities and Sustainability	\$420.90
	Total (Per Unit)	\$15,087.23

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Table 4-12: Interim Development Impact Fees

Project Type	Fee Category	Adopted IDIF Rates
1. MFR – Multi-family residence.		
2. IDIF Program Administration covers ongoing program administration and is not one of the six impact fee category for capital improvements. Impact Fees are calculated and due prior to issuance of a building permit in one lump sum installment. Fees subject to adjustments every July 1 based on State of California Construction Cost Index (Prior March to Current March Adjustment). Not all fees may be applicable, certain credits may apply.		

Source: City of Carson, IDIF Program – Fee Table (July 2021 to June 2022)

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School Impact Fees

The City of Carson is served by two school districts: Los Angeles Unified School District (LAUSD) and Compton Unified School District (CUSD). Both districts charge impact fees on residential development, as shown in Table 4-13. While the City collects school impact fees, it does not impose them and has no control over the amounts set.

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Table 4-13: School Impact Fees

School District	Residential Impact Fee
Compton Unified School District	\$4.08 per square foot
Los Angeles Unified School District	\$4.08 per square foot

Source: Compton Unified School District, 2021; Los Angeles Unified School District, 2021

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Total Typical Fees by Unit Type

Typical development fees can be determined by summing applicable fees and exactions by development type. This includes planning entitlement fees, building permit fees, CFD exactions, the IDIF program, and school impact fees.

The typical total development fees for a 1,500 square foot, two-bedroom single-family unit (building valuation of \$644,000) sum to approximately \$18,233.57, not including the City deposit of \$15,000 for a tentative map. The typical total development fees for a 20-unit multifamily development where each unit is a 1,000 square foot, two-bedroom unit (building valuation of about \$479,000 per unit) is \$551,852.03, not including the required \$26,500 of City deposits. Per unit, not including deposits, this is approximately \$27,592.

PROCESSING AND PERMIT PROCEDURES

The review and approval of a residential project can be a lengthy process that significantly adds to the cost of development. Jurisdictions must provide uniform development procedures to ensure that proposed projects both have a clear path to approval and adhere to local regulations and adjacent land uses. A summary of the required procedures for residential projects is provided below.

In the City of Carson, per Section 9172.23 of the Zoning Code, virtually any new residential construction or modification is subject to Site Plan and Design Review and requires a Development Plan. If the estimated valuation is \$50,000 or more the Development Plan must be approved by the Planning Commission, while projects with a valuation of less than \$50,000 are subject to Director approval. The processing time for this process is 3 to 6 months depending on complexity. Following approval of a Development Plan there is a 15-

As has been previously discussed, the CUP requirement for all multifamily development (including residential condominiums) is also a major constraint. Housing projects that meet all applicable standards and are consistent with the General Plan must be permitted via a ministerial process and jurisdictions have limited ability to require changes. This is especially true if the project contains affordable units, as State law may require a jurisdiction to approve such projects by right – provided they are compliant with all relevant standards. Further, the processing time added by requiring a CUP for all multifamily projects can lead to increased costs. Program 5 in the Housing Plan outlines the efforts the City will take to remove this constraint during the update to the Zoning Code.

TIMING AND DENSITY

In Carson, the average time between building permit application and issuance can differ according to the type of project. According to building permit records provided by Los Angeles County Public Works, the average time before issuance is about 216 days, or about seven months. See Table 4-14 for average times across different project types. Low-income housing projects take the shortest amount of time, while new single-family homes take the longest.

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Table 4-14: Average Permit Issuance Time, 2014-2021¹

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Residential Type ²	Average Permit Issuance Time ³
Low-Income Housing	127 days
New Multifamily Home	221 days
New Single-Family Home	312 days
Other	202 days
Total	216 days

1. Only includes new residential permits. Permit data not available for the year 2019.

2. Residential type is based on the permit's CMP Code.

3. Permit issuance time is determined by the difference between the initial permit application date and the permit issue date.

Source: Los Angeles County Public Works, Building Permit Data, 2014-2021

In recent years, residential projects tend to develop close to the maximum allowed density. The majority of recent projects, listed in Table 4-18 below, meet or exceed the densities permitted in the Zoning Ordinance or Land Use Element of the General Plan. Many of these projects were developed with specific plans that increased the allowable densities provided in the General Plan. Mixed-use projects and affordable housing projects were particularly successful at developing near or above the maximum density. The City anticipates that future residential development will occur largely in mixed-use areas—including new mixed-use designations provided in the General Plan update—and that the average density of development will increase during the 2021-2019 period.

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TRANSPARENCY IN DEVELOPMENT REGULATIONS

The City is obligated under State Government Code Section 65940.1 to provide transparency in publicizing land use controls and fees. The City's website provides a variety of resources to aid property owners, developers, and other interested parties to navigate the development process. The Department of Finance

and characterize any soil and groundwater contamination. Many of these sites located within the city are undergoing or have undergone remediation to clean up contamination. Additionally, as discussed below, methane gas is associated with oil production, and any future development in and around oil wells, require adherence the City's Oil and Gas Ordinance. Per Section 9537 of the Carson Municipal Code, any proposed redevelopment of a former oil and gas site that is not an oil or gas operation requires a CUP. As part of the Zoning Ordinance update, Program 6 will ensure that all standards related to redevelopment remain objective.

Methane Gas

Methane gas occurs in the shallow subsurface of some areas of the city. Methane can originate from leaking pipelines, old landfills, or natural sources. Methane could accumulate beneath developed areas where concrete and asphalt surfaces prevent the natural migration of methane gas to the atmosphere. If the methane gas migrates through cracks in the concrete foundations, it could accumulate in the interior of the structure creating the potential for an explosion or fire.

Because of the city's methane sources, the City has adopted building codes governing development and redevelopment projects. The requirements are intended to protect health and safety of workers, residents, and the surrounding community. It requires that structures within 1,000 feet of a methane producing site (fill containing rubbish or other decomposable material) and/or within 300 feet of active, abandoned, or idle oil or gas well(s) be designed in accordance with a report by a licensed civil engineer and/or licensed petroleum engineer, to evaluate and remediate potential methane gas hazards.

Additionally, the County of Los Angeles Methane Gas Mitigation Standards, which the City has adopted, establishes requirements for buildings and enclosed structures located in areas classified as being either in a methane zone or methane buffer zone. The county has prepared a Methane Package that details the codes and laws that pertain to methane gas for the County of Los Angeles. The county also provides maps of major waste systems and oil/gas well locations within the County of Los Angeles. Pursuant to the county mapping, parts of the city are located within methane zones or methane buffer zones.

Landfill Hazards

According to the State Water Resources Control Board (SWRCB) GeoTracker, there are 27 land disposal sites within Carson's boundaries, all of which are considered closed and inactive. Table 4-15 below lists these facilities as well as current General Plan land use designation for each site. Although all of these landfills are inactive and none of them currently accept materials that decompose chemically or biologically, some of these sites may produce landfill gases – including methane. 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.

Redevelopment on former landfill sites requires certification from a licensed engineer to prove that adequate natural or man-made methane migration barriers are provided. This requires a methane gas mitigation plan with periodic monitoring stipulations, among others. Projects may also be required to comply with the State Department of Toxic Substances Control (DTSC) consent orders. As part of the Zoning Ordinance update, Program 6 will ensure that the standards for redevelopment on former landfill sites remain objective.

The Organic Refuse Landfill (ORL) Overlay District exists to regulate the uses of organic refuse landfill sites and ensure that proper mitigation measures are taken to eliminate or minimize hazards to persons and

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property and environmental risks associated with such sites. The development of such a site within the ORL Overlay requires a CUP approval from both the Planning Commission and the City Council. Lawfully established existing uses, or an expansion of such uses, are exempt. As noted earlier, there are currently no active land disposal sites within Carson.

The majority of these former landfills are located on land designated for industrial use, with some commercial and residential uses permitted. The District at South Bay Specific Plan is a notable example of proposed redevelopment over a prior landfill. Nearly 157 acres of the 168-acre site is a former landfill, and the project will contain mixed-use development including about 696,500 square feet of regional commercial uses, 15,000 square feet of restaurant space, approximately 1.57 million square feet of light industrial uses and approximately 12 acres of community serving uses. The project is also slated to develop nearly 1,250 residential units. The former landfill site will be subject to grading, subsurface remediation and capping per the 1995 Remedial Action Plan (RAP), as modified by the 2011 Explanation of Significant Differences (ESD), both as approved by the DTSC.

Table 4-15: Landfill Sites and Land Use

Facility Name	Land Use	Facility Address or Partial Address	Zipcode
Adams Industries Landfill	High Density Residential	213 Street & Dolores St (21111 Dolores Street)	90745
Alameda Street Dump	Heavy Industrial	22700 (22746?) S. Alameda Street	90810
BKK Carson Landfill	Regional Commercial	19200 Main Street	90248
Broadway & Main Corporation	Heavy Industrial	19135 South Broadway	90248
Brown, Morris H	Light Industrial	SW Corner of 190th St & Figueroa St	90248
Cal-Compact (No. 2) Landfill	Mixed-Use Residential	20300 South Main Street	90745
California By Products Disposal Site	Heavy Industrial	2241 East Carson Street	90810
Carson No. 1 - Shell Chemical Company	Light Industrial	19204 S. Figueroa St (19401 S. Main Street)	90248
Carson Terminal	Low Density Residential/General Commercial	220 W 228th Street	90748
D & D Property Maintenance	Heavy Industrial	23000 South Alameda Street	90058
Dominguez Energy	Light Industrial	Dominguez Oil Field Reyes Lease	90746
Dominguez Energy, L.P.	Light Industrial	1556 Victoria	90749
Fletcher Oil and Refining	Heavy Industrial	24721 S. Main Street	90745
Gardena Valley No. 1-2 Landfill	Mixed Use Business Park	101 West Torrance Blvd	90745
Gardena Valley No. 5 Landfill	Light Industrial	21000 Figueroa St S	
Gardena Valley No. 6	Regional Commercial	213th Street (21001 Chico Street)	90745
Hardwick Disposal Pit No. 44	Heavy Industrial	22620 South Alameda Street	90810

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Table 4-15: Landfill Sites and Land Use

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Facility Name	Land Use	Facility Address or Partial Address	Zipcode
Hardwick Disposal Pits - Watson Land Co.	Heavy Industrial	22400 South Alameda Street	90810
Johns-Manville Carson	Heavy Industrial	2420 East 23rd Street	90755
Joint Water Pollution Control Plant	Heavy Industrial	24501 S. Figueroa Street	90745
Moneta Avenue Dump	Light Industrial	18900 South Moneta Avenue	90745
Mor-Glow Paint Company	Heavy Industrial	18937 S. Main Street	90248
Niklor Chemical Co.	Light Industrial	2060 East 220th Street	90810
Southwest Conservation Inc.	Mixed Use Business Park	20201 S. Main Street	
Southwest Steel Rolling Mills No. 1 Landfill	Light Industrial	19130 S. Figueroa	90248
Southwest Steel Rolling Mills No. 2 Landfill	Light Industrial	19001 S. Broadway	90248
Werdin	Low Density Residential	20400 S. Main Street	90745

Source: GeoTracker, 2021

Noise Exposure

Residential land uses are considered the most sensitive to loud noise. Carson’s noise environment is dominated by 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 overall noise environment. Furthermore, a number of other sources contribute to the total noise environment such as construction activities, power tools, industrial operations, gardening equipment, loudspeakers, and auto repair. Residential development near these major noise generators requires consideration of special noise attenuation measures, which could add to the cost of development.

Existing traffic noise at the nearest property lines range from 63.2 dBA CNEL along Del Amo Boulevard east of Alameda Street to 74.7 dBA CNEL along Sepulveda Boulevard east of the Alameda Street Connector. Sound levels within a 60 or 65 CNEL contour indicate that noise levels are high enough to be of potential concern but does not imply that excessive noise levels are uniformly present on all sites within the area. Mitigation measures may be needed in these areas.

The 60 or 65 dBA noise contours for the three airports in proximity to Carson – the Compton, Torrance and Long Beach airports – do not extend into the boundaries of the city. However, the three railways that traverse the city may negatively contribute to the noise environment. The Alameda Corridor, the MTA Blue Line and the Harbor Subdivision may produce sound levels that are higher than recommended by the U.S. Department of Transportation for residential properties in close proximity.

While traffic noise is a major contributor to the city’s overall noise environment, other noises such as industrial, commercial and rail noise also contribute. Several existing residential areas are currently exposed to noise levels greater than the normally acceptable level of 60-65 dBA and may require mitigation, such as sound walls. The Noise Element of the City’s current General Plan, as well as the Noise Control Ordinance contained in Article V, Chapter 5 of the Carson Municipal Code, describes all relevant federal, State, and City noise standards. Further, the current Zoning Ordinance outlines attenuation of noise standards for

various forms of residential development. Table 4-16 outlines noise and residential land use compatibility, while Table 4-17 describes interior and exterior noise standards. These standards will be updated during the General Plan and Zoning Ordinance updates, further described in Program 6. As standards are derived from federal and State requirements, they do not pose a significant constraint to development.

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Table 4-16: Noise and Residential Land Use Compatibility

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Land Use Category	Community Noise Exposure (Ldn or CNEL, dB)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density	50-60	60-65	65-75	75-85
Residential – Multiple Family	50-60	60-65	65-75	75-85

Notes:

- NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- CONDITIONALLY ACCEPTABLE: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
- NORMALLY UNACCEPTABLE: New Construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
- CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.

Source: City of Carson, Carson General Plan - Noise Element

Table 4-17: Interior and Exterior Residential Noise Standards

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Uses	Interior CNEL ¹	Exterior CNEL ²
Single family Duplex, Multiple Family	45-55	50-60
Mobile Home	45	65

1. Indoor environmental including: Bedrooms, living areas, bathrooms, toilets, closets, corridors.
2. Outdoor environment limited to: Private yard of single family, multi-family private patio or balcony which is served by a means of exit from inside the dwelling, balconies six feet deep or less are exempt, mobile home park, park's picnic area, school's playground.
3. Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
4. Exterior noise levels should be such that interior noise levels will not exceed 45 CNEL.

Source: City of Carson, Carson General Plan - Noise Element

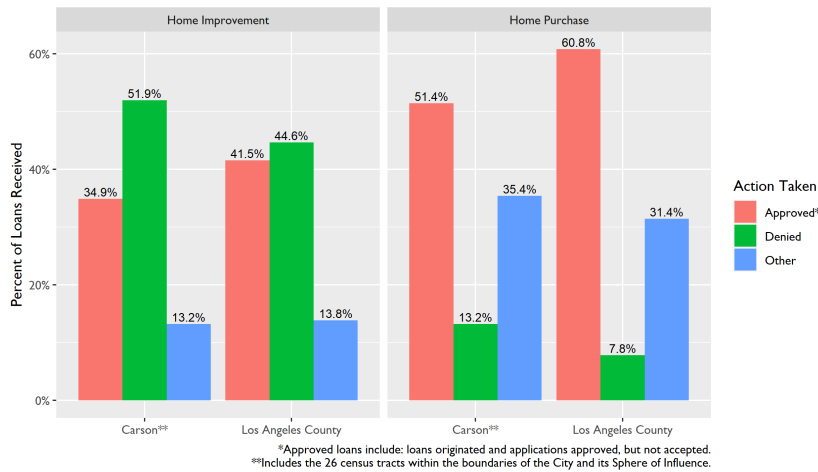
MARKET CONSTRAINTS

Market conditions affect the provision of adequate and affordable housing. Housing Element law requires jurisdictions to examine potential market-based constraints, among other non-governmental constraints, to the development of new housing and the maintenance of existing units for all income levels. Market constraints that potentially affect housing development in Carson – including land costs, construction costs, and the availability of financing – 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

Chart 4-2: City of Carson and Los Angeles County Home Purchase Loans, 2019



Source: HMDA, 2019

OTHER NON-GOVERNMENTAL CONSTRAINTS

In addition to those constraints previously discussed, there are a number of potential factors specific to Carson that could constrain affordable housing development. These include Not in my Backyard-ism (NIMBYism), discriminatory financial lending practices, labor shortages, and other economic factors. These are discussed below.

NIMBYism

NIMBYism is a phenomenon endemic to the development landscape in California. It describes the tendency of existing residents, especially homeowners, of a jurisdiction to oppose any development within the community. This is often out of a desire to maintain the existing neighborhood character or high residential property values. Recent State laws related to the streamlining of the affordable housing approval process are often designed with this dynamic in mind, in order to ensure that affordable housing is not unduly constrained by the political influence of a community’s vocal minority.

During outreach conducted for the General Plan, including in workshops to solicit input with expanded areas for multifamily and higher density mixed-use development, there was no meaningful community or decision-maker pushback against higher densities. In outreach conducted for the Housing Element, one participant described the existence of community pushback against lower-income housing, especially transitional and supportive housing for formerly homeless persons. However, this is not unique to Carson, and any NIMBYism has not been a significant constraint to development. For instance, the City has in recent years approved and built significant new higher density multifamily and mixed-use development, especially in the West Carson Street/Avalon Boulevard area. As seen in Table 4-18, major projects that were recently completed include the 300-unit Evolve South Bay/MBK Homes Apartments multifamily residential project (26 du/ac), the 357-unit Union South Bay mixed-use residential development (65 du/ac), and the 51-unit Veterans Village mixed-use residential development (43 du/ac). The Carson Arts Project,

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the Bella Vita, and the Veterans Village projects all contain affordable units. Further, the market-rate Renaissance project near City Hall will be converted into a 150-unit affordable “workforce housing” project. Union South Bay was also recently converted to moderate-income workforce housing through a public-private partnership.

Table 4-18: Major Residential Development Projects in Carson

Address	Project Name	Development Type	Units	Acres	Density (du/ac) ¹
Completed					
21205 S. Main St.	Carson Arts Project	Multifamily residential ²	46	1.8	26
21801 Vera St.	Vera Lane	Single-family residential	18	1.2	15
402 E. Sepulveda Blvd.	Bella Vita	Mixed-use residential ²	65	1.1	55
20330 S. Main St.	Evolve South Bay/MBK Homes Apartments	Multifamily residential	300	11.7	26
21521-21601 S. Avalon Blvd.	Union South Bay	Mixed-use residential	357	5.5	65
600 W. Carson St.	Veterans Village	Mixed-use residential ²	51	1.2	43
Approved					
123 E. 223rd St.	223rd Condos	Multifamily residential	9	0.5	20
427 E. 220th St.	Cambria Court Residential Project	Multifamily residential	35	3.1	12
1007 E. Victoria St.	Brandywine Residential Project	Multifamily residential	36	1.6	23
21809 – 21811 S. Figueroa St.	Birch Specific Plan	Multifamily residential	32	0.8	40
Northeast Corner of Central Ave. and Victoria St.	Carson Landing Townhomes	Multifamily residential	175	8.1	22
21915 Dolores St.	Dolores Condos	Multifamily residential	5	0.4	13
Under Review					
21207 S. Avalon Blvd.	Imperial Avalon Specific Plan	Mixed-use residential³	↓213	27.3	44

1. Rounded upwards to the nearest whole number.
2. Includes affordable housing.
3. Includes senior housing.

Source: City of Carson, Community Development Department

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Deleted: 3. The District at South Bay Specific Plan was originally adopted in 2006 and amended in 2011. The estimate provided here includes all remaining residential units and the acreage of the entire site. Residential development will only occur on a designated portion of the site. The under construction Evolve South Bay project is contained within Specific Plan area.

875 units for moderate-income households, and 2,060 units for above-moderate-income households. Per AB 2634, jurisdictions are mandated to calculate the subset of the very-low-income regional need that constitutes the needs for extremely-low-income housing. To determine this subset, jurisdictions may assume that 50 percent of the very-low-income category is represented by extremely-low-income households, or those making less than 30 percent of Area Median Income (AMI). The extremely-low-income housing need in Carson is approximately 885 units. The City's progress toward RHNA for the 2021-2029 planning period as well as its remaining need is summarized in Table 5-1 below.

Table 5-1: Progress Toward the 2021-2029 RHNA

Income Category ¹	Under Construction	Approved	Under Review	Projected ADUs ²	Total Credits	Number of Units	Remaining Need
Very-Low-Income (0-50% AMI)	0	0	0	23	23	1,770	1,747
Low-Income (51-80% AMI)	0	0	0	59	59	913	854
Moderate-Income (81-120% AMI)	0	0	0	8	8	875	867
Above-Moderate-Income (>120% AMI)	0	292	1,213	46	1,551	2,060	509
Total	0	292	1,213	36	1,641	5,618	3,977

1. Income levels were determined by county median household income. Based on 2013-2017 ACS data, SCAG used a median income of \$61,015 in Los Angeles County to determine allocations.

2. ADU – accessory dwelling unit.

Source: SCAG Regional Housing Needs Assessment, 2020; City of Carson, 2021

While substantial credit towards the above-moderate-income RHNA has been met, there is a shortfall of lower- and moderate-income units. The City has identified sufficient sites to meet its remaining RHNA need for this income category based on the land use designations of the General Plan update. The applicable zones will be updated in the Zoning Ordinance following adoption of the General Plan within three years of the Housing Element statutory deadline of October 15, 2021. Based on a parcel-level analysis discussed in detail in Appendix C, the inventory contains both vacant and non-vacant sites with the potential for redevelopment. In addition to the required sites, a sufficient buffer of units has been included to ensure that the City will have the continued ability to meet the RHNA by income group throughout the planning period. As shown in Table 5-2, the Inventory has identified enough sites to accommodate overall 7,514 units or 133.7 percent of RHNA for the planning period, with sufficient buffers for each income category. A map of the Inventory—including pipeline projects—is provided in Figure 5-1 below.

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Table 5-2: Sites Inventory Summary

	Low and Very Low Income								Moderate Income								Above Moderate Income										
	LDR	MDR	HDR	DMU	CMU	FLX	Subtotal	% RHNA	LDR	MDR	HDR	DMU	CMU	FLX	Subtotal	% RHNA	LDR	MDR	HDR	DMU	CMU	FLX	Subtotal	% RHNA			
<i>Under Construction</i>	0	0	0	0	0	0	0	0.0%	0	0	0	0	0	0	0	0.0%	0	0	0	0	0	0	0	0.0%			
<i>Approved</i>	0	0	0	0	0	0	0	0.0%	0	0	0	0	0	0	0	0.0%	0	76	184	0	32	0	292	14.2%			
<i>Under Review</i>	0	0	0	0	0	0	0	0.0%	0	0	0	0	0	0	0	0.0%	0	0	0	1,213	0	0	1,213	58.9%			
Total Pipeline	0	0	0	0	0	0	0	0.0%	0	0	0	0	0	0	0	0.0%	0	76	184	1,213	32	0	1,505	73.1%			
Projected ADUs								82	3.1%								8	0.9%								46	2.2%
Total RHNA Credits								82	3.1%								8	0.9%								1,551	75.3%
RHNA								2,683									875									2,060	
Surplus/Shortfall								-2,601									-867									-509	
Vacant	0	0	0	20	78	453	551	20.5%	0	0	0	20	0	827	847	96.8%	14	28	0	0	19	0	61	3.0%			
Non-Vacant	0	0	18	1,782	304	482	2,586	96.4%	0	0	0	184	5	37	226	25.8%	0	0	0	1,507	10	85	1,602	77.8%			
Realistic Capacity								3,137	116.9%								1,073	122.6%								1,663	80.7%
Total Site Capacity								3,219	120.0%								1,081	123.5%								3,214	156.0%
GRAND TOTAL																								7,514			
TOTAL RHNA																								5,618			
% TOTAL RHNA																								133.7%			

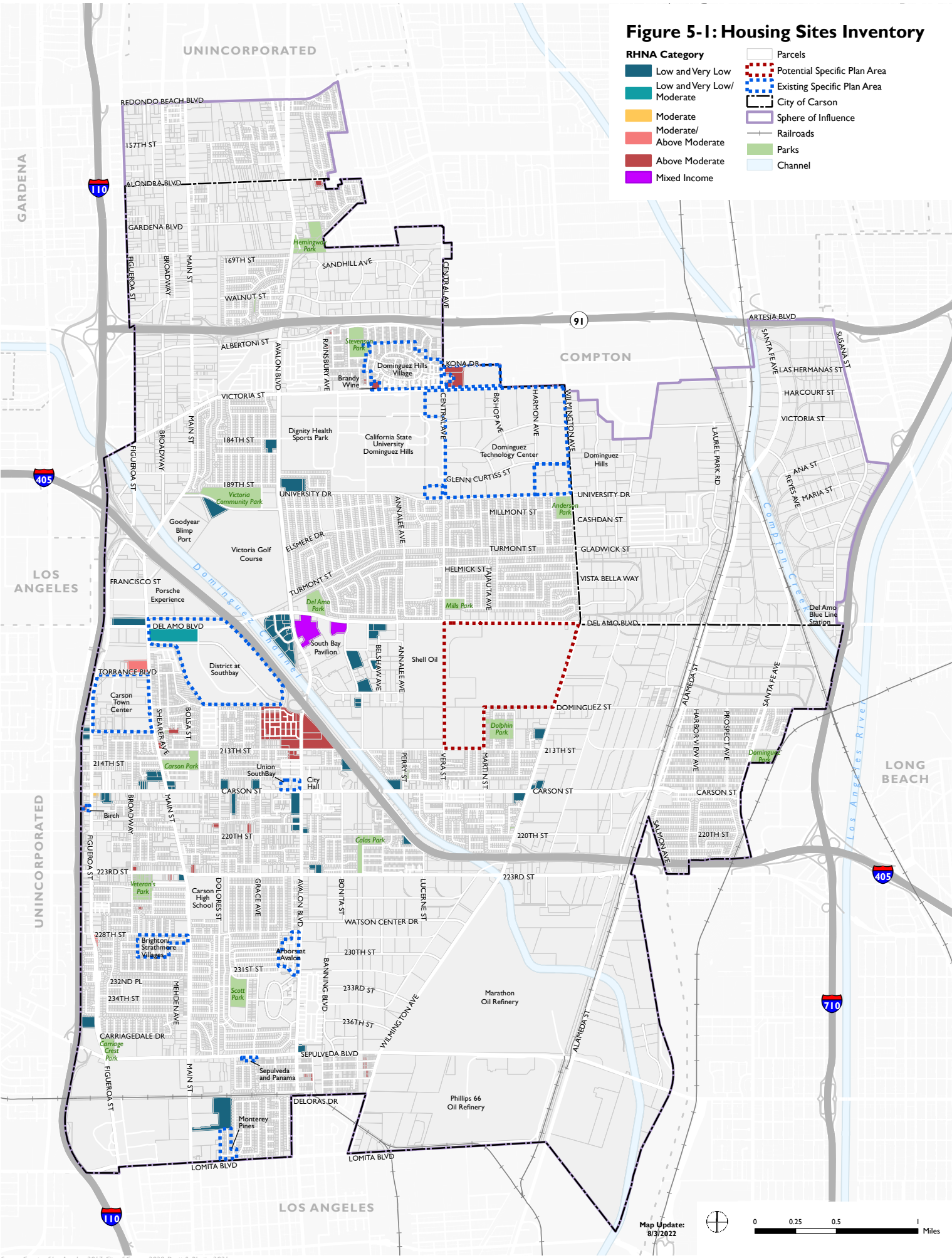
Notes:

BRMU removed from summary table - no sites included in the Inventory.

Capacity of mixed-income sites are distributed by percentage; therefore, totals may not add up due to rounding.

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Figure 5-1: Housing Sites Inventory



- RHNA Category**
- Low and Very Low
 - Low and Very Low/Moderate
 - Moderate
 - Moderate/Above Moderate
 - Above Moderate
 - Mixed Income
- Legend**
- Parcels
 - Potential Specific Plan Area
 - Existing Specific Plan Area
 - City of Carson
 - Sphere of Influence
 - Railroads
 - Parks
 - Channel

Map Update: 8/3/2022

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

Table 5-4: Resources Available for Housing and Community Development Activities

<i>Program Name</i>	<i>Description</i>
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. This includes meeting the needs of borrowers in all segments of the communities, including low- and moderate-income neighborhoods.

1. State programs include those considered active and either have funding currently available for application or will be announcing a notice of funding availability (NOFA) in the next 12 months.
 2. MPRROP is currently accepting applications on an over-the-counter basis.

5.3 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 has available to provide for housing programs.

With the dissolution of the Carson Redevelopment Agency along with all statewide Redevelopment Agencies, the CHA now administers the Agency’s low-mod housing set-aside funds and remaining obligations. Housing units developed by the CHA 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. CHA 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 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 CHA. 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 Carson Arts Colony apartment project, the Veteran’s Village project, and the conversion of 150 units at The Renaissance at City Center project into moderate-income workforce housing. In 2021, the City also successfully converted the 357-unit Union South Bay project into moderate-income workforce housing through a public-private partnership.

5.4 Other Housing Resources and Considerations

SURPLUS LANDS

The 2021-29 Housing Element Sites Inventory includes a number of sites owned by a local public entity. These sites include the remaining available land on the Victoria Golf Course (APN 7339017902; owned by Los Angeles County), the Brandywine pipeline project (APN 7319038900; owned by the City of Carson), the under review 2021 District at South Bay Specific Plan (APN 7336010903; owned by the Carson Reclamation Authority), two vacant small sites appropriate for Moderate-Income housing (APNs 7343019900 and 7343019901; owned by the Carson Housing Authority), and two vacant small sites

Deleted: parcels in the Carson Civic Center (APNs 7337005927, 7337006919, and 7337007904; owned by the City of Carson and Los Angeles County), ...

6 Housing Action Plan

This chapter contains goals, policies and programs to address housing-related issues in Carson, including achieving the City's identified housing needs and overcoming challenges and constraints. The chapter also includes quantified objectives to accomplish the established goals. An evaluation of the goals, policies and programs of the 2014-2021 Housing Element are included in Appendix D.

The goals, policies, and programs form the Housing Action Plan, and are intended to provide a framework for increasing the range of housing options in the community, removing barriers and constraints to housing construction, improving the condition of existing housing, and providing equal access housing opportunities and services to all residents.

6.1 Housing Goals and Policies

The Housing Element establishes the following goals and supportive policies. These goals and policies will serve as a guide to City officials in daily decision making. Some goals and policies are new, while others have been updated to reflect lessons learned since the prior Housing Element.

Goal 1: Maintain and rehabilitate Carson's existing housing stock.

- Policy I-1** Encourage continued maintenance and repair of owner and rental housing through education and training programs on basic home maintenance. [Prioritize neighborhoods in census tracts with the highest concentrations of older housing stock.](#)
- Policy I-2** Promote the use of durable building materials and landscaping, with less need for ongoing repair and maintenance.
- Policy I-3** Provide funding to support preventative maintenance, and repair and rehabilitation of owner- and renter-occupied housing.
- Policy I-4** Educate homeowners about the rehabilitation assistance programs throughout the city.
- Policy I-5** Continue to monitor federal, State, and regional programs and funding sources designed to improve housing conditions. [Use Census data to annually assess changes in housing needs and determine eligibility for programs and funding.](#)

Goal 2: Encourage the development of a variety of housing to meet needs of the broad spectrum of the community, with a particular emphasis on multifamily housing, and development standards that facilitate housing production.

- Policy 2-1** Facilitate production of a variety of housing types in a diversity of settings and neighborhoods.
- Policy 2-2** Promote flexibility so that building design and development, as well as parking standards, are appropriate and do not present undue barriers to development feasibility.
- Policy 2-3** Improve the entitlement process to streamline and coordinate the processing of development permits, design review, and funding of housing projects.
- Policy 2-4** Develop and maintain objective development standards, particularly concerning environmental issues such as noise, air quality and pollution, to mitigate constraints and facilitate housing production.
- Policy 2-5** Increase the number of owner-occupied units within condominiums and planned unit developments.
- Policy 2-6** Encourage California State University Dominguez Hills to build student, faculty and staff housing to meet the needs of their campus.

Goal 3: Preserve affordable housing “at risk” of conversion and promote additional affordable housing development.

- Policy 3-1** Continue to utilize federal and State subsidies to the fullest extent in order to meet the needs of lower-income residents.
- Policy 3-2** Provide support to nonprofit development corporations for the development of affordable housing.
- Policy 3-3** Preserve affordable units which are “at-risk” of conversion to market rate through county, State, and federal funding programs.
- Policy 3-4** Strive to preserve restricted low-income housing that is at risk of converting to non-low income use by: a) identifying financial resources available to preserve these units; and b) assisting interested agencies and/or tenant groups in forming partnerships and gaining access to financial and technical resources.
- Policy 3-5** Support the preservation and maintenance of mobile home parks to the extent permitted by applicable State law to prevent the displacement of lower-income households and require provision of relocation assistance by mobile home park owners in accordance with State and local law when preservation is not feasible.
- Policy 3-6** Facilitate a mix of affordability levels in residential projects and dispersal of such units to achieve greater integration of affordable housing throughout the community.

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Goal 4: Promote and preserve housing opportunities for persons with special needs, including lower-income households, large families, single parent households, disabled persons, the elderly, and persons experiencing homelessness.

- Policy 4-1** Promote the availability of housing which meets the special needs of the elderly, homeless, persons with disabilities and large families. [Identify and prioritize census tracts where these populations are most concentrated.](#)
- Policy 4-2** Integrate and disperse special needs housing within the community and in close proximity to transit and public services.
- Policy 4-3** Reduce constraints to the development of housing suited for special needs groups, including residential care facilities.
- Policy 4-4** Study the feasibility of requiring inclusionary affordable housing as part of market-rate housing developments and/or commercial and industrial housing linkage fee to promote housing for lower-income households.

Goal 5: Housing opportunities to all persons regardless of race, religion, ethnicity, ability, sex, age, marital status, household composition, or other arbitrary factor.

- Policy 5-1** Reduce the prevalence of fair housing issues – including segregation, disability and access, disproportionate housing need, and fair housing enforcement and outreach – through appropriate changes to development standards, zoning codes, and increased education and outreach.
- Policy 5-2** Continue to work with the City’s fair housing provider, the Housing Rights Center of Los Angeles, to disseminate information on fair housing and contact agencies.

Goal 6: Conserve natural resources and reduce energy consumption in all areas of residential development.

- Policy 6-1** Educate the public about energy conservation and promote the use of alternative energy sources.
- Policy 6-2** Encourage energy and water conservation in new residential developments.
- Policy 6-3** Promote financial reimbursement programs for the use of energy efficient building products and appliances.
- Policy 6-4** Promote integrated urban infill and transit-oriented development.

6.2 Housing Programs

While goals and policies provide policy direction, housing programs outline specific actions the City will take. Programs include both those currently in operation and new actions which have been incorporated to address the city's housing needs. The following section describes the programs the City will enact to implement the Housing Action Plan. Pursuant to Section 65400 of the California Government Code, the City will continue to prepare an Annual Progress Report during the planning period. During this annual review, the City will ensure the Housing Element remains internally consistent.

PROGRAM 1: RESIDENTIAL REHABILITATION PROGRAM (NEIGHBORHOOD PRIDE PROGRAM)

The maintenance and preservation of Carson's existing housing stock is accomplished through a combination of local, State, and federal funds. The Neighborhood Pride Program (NPP) is a major rehabilitation program in the city that provides financial assistance through loans and grants via Community Development Block Grant (CDBG) funding to provide basic housing repairs and remedy code violations. The NPP utilizes the bulk of allocated CDBG funds. Single-family homes and mobile home units are eligible for funding. As part of the program, the City also provides lead-based paint testing and abatement to units undergoing rehabilitation. The City will continue to seek CDBG funds and carry out rehabilitation activities, focusing efforts in census tracts with the greatest concentration of older (greater than 30 years) housing stock, substandard housing conditions, and low-income households.

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Responsible Agency: Carson Community Development Department; Carson Building & Safety Division

Potential Funding Source: General Fund; CDBG Funds

Timeframe: Ongoing 2021-2029 on an annual basis

Objectives: Assist a minimum of 25 single-family units and mobile home units annually during the planning period (200 housing units total over the eight-year planning period).

PROGRAM 2: ~~HOME OWNER-OCCUPIED REHABILITATION PROGRAM~~

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The Home Investment Partnership (HOME) program provides deferred payment loans to low- and very-low-income homeowners. Loans allow lower-income homeowners to pay for the rehabilitation of single-family homes within city boundaries. While Carson is not an entitlement community for the Department of Housing and Urban Development (HUD) HOME program grants, it has previously obtained HOME funding through a grant from the State Department of Housing and Community Development (HCD). The City received a \$500,000 HOME grant which expired in June 2021 and will continue to pursue funding as available.

Responsible Agency: Carson Community Development Department; Carson Building & Safety Division

Potential Funding Source: HOME Funds; HCD

Timeframe: Ongoing 2021-2029 on an annual basis as available

Objectives: Continue to seek HOME funding as available and rehabilitate low- and very-low-income households during the planning period.

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PROGRAM 3: FORECLOSURE REGISTRATION PROGRAM

Although the foreclosure crisis instigated by the 2008 financial collapse is no longer as pressing as it was during the adoption of the previous Housing Element, the City has an interest in ensuring that foreclosed properties do not contribute to neighborhood blight. To do this, the City implements the Foreclosure Registration Program (FRP), which provides 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 \$450 per parcel to cover potential costs of remediation, with additional penalties if a lender fails to register their foreclosed properties. Upon transfer of the property, the deposit funds are returned unless fines were incurred by the property owner. The City contracts with a private firm to provide monitoring services. The City will continue to take preventative measures in future blight management and code violations by imposing a registration fee to cover potential costs of remediation.

Responsible Agency: Carson Community Development Department

Potential Funding Source: General Fund

Timeframe: Ongoing 2021-2029

Objectives: Register foreclosed residential properties as necessary and collect registration fees annually from financial institutions and beneficiaries.

PROGRAM 4: AFFORDABLE HOUSING STRATEGY

In order to promote accessible affordable housing and reduce affordability gaps in Carson, the City employs a number of approaches. This includes the development of new affordable units, including multifamily units, and the preservation and improvement of existing affordable units. Specific actions the City will undertake during the planning period include the following.

- **Affordable Housing Financing** – The City primarily employs two funding sources to promote the development, preservation, and improvement of affordable housing: Carson Housing Authority (CHA) funds and CDBG funds. The City has successfully provided development assistance to a variety of housing types, including multifamily and mixed-use projects, through CHA funds. The rehabilitation of affordable housing units is discussed further in Program 1. The City also partners with other private and governmental funding agencies, as well as with private for-profit and non-profit housing developers. The City will continue to pursue a variety of alternative funding mechanisms for the construction of new affordable housing including State, federal, and regional programs. The City will provide assistance in securing and implementing financing for for-profit and non-profit affordable housing developers. Further, following adoption of the 2040 General Plan, the City will undertake a comprehensive development impact fee study to establish ongoing fees. The City will consider the inclusion of a housing impact fee to ensure that sufficient housing is provided to accommodate job growth.
- **City- and Other Publicly-Owned Land** – Carson encourages the use of publicly-owned land for the construction of affordable housing. During the previous planning period, the 51-unit affordable Veteran’s Village project was developed on publicly-owned land. The City will also comply with State law, including AB 1486 and AB 1255, to connect developers with surplus or excess land. Ongoing coordination with developers to produce affordable housing on such land will be central to these efforts. As part of this, the City will undertake two specific actions:

– For the City-owned 15-acre site at the District at South Bay, presently entitled for 1,250 housing units as part of the Specific Plan for the area, the City will actively pursue development that

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maximizes affordable housing opportunities at that site, with a minimum of 15 percent affordable units.

- ~~At this time, the City has received only one proposal to develop the District at South Bay site, as described above. The City will continue to actively seek entitlements for the site by revising the Request For Proposals (RFP) within one year of adoption. If entitlements are not received, the City will identify additional sites or increase capacity to ensure that the City continues to meet RHNA requirements.~~
- As part of the Zoning Code update, the City will establish appropriate zoning and development standards, as well as additional incentives such as streamlined entitlement, to encourage development on City-owned sites.
- **Affordable Homeownership** – As discussed in Chapter 2, the housing affordability gap in Carson is particularly large for ownership units. The City supports homeownership opportunities for low- and moderate-income households through the Mortgage Credit Certificate Program (MCC) offered by the California Housing Finance Agency. The MCC program offers first-time home buyers a federal tax credit, which reduces the amount of federal taxes to be paid, thus assisting those home buyers to qualify for a mortgage loan. The City will continue to encourage the use of the program through education and coordination efforts, including providing information on the program at City Hall and on the City’s website as well as ongoing coordination with lenders.
- **Inclusionary Housing and Commercial & Industrial Development/Housing Linkage Fee Study** – Carson has an extraordinary amount of housing development in the pipeline, including several projects at high densities. However, there remains a gap between what the market is providing and what lower-income households can afford. The new General Plan significantly increases allowable maximum densities, and other policies and actions will identify and reduce constraints, including lowering certain parking requirements. However, to ensure that housing affordable to lower-income households is ultimately built, the City could consider requiring a certain percentage of housing units in developments to be income-restricted. For example, Los Angeles County in November 2020 adopted an inclusionary ordinance that requires 5 percent to 20 percent of the unit count, depending on the affordability level of the units and the project size, to be income-restricted. Similarly, the City of Los Angeles charges an Affordable Housing Linkage Fee on certain new market-rate residential and commercial development to generate local funding for affordable housing. This study would look at examples of what has been successful in other communities in the region, Carson-specific market conditions, the City’s economic development objectives, and the General Plan goals of a balanced community.

Responsible Agency: Carson Community Development Department; Carson Planning Division; Carson Housing Authority; California Housing Finance Agency

Potential Funding Source: Carson Housing Authority Funds; CDBG; HUD; HCD; State of California Housing Bond Funds; private sector funds

Timeframe:

- **Affordable Housing Financing** – Funding will be provided throughout 2021-2029 on an annual basis; the City will assess alternative funding mechanism on an annual basis; a comprehensive development impact fee study will be completed one year after adoption of the General Plan update; all other activities will be ongoing 2021-2029 as needed

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- City- and Other Publicly-Owned Land – Efforts to connect developers with land will be ongoing 2021-2029 on an annual basis; amend the Planning and Zoning Code within one year of adoption of the 2040 General Plan (March/April 2023)
- Development at the City-owned site at District at South Bay – Seek project entitlement and construction within three years of Housing Element adoption. If entitlements are not received to develop the District at South Bay site, revise the RFP within one year of adoption.
- Affordable Homeownership – Outreach and education ongoing 2021-2029; MCC Program available on an annual basis
- Inclusionary Housing and Commercial & Industrial Development/Housing Linkage Fee Study – The study will be completed within two years after adoption of the General Plan update
- Undertake a mid-cycle (2025) comprehensive review to monitor progress and take corrective actions (e.g., seeking additional sites, increasing capacity) as needed.

Objectives:

- Identify financing mechanisms that can facilitate the development of new affordable housing.
- Identify suitable sites for housing development and encourage development on those sites.
- Facilitate the development of 1,286 new housing units on City-owned sites by 2029 – including at least 423 units affordable to lower-income households and 827 units affordable to moderate-income households (including the District at South Bay site).
- Sustain affordable home ownership opportunities in the City of Carson.
- Explore feasibility of inclusionary housing and commercial and/or industrial development/housing linkage fee.

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PROGRAM 5: ZONING ORDINANCE UPDATE

The City’s Planning and Zoning Code contains standards and other provisions for residential developments in the city. The Code is undergoing a comprehensive update to reflect the 2040 General Plan, which is being updated in parallel with this Housing Element. In addition to implementing the new General Plan, the Zoning Code update will also help to overcome several governmental constraints to development in Carson, as discussed in Chapter 4 of this element. Amendments to facilitate housing production would include:

- **Multifamily Development Standards** – The City currently (2021) requires a Conditional Use Permit (CUP) for all multifamily development, including residential condominiums. Pursuant to recent changes in State law, as codified in Government Code Section 65583, the City shall permit by right development of multifamily, transitional, and supportive housing in all zones where multifamily housing is permitted in the General Plan – including the RM, MU-CS, and MU-SB zones as well as the MUR overlay.
- **Residential Condominiums** – The City currently maintains development standards for residential condominiums in Article IX, Chapter 3 of the Carson Municipal Code which differ from the standards required for other types of multifamily development. The City will simplify its zoning standards and ensure equivalent standards for multifamily developments during the update to the

Planning and Zoning Code following adoption of the 2040 General Plan. However, the City maintains a valid interest in regulating and placing restrictions on condominium conversions. Currently, the City provides density bonus incentives for such conversions pursuant to Section 9404 of the Planning and Zoning Code. The City will explore the adoption of a separate ordinance that regulates condominium conversions, including potential requirements like the approval of a CUP.

- **Parking Standards Review** – The City will undertake a review of its parking regulations to ensure no undue constraints to development exist. In particular, the City shall consider reducing minimum parking standards in the Planning and Zoning Code, where necessary, to appropriately match future development patterns in Carson. Amendments to parking standards could include those related to smaller residential units, mixed-use developments, and developments in proximity to transit. Current parking standards require two spaces for each multifamily unit, with additional guest spaces based on the number of bedrooms. Multifamily units within a Mixed-Use (MU) District require one covered space for every studio and two covered spaces for each unit with one or more bedrooms. Appropriate parking standards may include a reduction to one space for studio and one-bedroom units, and 1.5 spaces for two-bedroom units, as well as allowing tandem parking where the spaces are for a single unit. Other considerations may include centralized off-site parking in downtown areas and in-lieu fees for parking, which can be used to improve transit, expand bike parking or carshare opportunities, and enhance walkability to help meet neighborhood market goals (Program 17) and increase access to opportunity.
- **Zoning Appropriate for Affordable Projects.** The City will rezone sites identified in the housing sites inventory to permit anticipated allowable densities per the General Plan update. These zones will include appropriate development standards to facilitate maximum allowable densities and promote development outlined in the Housing Element. As the City is undertaking a comprehensive Zoning Code update following adoption of the General Plan, many of the proposed sites will be rezoned to allow higher densities, as outlined in the Housing Element and the Draft General Plan. Further, the City will ensure compliance with all by-right requirements provided in Government Code Section 65583.2, subdivisions (h) and (i). This will permit sites identified in prior Housing Element cycles to develop with at least 30 dwelling units per acre, although the vast majority of the housing sites would have General Plan densities higher than that. Housing developments that include 20 percent or more of its units affordable to lower-income households will be permitted to develop by right, with exclusively residential uses.
- **Open Space Standards Review.** During community outreach for the Housing Element update, some developers portrayed the City’s residential private open space standards to be rigid and potentially excessive. Carson currently maintains separate private/common open space requirements for rental and condominium residential projects. Yet, a significant share of projects is designed to condominium standards to avoid construction defect liability lawsuits because many rental projects are designed to be converted to condominiums following an initial period as rentals. While the City’s rental project open space requirements compare favorably overall with those of peer jurisdictions (e.g., Long Beach’s per unit open space requirements are higher), the condominium standards include more potential constraints. For example, a certain site area percentage is required to be open space, some of the open space requirements cannot be met through common open space, and deviations require Planning Commission approval.

The City will undertake a review and amendments to multifamily open space requirements to achieve the following:

- ~~Uniformity between rental and condominium projects, while maintaining the current overall standard of 130 to 150 s.f. of open space per unit. The site percentage open space requirement will be removed from multifamily residential standards. Furthermore, the per unit standard would be the average rather than the minimum to provide design flexibility, with the minimum private open space for each unit being half of the average.~~
- ~~Allowing, but not requiring, up to 50 percent of the required open space to be in the form of common open space, which can be at ground or roof level, and used for features such as a barbecue area, gathering open space, tennis courts, pool deck, or a children’s play area.~~
- ~~Allowing the Director to approve minor modifications to the requirements as provided for in Part 5 (Waivers and Exceptions) of the Zoning Code, based on a determination that the proposed open space meets the intent and purpose of this requirements, with only significant variations or exceptions requiring Planning Commission approval.~~

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Responsible Agency: Carson Community Development Department and Carson Planning Division

Potential Funding Source: Update funded and underway

Timeframe: Amend the Planning and Zoning Code within one year of adoption of the 2040 General Plan (March/April 2023)

Objectives: Remove identified governmental constraints to development ~~over the next five years and record activities annually.~~

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PROGRAM 6: STREAMLINED DEVELOPMENT STANDARDS

The City can facilitate the development of housing by implementing streamlined development and review standards. Certain projects, including those containing units affordable to lower-income housing, may be subject to streamlining requirements pursuant to State law. Streamlining will decrease both the costs and time associated with residential development in Carson. Specific actions the City can take to simplify its standards and review process are outlined as follows.

- **Streamlined Review of Affordable Housing** – The City will adopt procedures to expedite the review and approval of affordable housing projects. This includes the development of an application process, subject to the Housing Accountability Act, that allows completely affordable housing projects to be reviewed through an administrative process. The City will also adopt an eligibility checklist for SB 35 requirements, which creates a streamlined and ministerial approval process for certain housing projects pursuant to Government Code Section 65913.4. The City will continue to work to reduce review and permitting times.
- **Objective Environmental Development Standards** – Objective design standards for residential development are required under State law. Related to environmental quality issues, the City currently promotes objective standards in the Oil and Gas Ordinance (Article IX, Chapter 5, Part 3 of the Carson Municipal Code) and in the General Plan. As part of the 2040 General Plan, the City will maintain objective environmental development standards to mitigate impacts from industrial and other uses in sensitive areas in Carson. The 2040 General Plan includes air quality and noise standards, including performance-based noise standards for noise-generating uses. The Planning and Zoning Code will be updated to reflect such standards following adoption of the General Plan.

Responsible Agency: Carson Planning Division

Potential Funding Source: General Funds; SB2 and LEAP Grants

Objectives: Ensure compliance with State law, with anticipated 17 ADUs annually based on recent development trends (136 ADUs over an eight-year period).

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PROGRAM 9: ADEQUATE RESIDENTIAL SITES AND NO NET LOSS

Carson has been allocated a Regional Housing Needs Allocation (RHNA) of 5,618 units for the 2021-2029 planning period. As discussed in Chapter 5 and Appendix C, 3,437 units may be credited towards the RHNA with significant surpluses for moderate- and above-moderate-income housing. There is a shortfall of 2,515 lower-income units.

The City is currently conducting a comprehensive update to the General Plan, which will increase residential development capacity within Carson. The 2040 General Plan will substantially increase the maximum permitted residential densities in several land use designations. Sites identified to accommodate lower-income housing are conservatively projected to develop at densities between 25 and 52 dwelling units per acre. This will be more than adequate to accommodate the City’s remaining RHNA. The 2021-2029 Carson Housing Sites Inventory, available in Appendix C, estimates a total development capacity of 133.7 percent of the RHNA – including 120.0 percent of lower-income units, 123.5 percent of moderate-income units, and 156.0 percent of above-moderate income units.

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The City will continue to maintain and monitor the sites inventory. The City will develop and implement a formal ongoing (project-by-project) evaluation procedure pursuant to the “No Net Loss” provisions set forth in Government Code Section 65863. Should the approval of a development result in a reduction of capacity or assumed affordability below the residential capacity needed to accommodate the lower-income RHNA of 2,683 units, the City will identify and zone sufficient sites to accommodate the shortfall. The City will also make the residential sites inventory available on the City’s website to non-profit and for-profit housing developers. Efforts the City will take to rezone sites to accommodate the shortfall, meet by-right requirements pursuant to State law, and provide appropriate development standards are provided in Program 5.

Responsible Agency: Carson Planning Division

Potential Funding Source: General Fund

Timeframe: Rezone sites within one year of adoption of the 2040 General Plan as part of the comprehensive Planning and Zoning Code update (March/April 2023); Develop an evaluation procedure by 2022; Ongoing 2021-2029

Objectives: Provide and maintain adequate sites to accommodate the City’s RHNA and affordable housing goals.

PROGRAM 10: PRESERVATION OF AT-RISK AFFORDABLE HOUSING UNITS

According to Carson Housing Authority and HUD data, Carson has two affordable housing developments with 130 assisted units at some risk of conversion to market rate. “At-risk” units are those in which the subsidy or contract with the project may expire during the 10-year period between 2021 and 2031. The Carson Garden Apartments contain 100 assisted units at moderate risk of conversion and Grace Manor contains 30 assisted units at very high risk, although this project is likely to remain affordable. Both projects are assisted by HUD; all projects assisted by the Carson Housing Authority are at low risk of conversion. Risk level is derived from the California Housing Partnership.

The City will continue to monitor at-risk housing, inform tenants of potential conversion to market rate status, and educate tenants on the potential purchase of units. When units assisted by the Carson Housing Authority are at risk of converting to market rate housing, the City will contact the owners of such units 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 City will encourage owners to consider renewal of HUD Section 8 contracts. For 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, the City shall require the provision of 18-24 months advanced notice to tenants. The City will inform tenants of the potential conversion of their units to market rate, and provide education on the potential tenant purchase of units. The City will also pursue financing and subsidy programs at the State, county, and federal levels to preserve at-risk housing, including through the purchase of affordability covenants. The City will also coordinate as needed with non-profit corporations and qualified entities, as provided in Chapter 2, that have the legal and managerial capacity to acquire and manage at-risk units.

The City will also comply with the unit replacement provisions of SB 330, codified in Government Code Section 65583.2, which require that protected units, including those subject to rent control or stabilization, be replaced with comparable affordable units by the development project that proposes to demolish such protected units. Two sites contained in the housing sites inventory contain protected units – one site is a pipeline project and one site is a non-vacant site likely to redevelop during the planning period. The City will commit to enforcing replacement housing actions pursuant to State law.

Responsible Agency: Carson Housing Authority and Carson Community Development Department

Potential Funding Source: Carson Housing Authority Funds; HUD; HCD

Timeframe: Annual monitoring and coordination, if needed; ongoing 2021-2029 as opportunities arise

Objectives: Preserve the 673 Carson Housing Authority-assisted affordable units and encourage the 130 HUD-assisted affordable units to extend their contracts; Ensure no net loss of units; Enforce residential replacement provisions pursuant to State law

PROGRAM 11: MOBILE HOME PARK MAINTENANCE AND PRESERVATION

The City recognizes the role of mobile home parks as a source of affordable housing for lower-income households and seeks to preserve this affordable housing stock to the maximum extent possible. The maintenance and preservation of mobile home units, as well as the preservation of the parks themselves, is necessary to reduce displacement pressures on lower-income households that depend on such housing. Although the City has limited control over the closure of the mobile home parks in the City as they are all privately owned, it can enact programs that encourage the preservation of the parks or ensure financial assistance to residents to reduce any adverse impacts that result from such a closure. This program is divided into four approaches, provided as follows.

- **Mobile Home Maintenance.** The City maintains the Mobilehome Space Rent Control Ordinance to protect the affordability of mobile home units. The Ordinance was amended in 2018 to establish the Consumer Price Index (CPI) Rent Increase, which operates alongside the Capital Improvement Rent Increase and the Fair Return Rent Increase. Mobile home rehabilitations are available in conjunction with the Neighborhood Pride Program as described in Program 1. The City will continue to provide and educate residents about rehabilitation programs, and enforce the rent control ordinance.

- **Mobile Home Park Preservation.** The City encourages preservation of the existing supply of mobile home parks, since the parks constitute a significant portion of the low- and moderate-income housing in the City. In April 2022, the City adopted an ordinance declaring that mobilehomes that are subject to the City’s Mobile Home Space Rent Control Ordinance or are occupied by low or very low income households, are “protected units” under SB 330. Now, under SB 330, the City may not approve a housing development project requiring demolition of these protected units unless the project will replace the demolished units with affordable units. The City currently monitors potential closure or conversion activity and seeks financing mechanisms to preserve the parks. The City will continue these efforts and pursue additional funding sources. One potential method of preservation is through HCD’s Mobilehome Park Rehabilitation and Resident Ownership Program (MPROP), which finances the conversion of mobile home park spaces to ownership spaces or control by resident organizations, non-profit housing sponsors, or local public entities.
- **Mobilehome Park Overlay District.** The City will incorporate a Mobilehome Park Overlay District (MHD) as part of the General Plan update, and the MHD Overlay Zone will also be established and detailed under the City’s Zoning Ordinance via a separate Zoning Ordinance amendment. The purpose of the MHD is to maintain, preserve, and promote mobilehome parks as an important source of affordable rental housing. The MHD Overlay Zone will apply to existing mobile home parks (as may be defined in the MHD Overlay Zone ordinance) in the City. Mobile home parks will be the only permitted use in the MHD Overlay Zone. Provisions of the MHD Overlay Zone shall be applied in addition to the regulations of the underlying zoning district. The zoning regulations shall collectively ensure that existing mobile home parks shall not be redeveloped with another permitted use unless, as part of the new development, a discretionary zone change approval is granted (in addition to any other applicable land use entitlements) and comparable units at affordable housing rates are provided and made available to residents of the existing mobilehome park.
- **Mitigation of Mobile Home Park Closures.** The City has limited authority to preserve mobile home parks, as all parks are privately-owned; however, removal of mobile home parks is subject to discretionary review. If the preservation of a mobile home park is not feasible or possible, the City requires that property owners mitigate the impacts of a park closure pursuant to State law. The City requires a relocation impact report (RIR) in order to approve such a closure. RIRs are required to mitigate the adverse impacts of a mobile home park’s closure, including identifying suitable replacement spaces. Sections 9201.7.2 and 9128.21 of the Carson Municipal Code provide requirements related to the closure or conversion of mobile home parks. Recent State law, including AB 2782, have increased the allowable relocation benefits that park residents may receive in connection with park closures. The City will prepare an ordinance amending Carson Municipal Code Section 9128.21 (the City’s existing ordinance establishing an application and permit process for approval of relocation impact reports for mobilehome park closures) to bring it up to date with State law as amended by AB 2782. This ordinance amendment will update and carry forward detailed requirements for preparation of Relocation Impact Reports and payment of required relocation impact mitigation measures to mobile home park residents. Although the City has been able to effectively administer Carson Municipal Code Section 9128.21 in accordance with applicable state law at all times since the effectiveness of AB 2782 despite the lack of an ordinance update in light of the principle that state law prevails over local law to the extent of a conflict, the ordinance amendment will serve to further ensure that if existing mobile home parks are closed or converted to other uses, park residents shall receive relocation benefits in compliance with State law and the City’s Zoning Ordinance. The City will continue to require RIRs for mobile home park closures and push for relocation benefit packages that ensure residents can access comparable

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alternative housing. The City will also commit to enforcing replacement housing provisions, as discussed in Program 10.

Responsible Agency: Carson Community Development Department; Carson Planning Division; Carson Mobile Home Rent Review Board

Potential Funding Source: General Fund; CDBG; HCD; private funding sources

Timeframe:

- Mobile Home Maintenance – Rehabilitation funds available on an annual basis; ongoing 2021-2029 education and outreach to park owners and tenants on an annual basis, and rent control enforcement
- Mobile Home Park Preservation – Ongoing 2021-2029 as opportunities arise, assess opportunities on an annual basis.
- Mobilehome Park Overlay District – Amend the Planning and Zoning Code to establish and detail the Mobilehome Park Overlay Zone within one year of adoption of the 2040 General Plan (adoption is expected to occur in March/April 2023), or sooner.
- Mitigation of Mobile Home Park Closures – Ongoing 2021-2029 enforcement of RIRs, State law, and relocation benefit packages as needed; Present ordinance updating CMC 9128.21 per AB 2782 to the City Council for consideration for adoption in 2022.

Objectives:

- Mobile Home Maintenance – Approximately 10 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.
- Mobile Home Park Preservation and Mobilehome Park Overlay District – Monitor and evaluate potential conversion activity and provide conversion financing opportunities. Preserve all rent-controlled spaces in existing mobile home parks or provide an equal or greater number of housing units affordable to existing mobile home park residents.
- Mitigation of Mobile Home Park Closures – Evaluate the closure or conversion application process and mitigate adverse impacts; Require relocation impact mitigation in accordance with State law and the City’s Municipal Code.

PROGRAM 12: RENTAL ASSISTANCE

While there are a number of affordable units in Carson that are subsidized under the Section 8 Housing Choice Voucher program, the program is not directly administered by the City. The Los Angeles County Development Agency (LACDA) allocates Section 8 vouchers to Carson residents. The City will also continue to work with LACDA to monitor existing Section 8 vouchers and pursue additional assistance. Further, the City will continue to provide direct rental subsidies to lower-income households pursuant to affordability covenants. The City will provide information about the Section 8 program to Carson residents, including on its website.

Throughout the COVID-19 public health emergency, the City has received funding for emergency rental assistance. This funding was made available through CARES Act emergency funding and directly assisted

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Mobile Home Maintenance – The City maintains the Mobilehome Space Rent Control Ordinance to protect the affordability of mobile home units. The Ordinance was amended in 2018 to establish the Consumer Price Index (CPI) Rent Increase, which operates alongside the Capital Improvement Rent Increase and the Fair Return Rent Increase. Mobile home rehabilitations are available in conjunction with the Neighborhood Pride Program as described in Program 1. The City will continue to provide and educate residents about rehabilitation programs, and enforce the rent control ordinance.¶

Mobile Home Park Preservation – The City encourages preservation of the existing supply of mobile home parks, since the parks constitute a significant portion of the low- and moderate-income housing in the City. The City currently monitors potential conversion activity and seeks financing mechanisms to preserve the parks. The City will continue these efforts and pursue additional funding sources. One potential method of preservation is through HCD’s Mobilehome Park Rehabilitation and Resident Ownership Program (MPRROP), which finances the conversion of mobile home park spaces to ownership spaces or control by resident organizations, non-profit housing sponsors, or local public entities. During the update of the Planning and Zoning Code, the City will review existing statutes and consider amendments as necessary to facilitate the preservation of mobile home parks. This may include a mobile home zoning ordinance and below-market rate ordinance, which could reduce displacement pressures on park residents.¶

Mitigation of Mobile Home Park Closures – The City has limited authority to preserve mobile home parks, as all parks are privately-owned. If the preservation of a mobile home park is not feasible or possible, the City requires that property owners mitigate the impacts of a park closure pursuant to State law. The City requires a relocation impact report (RIR) in order to approve such a closure. RIRs are required to mitigate the adverse impacts of a mobile home park’s closure, including identifying suitable replacement spaces. Sections 9201.7.2 and 9128.21 of the Carson Municipal Code provide requirements related to the conversion of mobile home parks. Recent State law, including AB 2782, have increased the allowable relocation benefits that park residents may receive. The City will continue to require RIRs for mobile home park closures and push for relocation benefit packages that ensure residents can access comparable alternative housing. The City will also commit to enforcing replacement housing provisions, as discussed in Program 10.¶

Responsible Agency: Carson Community Development Department; Carson Planning Division; Carson Mobile Home Rent Review Board¶

Potential Funding Source: General Fund; CDBG; HCD; private funding sources¶

Timeframe: ¶

Mobile Home Maintenance – Rehabilitation funds available on an annual basis; ongoing 2021-2029 education, outreach, and rent control enforcement¶

Mobile Home Park Preservation – Ongoing 2021-2029 as opportunities arise, assess opportunities on an annual basis; a ... [3]

13 families in 2020. The City will continue to allocate funds to assist eligible persons at risk of eviction due to loss of income as available.

Responsible Agency: Carson Community Development Department; Carson Housing Authority; Los Angeles County Development Agency

Potential Funding Source: HUD; Carson Housing Authority Funds; CARES Act emergency funding

Timeframe: Ongoing 2021-2029; Duration of the COVID-19 health emergency, as available

Objectives: Provide assistance to at least 100 households annually; Encourage the retention of at least 272 Section 8 vouchers; Provide CARES Act emergency funds as available.

PROGRAM 13: SPECIAL NEEDS HOUSING

There are several housing options available for residents with special needs in Carson. This includes senior housing, residential care facilities, emergency shelters, and transitional and supportive housing. The City has assisted in the development of a number of senior housing units and allows for the development of all types of special needs housing in at least one zone. Further, the City maintains a reasonable accommodation procedure in Section 9172.27 of the Planning and Zoning Code. The City will prioritize the development of special needs housing, provide development assistance where feasible, and remove any constraints. Specific actions the City will take for special needs groups include the following.

- **Housing for Persons with Disabilities** – A residential care facility is one housing option available for persons with disabilities. The City will update the Planning and Zoning Code to remove constraints to development of residential care facilities, including parking standards dependent on type of care for residential care facilities with six or more people. The City will also consider whether it is appropriate to allow larger residential care facilities as a conditional use in the RA and RS zones. For residents with disabilities who do not live in a residential care facility, the City will continue to provide reasonable accommodations to residents in need and offer financial assistance if necessary. The City maintains a reasonable accommodation ordinance that expands upon the provisions in the Residential Rehabilitation Program. The City will also continue to educate residents about reasonable accommodation by providing information in public places and on the City’s website.
- **Housing for Persons with Developmental Disabilities** – The City will seek State and federal funds in support of housing construction and rehabilitation targeted toward persons with developmental disabilities. Regulatory incentives, such as expedited permit processing and fee waivers/deferrals, will be provided as feasible to projects targeted toward such persons. To further facilitate the development of housing units to accommodate persons with these disabilities, the City will also reach out annually to developers of supportive housing to encourage development of projects targeted toward special needs groups.
- **Emergency Shelters** – The City currently permits emergency shelters by right in the Manufacturing, Light (ML) and Manufacturing, Heavy (MH) zones. Following adoption of the 2040 General Plan, the City will amend the Planning and Zoning Code to continue to permit by right development in identified zones. The City will also remove or modify any development standards that may pose a constraint, including parking standards and proximity restrictions. The City will also 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 are met.

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- **Transitional and Supportive Housing** – The City currently permits transitional and supportive housing in all residential and mixed-use zones, and such housing is subject to the same standards as other residential uses. The City classifies single-room occupancy (SRO) units as a type of transitional housing which are permitted in the RM, MU-CS and MU-SB zones. Following adoption of the 2040 General Plan, the City will amend the Planning and Zoning Code to continue to permit transitional and supportive housing development in identified zones and remove any constraints identified for residential developments, including clarifying language related to SROs and the requirement of a CUP for all multifamily projects as outlined in Program 3. The City will also 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 are met.
- **Low Barrier Navigation Centers** – The City will update the Planning and Zoning Code to permit the development of Low Barrier Navigation Centers by right in all mixed-use and non-residential zones permitting multifamily uses, consistent with AB 101.
- **Extremely-Low-Income Housing** – The City has successfully assisted in the development of a number of residential projects with units reserved for extremely-low-income households, including the Bella Vita, Veteran’s Village, and the Carson Arts Colony. The City will continue to partner with organizations, including the Los Angeles Homeless Services Authority and the South Bay Coalition to End Homelessness, to engage in proactive outreach on an annual basis and provide assistance for non-profit service providers and developers, prioritize some Carson Housing Authority funding for extremely-low-income units, and offer incentives to encourage the development of housing affordable to extremely-low-income persons (including persons experiencing homelessness).
- **Female-Headed Households** – The City will engage in education and outreach efforts to female-headed households, including those with children, to inform such households of available State, regional, and local resources. This could include programs offered by the California Department of Social Services. Lower-income female householders are also eligible for all lower-income housing resources, including HUD Section 8 assistance or CDBG rehabilitation loans.

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Responsible Agency: Carson Community Development Department; Carson Planning Division; Carson Housing Authority; Carson Building & Safety Division

Potential Funding Source: General Fund; Carson Housing Authority Funds; SB2 and LEAP Grants; California State Council on Developmental Disabilities; HUD; HCD; Los Angeles County Homeless Services Authority; private/non-profit service agencies

Timeframe: Amend the Planning and Zoning Code within one year of adoption of the 2040 General Plan (March/April 2023); Ongoing 2021-2029 annual outreach and evaluation efforts; comprehensive mid-cycle (2025) evaluation

Objectives:

- Facilitate the development of housing for persons with disabilities, including developmental disabilities.
- Educate residents about the reasonable accommodation ordinance and Residential Rehabilitation Program.

- Facilitate the development of housing for extremely-low-income households and persons experiencing homelessness.

PROGRAM 14: AFFIRMATIVELY FURTHERING FAIR HOUSING

Pursuant to AB 686, all jurisdictions are mandated to affirmatively further fair housing. To facilitate this mandate, the 2020 Analysis of Impediments and Chapter 3 of this element have identified fair housing issues and actions the City can take to remove or reduce the associated contributing factors. A fair housing assessment of this element’s housing sites inventory is also included in Appendix C to ensure that the inventory does not exacerbate conditions such as income level segregation.

As described in Table 3-6, there are four fair housing goals in the 2020 Analysis of Impediments that address the four fair housing issues identified in the 2020 Analysis of Impediments:

- Reduce barriers to housing choices in zoning and municipal codes (to address segregation).
- Increase availability of accessible housing (to address disability and access).
- Promote housing opportunities in high opportunity areas (to address disproportionate housing need).
- Increase knowledge about fair housing among the community and service providers (to address fair housing enforcement and outreach).

The City will take meaningful action toward reducing or removing impediments to fair housing choice and contributing factors to achieve these fair housing goals. Programs 5, 9, and 13 will ameliorate segregation and provide more accessible affordable housing—such as by allowing multifamily housing in previously restricted areas, reducing minimum lot requirements, and amending development standards that impede the development of accessible housing units—through a comprehensive update of the Planning and Zoning Code. The 2040 General Plan will also encourage residential development in previously restricted areas through the FLX designation and provide increased maximum densities in a number of land use designations. Programs 1 and 2 of this Housing Action Plan will address disproportionate housing needs through the rehabilitation of homeowner and rental housing, and Program 13 also commits the City to take action regarding special needs groups, many of which are protected classes under fair housing law. This Housing Action Plan would help mitigate displacement pressures through preservation of mobile homes (Program 11) and assisted housing at-risk of conversion (Program 10) as well as promote development of additional affordable units (Programs 4, 6, 7, and 8). Program 17 would complement new mixed-use designations of the 2040 General Plan to promote housing opportunities in high opportunity areas with greater access to neighborhood retail and grocery stores.

To coordinate these efforts, partnerships with local and regional agencies and organizations will be key, particularly to ensure fair housing enforcement and provide a robust range of outreach and services. To provide fair housing services, Carson contracts with the Housing Rights Center of Los Angeles, which provides Discrimination Investigation, Tenant/Landlord Mediation, and Legal Services Assistance. The City will continue this contract and extend fair housing services through increased outreach and education, including through efforts like workshops, Spanish language educational materials, and partnerships with community agencies to provide financial literacy classes for homebuyers. The City will also work with the Housing Rights Center to reduce discriminatory patterns in lending. In ongoing and future planning efforts, the City will make a diligent effort to conduct public outreach to populations experiencing disproportionate levels of housing issues—including lower-income communities, communities of color, and special needs households—as identified in Chapter 3, specifically targeting census tracts where high concentrations of these communities exist. Community engagement and outreach efforts should be coordinated with the Community Health and Environmental Justice Element of the 2040 General Plan.

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Responsible Agency: Housing Rights Center of Los Angeles; Carson Community Development Department; Carson Planning Division

Potential Funding Source: General Fund; CDBG; SB2 and LEAP Grants

Timeframe:

- Amend the Planning and Zoning Code within one year of adoption of the 2040 General Plan (March/April 2023).
- Continue to promote fair housing education through annual or biannual workshops, actively seeking to include those with disproportionate housing needs and ensuring that fair housing education materials are available in Spanish.
- Partner with community agencies to provide financial literacy classes and education related to credit for prospective homebuyers on an annual basis.
- Maintain annual records of outreach and education activities.
- Conduct a comprehensive mid-cycle (2025) review and take corrective action as necessary. Use Table 3-6 to evaluate progress toward AFFH, including whether fair housing goals have been met, impediments to fair housing choice/contributing factors have been reduced or removed, and fair housing issues have been addressed. New fair housing goals, impediments to fair housing choice/contributing factors, and recommended actions should be added to Table 3-6 to reflect future Analyses of Impediments.

Objectives: Affirmatively further fair housing in Carson by removing or reducing constraints on the development of housing appropriate for protected groups, promoting fair housing choice, and providing fair housing services.

PROGRAM 15: ENERGY CONSERVATION

The City will continue to encourage the use of, and support and assist in the publicizing of, energy-saving programs provided by utility companies. The City currently participates in the Clean Power Alliance which provides clean energy and offers a number of financial assistance plans for lower-income households. The City Center Senior project was developed as a green housing project and the City was awarded the SolSmart Gold certification. The City, in partnership with the Maravilla Foundation, is also working with the Southern California Gas Company to offer no-cost energy efficiency programs to income-eligible renters and homeowners.

The City will continue participation in the Clean Power Alliance and encourage residents to select energy-saving plans. The City will also continue to encourage lower-income households to take advantage of no-cost energy efficiency programs provided by the Southern California Gas Company. Further, the City will continue to encourage energy and water efficiency in new development by connecting developers with the appropriate resources, including HUD's new Energy and Water Efficiency Resource Library.

Responsible Agency: Carson Planning Division and Carson Community Development Department

Potential Funding Source: Southern California Edison; Clean Power Alliance; Southern California Gas Company; Los Angeles County; HUD

Timeframe: Ongoing 2021-2029

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Objectives: Facilitate energy conservation in housing development.

PROGRAM 16: COMMERCIAL TO RESIDENTIAL CONVERSIONS

The City will continue to encourage and assist in the conversion of underutilized commercial or other non-vacant properties to residential uses. As discussed in Appendix C, the City has a significant track record of facilitating such conversions, many of which had produced a number of affordable units. It is likely that such conversions will continue during the planning period, as all commercial areas in Carson will be converted to mixed-use areas under the General Plan update. These areas will be rezoned with appropriate mixed-use zones following adoption of the General Plan update, which will encourage residential development on commercial and non-vacant lots. The City will provide assistance in securing and implementing financing for such conversions, including those conversions that require the consolidation of multiple parcels. The City will continue to provide outreach to and coordinate with property owners that may be interested in such projects.

Responsible Agency: Carson Planning Division and Carson Community Development Department

Potential Funding Source: General Plan; Carson Housing Authority Funds

Timeframe: Ongoing 2021-2029 as opportunities arise

Objectives: Facilitate the conversion of commercial and non-vacant use to residential use.

PROGRAM 17: NEIGHBORHOOD RETAIL AND GROCERY STORES

The City will continue to promote development of neighborhood retail to increase access to grocery stores. The Mixed Use designations of the 2040 General Plan are intended to locate community-serving retail including grocery stores near residential uses. The City will actively seek to attract neighborhood retail/grocery stores by providing incentives such as housing bonuses within mixed-use districts. Additionally, the City will consider adopting a neighborhood market ordinance or incorporating a neighborhood retail overlay into the Zoning Code amendment, which will occur within one year of adoption of the 2040 General Plan. For example, the City of Emeryville uses the neighborhood retail overlay to locate local-serving, pedestrian-oriented, ground-floor commercial of up to 5,000 square feet within other districts such as residential designations. The City will also consider allowing grocery stores of a certain size or appropriate on the edges of residential neighborhoods in order to expand opportunity for grocery store development beyond existing commercial corridors.

Responsible Agency: Carson Planning Division and Carson Community Development Department

Potential Funding Source: General Plan (Staff time only)

Timeframe: Amend the Planning and Zoning Code within one year of adoption of the 2040 General Plan (March/April 2023); Ongoing 2021-2029 as opportunities arise

Objectives: Facilitate the inclusion of local-serving commercial uses in mixed-use development and encourage development of neighborhood retail, especially grocery stores, near existing neighborhoods. In coordination with the 2040 General Plan Land Use and Community Health and Environmental Justice elements, identify and prioritize neighborhoods that are currently underserved.

6.3 Quantified Objectives

State Housing Law requires that quantified objectives be established for new construction, rehabilitation, conservation, and preservation activities that will occur during the Housing Element cycle. Table 6-1 summarizes the City’s quantified objectives by income category for the 2021-2029 planning period. New construction estimates include units in approved and under review projects, projected accessory dwelling units (ADUs), and the minimum remaining RHNA capacity.

Table 6-1: City of Carson 2021-2029 Quantified Objectives

Income Category	New Construction ¹				Rehabilitation ²	Conservation/ Preservation ³
	Approved	Under Review	Projected ADUs	Remaining RHNA		
Extremely-Low-Income ⁴	0	0	20	865	25	98
Very-Low-Income ⁴	0	0	3	882	25	32
Low-Income	0	0	59	854	50	0
Moderate-Income	0	0	8	867	100	0
Above-Moderate-Income	292	1,213	46	509	0	0
Total	292	1,213	136	3,977	200	130

1. New construction objectives represent the City’s RHNA for the Sixth Cycle Housing Element update. Estimates include units from approved and under review projects, as well as projected accessory dwelling units (ADUs).

2. The Carson Housing Authority may utilize available funding – HOME, CDBG, etc. allocations – to provide funding during the planning period to fund projects that improve and maintain the quality of the City’s housing stock and residential infrastructure. Estimates are based on the number of units that will likely be rehabbed under the Neighborhood Pride Program.

3. Conservation estimates are based on the number of estimated assisted units at-risk of conversion to market rate provided by the Carson Housing Authority and HUD Multifamily Assistance & Section 8 database. The affordability of above-moderate-HUD-funded Section 8 units are derived from the Los Angeles County Development Authority income eligibility limits. The California Housing Partnership also provides data on assisted housing units and assesses the level of risk to converting to market rate. These data identify homes without a known overlapping subsidy that would extend affordability beyond the indicated timeframe and unless otherwise noted are not owned by a large/stable non-profit, mission-driven developer. Carson’s assisted units are at moderate to very high risk of conversion, and the city has 130 potentially at-risk units. At-risk units are discussed further in Chapter 2.

4. The total very-low-income housing need is 1,770 units. Extremely-low-income housing need is assumed to be 50 percent of very-low-income housing need, or 885 units.

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Credits Toward RHNA

According to HCD Guidance, projects that have been approved, permitted, or receive a Certificate of Occupancy during the projection period (June 30, 2021 to October 15, 2029) can be counted toward the 2021-2029 cycle RHNA. Where there are “pipeline projects” located on sites in the Inventory, actual proposed densities are reflected. Further, projects currently under review by the City may also be credited towards RHNA. The State also allows anticipated accessory dwelling units (ADUs) to be credited. The City is currently updating its Planning and Zoning Code, including ADU incentives, and expects continued ADU development.

Table C-2 summarizes the quantity of units in Carson that may be credited towards RHNA. This includes pipeline projects, including those approved, under construction and under review, as well as projected ADUs. The City has adequate capacity to accommodate 1,641 units which can be credited towards RHNA. The City must accommodate a shortfall of units in all income categories with vacant and underutilized non-vacant sites. The following section discusses specific projects that may be credited towards RHNA.

Table C-2: Progress Toward the 2021-2029 RHNA

Income Category ¹	Under Construction	Approved	Under Review	Projected ADUs ²	Total Credits	RHNA	Remaining Need
Very-Low-Income (0-50% AMI)	0	0	0	23	23	1,770	1,747
Low-Income (51-80% AMI)	0	0	0	59	59	913	854
Moderate-Income (81-120% AMI)	0	0	0	8	8	875	867
Above-Moderate-Income (>120% AMI)	0	292	1,213	46	1,551	2,060	509
Total	0	292	1,213	136	1,641	5,618	3,977

1. Income levels were determined by county median household income. Based on 2013-2017 ACS data, SCAG used a median income of \$61,015 in Los Angeles County to determine allocations.

2. ADU – accessory dwelling unit.

Source: SCAG Regional Housing Needs Assessment, 2020; City of Carson, 2021

PIPELINE PROJECTS

Pipeline projects in the Inventory include those that have been recently approved by the City, those that are currently under construction, and those that are under review and nearing approval. The pipeline projects included in the Inventory are likely to finish construction during the planning period. There are seven such projects in the Inventory, as outlined in Table C-3. There are no pipeline units suitable for lower- or moderate-income households and no projects currently under construction. In total, 292 above-moderate-income units have been approved by the City. Further, 1,213 above-moderate-income units are under review by the City. The affordability of these units was conservatively assumed to be exclusively above-moderate-income, based on recent negotiations between the City and the property owner.

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Table C-3: Pipeline Projects

Project	Units			Type
	Low- and Very-Low- Income	Moderate-Income	Above-Moderate-Income	
Approved				
Carson Landing Townhomes	0	0	175	Condos
Brandywine	0	0	36	Townhomes
Cambria Court	0	0	35	Condos
223rd Street Condos	0	0	9	Condos
Dolores Condos	0	0	5	Condos
Birch Condos	0	0	32	Condos
Under Review				
Imperial Avalon Specific Plan	0	0	↓213	Mixed Use
Total	0	0	↓1,505	

Source: City of Carson, 2021

The Imperial Avalon Specific Plan is the only under review pipeline project. The project is in the pre-entitlement stage, and the [draft environmental impact report¹⁰ was released in August 2022, alongside a revised draft specific plan¹¹. Based on information from the August 2022 draft specific plan, the project envisions a mixed-use development with 1,213 residential units, 10,352 square feet of restaurant/café uses, and a 21,300-square-foot publicly accessible park. Currently, the Plan is proposing 653 market-rate apartments, 180 senior apartments, and 380 townhomes. All parcels within the Specific Plan site are owned by a single entity.](#)

While the City does not have an inclusionary zoning ordinance, it is possible that this project may develop with some affordable housing pending negotiations between the City and the property owner. However, [it is conservatively assumed that the project will not include affordable units to ensure that the sites inventory of this Housing Element will have an adequate buffer of lower-income units to meet both RHNA obligations and no net loss provisions.](#)

The Specific Plan project site is currently the location of the closed Imperial Avalon Mobile Estates, which was a privately-owned park that contained 250 mobile home units. The park owners applied for closure and the City approved a Relocation Impact Report (RIR) pursuant to State law, and enforced the maximum mitigation measures allowable at the time – including \$26 million in relocation benefits paid directly to park residents by the developer. More information on this park is available in Chapter 4. The Specific Plan proposes an increase of about 963 residential units on the site. To ensure compliance with State replacement

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¹⁰ City of Carson, Imperial Avalon Mixed-Use Project Draft Environmental Impact Report (SCH #2021010116), August 2022, <https://ci.carson.ca.us/content/files/pdfs/planning/docs/projects/ImperialAvalon/Imperial%20Avalon%20Mixed-Use%20Project%20Draft%20Environmental%20Impact%20Report.pdf>.

¹¹ City of Carson, Draft Imperial Avalon Specific Plan, August 2022, https://ci.carson.ca.us/content/files/pdfs/planning/docs/projects/ImperialAvalon/Imperial%20Avalon%20Specific%20Plan_2022_08-08.pdf.

housing requirements pursuant to Government Code Section 65583.2, the City has committed to replacement housing actions in Program 10 of the Housing Action Plan.

PROJECTED ADUS

The City is currently updating its Planning and Zoning Code, which will be amended following adoption of the 2040 General Plan. Part of this update includes revising existing ADU requirements, also referred to as “second dwelling units” in the Carson Municipal Code, to correspond to recent State law. According to Annual Progress Reports (APRs) submitted to HCD between 2018 and 2020, the City approved 58 total building permits for ADUs, or about 17 ADUs annually. Based on these recent development trends, the City anticipates that an additional 136 ADUs will be approved during the 2021-2029 eight-year planning period. See Table C-4 below for the number of ADU building permits approved each year during the period.

Table C-4: ADU Building Permit Approvals by Year

Year ¹	Number of Approved ADU Building Permits
2018	0
2019	46
2020	5
Total	51
Annual Average	17

1. Includes approvals up to June 2021

Source: HCD, Annual Progress Reports, 2018-2020

To estimate the number of projected ADUs by income level, SCAG has provided the Regional Accessory Dwelling Unit Affordability Analysis (Analysis). The Analysis determined affordability assumptions based on a survey of existing ADUs and market rents across the jurisdictions in the SCAG region. Carson is included in the LA County I region as a South Bay city. Table C-5 uses the affordability assumptions derived by SCAG and provides anticipated ADU development based on the total 136 projected ADUs.

Table C-5: Projected ADUs

Income Category	LA County I Modifiers ¹	Projected ADUs
Extremely-Low-Income	15.0%	20
Very-Low-Income	2.0%	3
Low-Income	43.0%	59
Moderate-Income	6.0%	8
Above-Moderate-Income	34.0%	46
Total	100.0%	136

1. LA County I includes South Bay Cities.

Source: Southern California Association of Governments, Regional Accessory Dwelling Unit Affordability Analysis, 2020; HCD, Annual Progress Reports, 2018-2020

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Availability of Land to Address the Remaining RHNA

Carson is almost entirely developed, with very few vacant or “greenfield” sites available for housing. Further, as noted in Chapter 4 of this element, the long history of industrial or other polluting uses in the city may serve as a constraint to development as remediation can be costly. However, in recent years Carson has seen a massive increase in housing development that has successfully mitigated such constraints and promoted infill development on largely non-vacant and underutilized land. For instance, according to each respective city’s 2020 Annual Progress Report, Carson has issued permits for a total of 1,313 units (77.3 percent of 5th cycle RHNA) between 2014-2020 compared to the neighboring City of Long Beach with 7,048 units (57.2 percent of RHNA). There have been a number of successful projects, including mixed-use projects, along the Carson Street corridor and other key areas of the city. Further, there are several completed or soon to be completed affordable housing developments, all of which have been developed on previously non-vacant land.

SITE SELECTION METHODOLOGY

To identify adequate sites and determine realistic capacity for the 2021-2029 Inventory, a parcel-based analysis of properties within city limits was conducted using Los Angeles County Assessor data supplemented with information from the City. This analysis was carried out in accordance with the framework provided by the 2020 HCD Housing Element Site Inventory Guidebook.

First, the locations of current development projects were identified, including permitted projects that are approved or under construction and those under review (pipeline) as discussed above. Sites located on vacant and non-vacant land used to meet the RHNA shortfall were selected based on land use designations. This Housing Element cycle coincides with the 2040 General Plan update and subsequent update to the City Planning and Zoning Code, which must comply with the General Plan per State law. Therefore, updated General Plan land use designations were used to identify sites on land with permitted residential uses. This includes the following designations: Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Corridor Mixed Use (CMU), Downtown Mixed Use (DMU), and Flex District (FLX). While Business Residential Mixed Use (BMRU) permits residential uses, no suitable sites were identified within this designation.

Non-residential pipeline projects, completed projects, and those under construction but nearing completion prior to the 2021-2029 planning period are excluded from consideration, as these sites are unlikely to develop with additional housing. Sites that are very small and not viable for lot consolidation (i.e., less than 0.1 acres with no common ownership across adjacent parcels) are also excluded. The remaining vacant and non-vacant opportunity sites are included in the inventory. Non-vacant opportunity sites include those with an existing use that is likely to discontinue during the planning period, those with expressed developer interest, and those generally underutilized or developed with low intensity, such as underperforming strip commercial uses, warehouses, sites with mixed-use potential, and sites adjacent to pipeline projects.

Sites are considered underutilized based on their assessed value (AV) ratio and Floor Area Ratio (FAR), [as well as the existing use and age of the buildings located on the site](#). The AV ratio considers the relationship between the value of the land and the improvements constructed on it. Where the value of the land is worth substantially more than the value of the structures on it, there is an incentive for the owner to redevelop with new uses that command higher rents or sales prices. Similarly, a low FAR means that the total building

area is small compared to the overall size of the site, indicating the potential for redevelopment at higher intensities. Sites are considered underutilized if the AV ratio is less than 1.0, and most underutilized sites have a FAR of 0.3 or less. Parcels with existing FARs greater than 0.3 are considered with exceptional circumstances, including those with mixed-use potential where high densities are allowed, recent high-density development has occurred and the compatibility of existing use with residential uses given the proposed land use designation. The existing uses and location of sites in relationship to current development patterns are also considered prior to inclusion within the Inventory. Buildings located on non-vacant sites are also generally 30 to 40 years old, with the most buildings constructed more than 15 years ago.

REALISTIC CAPACITY METHODOLOGY

Following site selection, realistic capacity was determined by identifying expected densities for each proposed land use designation. Density is defined as du/ac. As most recent projects (especially mixed-use projects) have developed at or near permitted maximum densities, the expected density was initially assumed to be at least 80 percent of the maximum allowed density in each General Plan update land use designation. This preliminary baseline density was compared and validated against a review of the actual densities of recent projects (Table C-6) and nearby developments (Table C-7).

Table C-6: Carson Residential Project Density References

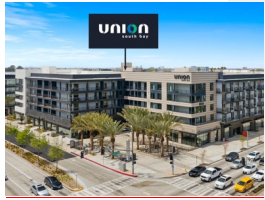



<u>New GP¹</u>	<u>Project Name</u>	<u>Location</u>	<u>Density (du/ac)</u>	<u>Acres</u>	<u>Units</u>	<u>Current GP²</u>	<u>Permitted Density (du/ac)³</u>	<u>Status</u>	<u>Type</u>	<u>Parking</u>	<u>Building Height</u>	<u>Number of Stories</u>	<u>Image</u>
DMU	Union South Bay	21521-21601 S Avalon Blvd	65	5.5	357	UR	65	Completed (2020)	Market rate (mixed-use)	749	59'-6" 62'-6"	4 Story above retail/parking podium	
	Veteran's Village	SW Carson St/Figueroa St	44	1.15	51	MU-R	35	Completed (2019)	Affordable Housing (mixed-use)	75	49'	3 story above podium	
	Veo Homes	620 E Carson St	19	8	152	RC ⁴	16	Completed (2016)	Moderate/Above Moderate (mixed-use)	218	51'	3 story above podium	
CMU	Bella Vita (Sepulveda & Panama)	402 E Sepulveda Blvd	63	1.22	65	UR	65	Completed (2018)	Affordable/Senior Housing (mixed-use)	67	49'	3 story above podium	

Table C-6: Carson Residential Project Density References


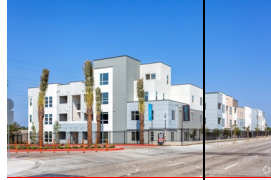



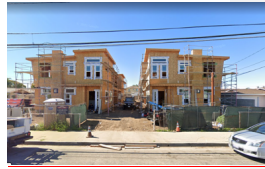


<u>New</u> <u>GP¹</u>	<u>Project Name</u>	<u>Location</u>	<u>Density</u> <u>(du/ac)</u>	<u>Acres</u>	<u>Units</u>	<u>Current</u> <u>GP²</u>	<u>Permitted</u> <u>Density</u> <u>(du/ac)³</u>	<u>Status</u>	<u>Type</u>	<u>Parking</u>	<u>Building</u> <u>Height</u>	<u>Number</u> <u>of</u> <u>Stories</u>	<u>Image</u>
	<u>Birch Specific Plan</u>	<u>21809-21811 S Figueroa St</u>	<u>41</u>	<u>0.78</u>	<u>32</u>	<u>HD</u>	<u>25</u>	<u>Approved</u>	<u>Condos</u>	<u>74</u>	<u>50'-7"</u>	<u>3 story above podium</u>	 <small>BIRCH CONDOMINIUM PROJECT • 32-UNITS (APPROVED) 21809-21811 Figueroa St • Carson, CA 90745</small>
<u>HDR</u>	<u>Evolve South Bay/MBK Homes</u>	<u>20330 S Main St</u>	<u>26</u>	<u>11.5</u>	<u>300</u>	<u>MU-R⁵</u>	<u>-</u>	<u>Completed</u>	<u>Multifamily</u>	<u>605</u>	<u>49'</u>	<u>3 Story</u>	
	<u>Carson Landing/Brandywine</u>	<u>NE Central Ave/Victoria St</u>	<u>22</u>	<u>8.07</u>	<u>175</u>	<u>MU-R</u>	<u>35</u>	<u>Approved</u>	<u>Townhome/ Multifamily</u>	<u>417</u>	<u>30'</u>	<u>3 Story</u>	
	<u>223rd St Condos</u>	<u>123 E 223rd St</u>	<u>20</u>	<u>0.45</u>	<u>9</u>	<u>HD</u>	<u>25</u>	<u>Approved</u>	<u>Condos</u>	<u>24</u>	<u>30'</u>	<u>3 Story</u>	
<u>MDR</u>	<u>Carson Upton/Brandywine</u>	<u>1007 E Victoria St</u>	<u>23</u>	<u>1.57</u>	<u>36</u>	<u>HD</u>	<u>25</u>	<u>Approved</u>	<u>Townhomes</u>	<u>92</u>	<u>30'</u>	<u>3 story</u>	

Table C-6: Carson Residential Project Density References

<u>New</u> <u>GP¹</u>	<u>Project Name</u>	<u>Location</u>	<u>Density</u> <u>(du/ac)</u>	<u>Acres</u>	<u>Units</u>	<u>Current</u> <u>GP²</u>	<u>Permitted</u> <u>Density</u> <u>(du/ac)³</u>	<u>Status</u>	<u>Type</u>	<u>Parking</u>	<u>Building</u> <u>Height</u>	<u>Number</u> <u>of</u> <u>Stories</u>	<u>Image</u>
	<u>Dolores Condos</u>	<u>21915 S Dolores St</u>	<u>.13</u>	<u>0.39</u>	<u>5</u>	<u>MD</u>	<u>.12</u>	<u>Approved</u>	<u>Condos, residential</u>	<u>15</u>	<u>25'</u>	<u>2 story</u>	
	<u>Cambria Court</u>	<u>427 E 220th St</u>	<u>.11</u>	<u>3.11</u>	<u>35</u>	<u>MD</u>	<u>.12</u>	<u>Approved</u>	<u>Condos</u>	<u>105</u>	<u>18'-5"</u>	<u>2 story</u>	
<u>LDR</u>	<u>Vera Lane</u>	<u>21801 Vera St</u>	<u>9</u>	<u>1.53</u>	<u>18</u>	<u>HD</u>	<u>25</u>	<u>Completed</u> <u>(2019)</u>	<u>Condos</u>	<u>72</u>	<u>30'</u>	<u>3 story</u>	

1. 2040 General Plan land use designation for Carson projects.

2. 2004 General Plan land use designation.

3. Maximum allowable densities are based on the current General Plan land use designations.

4. While the Regional Commercial (RC) designation typically does not permit residential development, the parcels used in the Veo Homes project are zoned MU-CS, which permits up to 35 du/ac.

5. The Evolve South Bay project is contained within Development District 3 (DD3) of the District at South Bay Specific Plan, which permits a maximum of 300 residential units

Source: Dyett & Bhatia, 2022

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Following this review, the realistic density for each designation was determined. The realistic density of the MDR designation was increased to reflect existing conditions more accurately, given that townhome projects reached densities above 20 du/ac. Both CMU and DMU designations allow increased maximum densities over the base maximum if ground-floor commercial use is included, and additional density is also permitted with community benefits. Although the vast majority of units recently developed in these designations are mixed-use and recent development projects in these districts have achieved densities approximately at or even higher than the maximum base densities, 80 percent of the maximum is maintained as a conservative estimate of the realistic density. No current residential development exists in the FLX designation since residential uses were not previously permitted in these areas, however, other designations that allow mixed uses have seen projects develop at densities close to or above the maximum permitted, as noted in Table C-6. The 80 percent modifier was maintained to estimate realistic density. The HDR designation has two separate maximum permitted densities, 40 du/ac for sites over two acres and 30 du/ac for sites under two acres. The current zone that carries out the equivalent land use designation currently only permits a maximum of 25 du/ac. Based on the survey and expected development patterns, the realistic density was assumed to be 32 du/ac for larger sites and 25 du/ac for smaller sites. While the BRMU designation permits residential uses, no suitable sites were identified. See Table C-8 for final realistic density assumptions.

Table C-8: Realistic Capacity Assumptions

Designated Land Use	General Plan Permitted Density (du/ac)		Expected Density (du/ac) ²	Realistic Density (du/ac) ³
	Minimum	Maximum ¹		
CMU ⁴	-	40	32	32
DMU ⁵	40	65	52	52
FLX	-	40	32	32
HDR ⁶	18	30-40	24-32	25-32
MDR	10	18	12	16
LDR	-	10	8	8

- Does not include density bonus provisions, incentives, or community benefits.
- Based on 80% of maximum permitted density.
- Based on expected density verified against a survey of recent developments.
- 46 du/ac is permitted with additional ground level active commercial use and/or community benefits.
- 91 du/ac is permitted with additional ground level active commercial use and/or community benefits.
- 40 du/ac is permitted if the site is larger than two acres. 56 du/ac is permitted with community benefits. Realistic capacity depends on total site acreage.

Source: City of Carson, 2021; Dyett & Bhatia, 2021

Additional modifiers were used when determining the realistic capacity for each site. Table C-9 below summarizes the modifiers applied to each land use designation to estimate realistic capacity. These modifiers take into account the costs and difficulty associated with infill development on smaller non-vacant sites. These estimates provide a realistic and slightly conservative estimate of capacity, as the City is actively encouraging higher densities and mixed-use development. Previously, a mixed-use modifier was used to further reduce realistic capacity of sites designated as CMU, DMU, or FLX to capture the reduced potential for higher intensity development. However, most recent changes to the Draft 2040 General Plan include separating residential densities and non-residential intensities, meaning that mixed-use projects are permitted to reach maximum base densities irrespective of existing non-residential uses.

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Table C-9: Realistic Capacity Modifiers

Land Use Designation	Realistic Density (du/ac)	Tier 1 Non-Vacant Modifier	Tier 2 Non-Vacant Modifier
CMU	48 32	< 3 acres: 70% > 3 acres: None	< 3 acres: 40% > 3 acres: None
DMU	48	< 3 acres: 70% > 3 acres: None	< 3 acres: 40% > 3 acres: None
FLX	32	70%	40%
HDR	< 2 acres: 25 > 2 acres: 32	< 2 acres: 70% > 2 acres: None	-
MDR	16	-	-
LDR	8	-	-

Source: City of Carson, 2021; Dyett & Bhatia, 2021

Environmental constraints were also considered in determining realistic capacity. This includes the Alquist-Priolo fault zone, flood hazard areas mapped by Federal Emergency Management Agency (FEMA), and land within 50 feet of electric towers or wires. Although almost all of Carson is an area of minimal flood risk or area with risk of levee failure because the Dominguez Channel, Los Angeles River, and Compton Creek have been channelized. However, current development patterns and recent projects in this area provide evidence of minimal constraints to development; therefore, this constraint was not applied. All other environmental constraints were removed from the total acreage of the site to determine capacity. No sites selected for lower-income units were identified within an Alquist-Priolo fault zone or within 50 feet of electric towers or wires. No sites located above a former landfill or brownfield sites were included in this Inventory, with the exception of those sites that are part of projects either already in the pipeline or under review and likely to develop, or the site contained within the District at South Bay Specific Plan. There are no other known environmental constraints that could impact housing development on identified sites during the planning period.

Commercial to Residential Conversion

As previously mentioned, Carson is nearly entirely developed and there are few vacant sites available for residential development. Generally, non-vacant sites in Carson do not contain historic buildings and are characterized by cheaper structures with high redevelopment potential. The City has a significant track record in encouraging and assisting infill development projects in such non-vacant sites, especially along West Carson Street. In particular, the City has successfully converted gas stations, strip malls, and underutilized retail or commercial uses. A summary of recent conversion projects, including the approval timeline and residential densities, is provided below in Table C-10. Photo examples of Union South Bay and The Renaissance are provided in Figures C-1 and C-2, respectively.

The City anticipates that such conversions will increase, as all commercial areas in Carson will be converted to mixed-use areas under the 2040 General Plan land use designations, as evidenced by the distribution of the Inventory's projected residential capacity, which is primarily within mixed-use designations, and there are comparatively little to none within existing residential districts (Table C-11). These areas will be rezoned with appropriate mixed-use zones following adoption of the General Plan update.

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Table C-10: Recent Commercial to Residential Conversions

Project Name	Approval Timeline	Year Completed	Density (du/ac)	Units	Former Use
Union South Bay ¹	8 months	2020	65	357	Gas station/strip commercial
Veteran's Village ²	6 months	2019	44	51	Liquor store
Carson Arts Colony ²	6 months	2019	26	46	Limousine rental service
Renaissance at City Center ³	9 months	2013	55	150	Restaurant/strip commercial
The Gateway ³	9 months	2011	37	86	Commercial automotive

1. Union South Bay was recently converted to moderate-income workforce housing.

2. This project contains affordable housing units.

3. Both the Renaissance and Gateway projects were part of the Carson City Center development effort. The projects are adjacent to each other; the Renaissance contains 150 units of recently converted workforce housing, while The Gateway contains 86 units of affordable housing for people 55 and over.

Source: City of Carson, 2021

Table C-11: Carson Site Inventory Capacity by Land Use Designation

Land Use Designation ¹	Total Acreage	Existing Residential Units ²	Projected Residential Capacity (Units)	
			Pipeline Projects	Opportunity Sites
LDR	1.9	3	0	8
MDR	4.1	2	76	12
HDR	9.5	1	184	7
DMU	117.9	232	1,213	82
CMU	27.4	2	32	20
FLX	93.7	0	0	6

1. 2040 General Plan land use designation.

2. Based on 2019 Los Angeles County Assessor estimates.

Source: Los Angeles County Assessor, 2019; City of Carson, 2021; Dyett & Bhatia, 2022

Lot Consolidations

The City has successfully assisted in the development of projects that required the consolidation of multiple parcels. Several recent development projects in Carson were the result of lot consolidations, including those with parcels less than 0.5 acres in size. These projects range from market-rate rentals to residential condominiums and lower-income housing. Table C-12 below provides a summary of recent developments that were the result of lot consolidations, including the number of parcels in the project and whether there were any parcels smaller than 0.5 acres.

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Table C-12: Recent Lot Consolidation Examples

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Project Name	Project Type	Number of Parcels	Total Acreage	Density (du/ac)	Site Contained Small Parcel(s) ¹
Union South Bay	Market rate ²	10	5.50	65	Yes
Veteran's Village	Affordable housing	6	1.15	44	Yes
Bella Vita	Affordable/senior housing	2	1.04	63	Yes
Birch Specific Plan	Condos	2	0.78	41	Yes
Carson Landing/Brandywine	Townhome/multifamily	3	8.07	22	No
Cambria Court	Condos	11	3.11	11	Yes
Carson Arts Colony	Affordable housing	2	1.80	26	Yes

1. Small parcels are those less than 0.5 acres in size.
 2. Union South Bay has since converted to moderate-income workforce housing.

Source: City of Carson, 2021; Dyett & Bhatia, 2021

AFFORDABILITY TIERS

From this inventory of available land, sites were attributed to the following affordability tiers in accordance with guidance from HCD: low- and very-low-income, moderate-income, and above-moderate-income. Affordability was assumed based on the maximum permitted densities by land use designation per the General Plan update.

Lower-income sites (including mixed-income sites) identified to accommodate the RHNA are designated DMU, CMU, FLX and HDR per the City's General Plan update. These designations allow for a maximum residential density between 30 and 65 du/ac, not including additional density bonuses or community benefits. It is noted that DMU has a minimum base residential density of 40 du/ac. Government Code section 65583.2(c)(3) allows jurisdictions to use higher density as a proxy for lower income affordability. In metropolitan counties, such as Los Angeles County, zoning that allows for residential density of at least 30 du/ac is considered sufficient to accommodate the economies of scale needed to produce affordable housing. All vacant and non-vacant sites identified to accommodate lower-income units are located in designations that permit at least 30 du/ac and have a realistic density above that threshold, except one. The Avalon Corridor Site #1 (APN 7335011023) in the HDR designation is assumed to develop at 25 du/ac given prior development patterns and expected densities on a site less than two acres, as discussed above.

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Sites identified to accommodate the moderate-income RHNA (including mixed-income sites) are designated CMU, DMU and FLX per the City's General Plan update. These designations allow for a maximum residential density of between 30 to 65 du/ac, not including additional density bonuses or community benefits. Pipeline projects that will accommodate moderate-income units are located in the

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DMU designation. Sites identified to accommodate the above-moderate-income RHNA are designated CMU, DMU, FLX, HDR, MDR and LDR per the City's 2040 General Plan. These designations allow for a maximum residential density of between 10 to 65 du/ac. Pipeline projects that will accommodate above-moderate-income units are located in the CMU, DMU, HDR and MDR designations. In addition, a few larger sites with developer interest or proposed development on them—the Imperial Avalon Specific Plan, the South Bay Pavilion Mall, and the Kott/Hanover Site (previously Downtown Mixed Use Sites #3 and #6)—are all designated as DMU, but have been assumed to develop with all above-moderate-income units based on recent negotiations between the City and property owners.

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OPPORTUNITY SITES

District at South Bay Specific Plan

Specific plans are used by the City to promote integrated development on large tracts of land. Parcels within each specific plan tend to be large in size and are owned by a single entity. There are currently 15 specific plans maintained by the City, many of which allow residential uses.

The District at South Bay Specific Plan allows total residential development of 1,550 units across the 168-acre project site. About 157 acres of this site is a former landfill. The approximately 11-acre Development District 3 (DD3), which is located north of Del Amo Boulevard and not on the former landfill site, permits 300 residential units. The Evolve South Bay project, which contains 300 units, was recently completed within DD3. This leaves a remaining 1,250 units available for development. The Plan was originally adopted in 2006 and amended in 2011 and 2018. The Specific Plan Amendment currently under review pertains only to the 157-acre former landfill area, which was previously analyzed for development with multiple environmental impact reports.

In connection with these prior environmental studies, the Carson Marketplace Specific Plan was amended and renamed The District at South Bay Specific Plan, which was approved by the City on April 3, 2018 in connection with the 2018 SEIR.

The 2021 Specific Plan Amendment would retain the same land uses adopted by the City under the 2018 Specific Plan for Planning Areas (PAs) 1 and 2, including residential (1,250 units), regional commercial (696,500 square feet), and restaurant (15,000 square feet). The revisions to the 2021 Project would occur entirely within PA 3 of the Specific Plan, which is proposed to introduce approximately 1,567,090 square feet of new light industrial uses and up to approximately 12 acres of community serving uses. The Specific Plan Amendment will guide development through enforceable development standards, design guidelines and implementation measures.

As the project site is a former landfill, significant remediation efforts are required to prepare the land for development. Remediation efforts are described in Section 5.3.5 of the Specific Plan. These efforts include rough grading operations, which will be done in conjunction with the capping of the landfill that is part of the 1995 Remedial Action Plan (RAP), as modified by the 2011 Explanation of Significant Differences (ESD), both as approved by the California Department of Toxic Substances Control (DTSC). Remedial actions to be implemented per the approved 1995 RAP and ESD as summarized as follows:

- A portion of the low-permeability cover system (Cap) was installed after approval of the Carson Marketplace Specific Plan, although as of 2018 the Cap was not completed in all areas of the landfill site.
- The groundwater system is fully installed and has been operational on the site since 2014.

- As of 2018, the landfill gas treatment system (burner, backup carbon filters and flare) has been constructed and landfill gas collection wells have been installed on a portion of the landfill site. Additional elements of the landfill gas system, including additional collection wells, remain to be installed as of 2018.
- Implement long-term monitoring of the groundwater and landfill gases.
- Provide for long-term maintenance of the Cap.

It should be noted that residential development in The District at South Bay Specific Plan will only occur on a portion one currently vacant parcel (APN 7336010903). While the entire parcel is about 63.5 acres, only about 15.6 acres will contain residential development. This portion of the parcel is known as PA 1 in the Plan. This parcel is owned by the City and has undergone all requirements pursuant to the State Surplus Lands Act. Development on this parcel is currently under negotiation, and it is expected that a project approval will occur in June 2022. There has been at least one standing offer for development on the site, and the City anticipates pursuing a Request for Proposals (RFP) shortly. The City is actively seeking housing for this site, with the goal of developing affordable housing for the majority of the remaining 1,250 units.

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Under the General Plan update, the Plan area will be located within the FLX land use designation. While FLX will typically permit a maximum base density of 40 du/ac, it will permit increased densities within PA 1 and 2 of up to 60 du/ac in accordance with the Specific Plan, not including affordable housing bonuses. Residential development is permitted on a portion of PA 2, and transfers of residential units and commercial square footage between PAs are permitted. In accordance with the Specific Plan, it is assumed that all 1,250 residential units will develop in PA 1. PA 1 and PA 2 are currently contained within the same parcel, and only PA 1 is displayed in Figure C-3.

Given that the City hopes to develop a significant amount of affordable housing on this site, one-third (approximately 33 percent) capacity of lower-income housing is assumed. Moderate-income units are assumed to comprise the remaining two-thirds (approximately 67 percent) of the site, as presented in Table C-13. This affordability assumption is higher than for other sites in the inventory because the City has direct control over the land as the owner.

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Carson Lofts

The Carson Lofts project (APN 7334002007) is currently under review and is in the pre-entitlement stage. A site plan for the project has been prepared, and the project will go before the Planning Commission for the first time during the second week of January 2022. The project meets all development requirements and design standards, and the City anticipates that the project will be approved in February 2022. The project proposes 19 residential apartment units in the CG-D zone and does not include any affordability mechanisms. It is assumed that this project will develop with 19 above-moderate-income units on a currently vacant site, as shown in Table C-13.

Underutilized Non-Vacant Opportunity Sites

Underutilized non-vacant opportunity sites were selected based on likelihood of redevelopment. This includes sites that have had demonstrated interest in redevelopment, those with uses likely to discontinue, and generally underutilized sites with high potential. These sites, designated as tier 1 sites, are outlined in Table C-13.

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Table C-13: Vacant and Underutilized Non-Vacant Sites

New GP ¹	Site Description	Assessor Parcel Numbers	Existing Use/Redevelopment Potential	AV Ratio	FAR	Year Built ²	Units by Income Category		
							Low/ Very-Low	Moderate	Above Moderate
Vacant Sites									
FLX	District at South Bay	7336010903	Vacant	-	-	-	423	827	0
CMU	Carson Lofts	7334002007	Vacant	-	-	-	0	0	19
Tier I Sites									
DMU	South Bay Pavilion Mall	7381024037, 7381024038	General/Retail Commercial - developer interest in mixed-use development	0.24; 0.78	0.15; 0.36	1975; 1973	67	184	583
FLX	The Links at Victoria Golf Course	7339017902	Golf Course - remaining available portion of the Victoria Golf Course, adjacent to planned development and owned by LA County	0	0	NA	113	0	0
DMU	Carson Street Corridor Site ³	7343011013, 7343011018, 7343011019, (7343011020)	Single Family Residential, Duplex and Vacant - group of adjacent parcels with the same owner, higher-density residential and mixed-use potential	0	0.05; 0.06; 0.07; 0.00	1946; 1948; 1928	58	0	0
DMU	Avalon Carson Plaza	7335010068	General/Retail Commercial - mixed-use potential, across from Union South Bay	0.59	0.13	1982	229	0	0
HDR	Avalon Corridor Site #1	7335011023	General/Retail Commercial - mixed-use potential, in the Avalon Blvd. corridor	0.86	0.51	1967	18	0	0
DMU	Avalon Corridor Site #2	7335011024	Mixed Commercial and Office - mixed-use potential, in the Avalon Blvd. corridor	0.64	0.51	1967	28	0	0
DMU	Credit Union Site	7343019091, 7343019092	Banks/Financial Services - mixed-use potential	0.63	0.13	1990	76	0	0

Appendix C

DMU	Carson Business Park Site	7381025061	Warehousing/Distribution/Storage - Carson Business Park, mixed-use potential	0.65	0.30	1976	259	0	0
DMU	Downtown Mixed-Use Site #1	7381025067	Light Manufacturing - mixed-use potential	0.79	0.27	1977	176	0	0
DMU	Downtown Mixed-Use Site #2	7381025088	Light Manufacturing - mixed-use potential	0.66	0.13	1975	46	0	0
DMU	Downtown Mixed-Use Site #4	7334018044	General/Retail Commercial - mixed-use potential	0.67	0.35	1991	60	0	0
DMU	Downtown Mixed-Use Site #5	7334031062	General/Retail Commercial - fast food and parking lot, corner of Carson St and Dolores, mixed-use potential in change area	0.44	0.23	1977	65	0	0
DMU	Downtown Mixed-Use Site #7	7339018010	General/Retail Commercial - fast food and parking lot adjacent to SouthBay Pavilion, change area	0.40	0.13	2001	27	0	0
DMU	Downtown Mixed-Use Site #8	7337004047	Office - parking lot adjacent to existing residential	0.08	0.00	2002	50	0	0
DMU	Carson and Main Corner Site	7334025036, 7334025038, 7334025039	General/Retail Commercial - Carson Street Shopping District, underutilized parcels at the corner of Carson and Main with mixed-use potential	0.29; 0.91; 0.18	0.12; 0.28; 0.08	1982; 1982; 1959	61	0	0
FLX	Flex District Site #1	7336004010	General/Retail Commercial - nursery adjacent to the District at South Bay Specific Plan	0.00	0.00	NA	121	0	0
FLX	Flex District Site #2	7406044023	Heavy Manufacturing - automobile warehouse adjacent to residential (Monterey Pines), remove sliver from total capacity	0.29	0.23	1968	248	0	0
DMU	Kott/Hanover Site ^a	7337001017, 7337002042.	Auto Related Commercial - previous residential project.	0.68; 0.54	0.12; 0.15	1975- 2003	0	0	924

[7337002043](#),
[7337003012](#),
[7337003013](#),
[7337003014](#);
[7337008026](#),
[7337008030](#),
[7337008031](#)

continued interest in
 development and Open Storage -
 car leasing parking lot, adjacent to
 residential

Tier 1 Total 1,702 184 1,507

Tier 2 Sites

CMU	-	7315003055	Office - mixed-use potential	0.71	0.32	1983	16	0	0
CMU	-	7316023020	Warehousing/Distribution/ Storage - used as parking lot	0.47	0.23	1971	18	0	0
CMU	-	7316023021	General/Retail Commercial - burger shop, mixed-use potential	0.74	0.12	1984	6	0	0
CMU	-	7319036001 , 7319036002	General/Retail Commercial - Carson Plaza, mixed-use potential	0.59	0.15	1968	91	0	0
CMU	-	7328018035	General/Retail Commercial - mixed-use potential	0.92	0.23	1991	28	0	0
CMU	-	7330006001	Warehousing/Distribution/ Storage - Underutilized warehouse surrounded by residential uses	0.93	0.28	1961	41	0	0
DMU	-	7332002046	General/Retail Commercial - mixed-use potential, on the Avalon Blvd. corridor	0.72	0.32	1982	12	0	0
CMU	=	7332009036	Club/Lodge Hall/Fraternal Organization – underutilized, surrounded by residential uses	n/a	0.17	1986	13	0	0
CMU	-	7332027013 , 7332027015	Light Manufacturing - underutilized auto commercial uses, adjacent lots with the same owner	0.94; 0.87	0.41; 0.42	1967; 1973	24	0	0
DMU	-	7335005049	Auto Related Commercial - Underutilized auto repair services	0.38	0.44	1965	43	0	0

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CMU	-	7336001001	Mixed Use Residential - RV parking	0.23	0.12	1964	8	0	0
FLX	-	7336003029	Warehousing/Distribution/Storage – development previously proposed on site	0.94	0.31	1975	0	37	35
CMU	-	7338011012	General/Retail Commercial - Victoria Park center, mixed-use potential	0.30	0.23	1969	39	0	0
DMU	-	7339018014, 7339018015, 7339018016, 7339018030, 7339018031, 7339018032	Office and General/Retail Commercial – underutilized Carson Plaza Office Park, fast food, and parking lot; across from the SouthBay Pavilion, change area/mixed-use potential	2.49, 3.71, 0.81, 0.59, 2.19, 0.52	0.41, 0.42, 0.17, 0.39, 0.31, 0.40	1974, 1975, 1974, 1977, 1986, 1979	212	0	0
DMU	-	7339018017, 7339018027, 7339018028	Office and General/Retail Commercial – low FAR mixed-use potential, across from the SouthBay Pavilion, change area	1.50, 0.71, 1.00	0.39, 0.12, 0.42	1989, 1976, 1979	57	0	0
DMU	-	7339018021, 7339018022, 7339018033, 7339018034, 7339018035	General/Retail Commercial - fast food and parking lot across from the SouthBay Pavilion, change area/mixed-use potential	0.54	0.10	1992	11	0	0
CMU	-	7341014028	Auto Related Commercial - closed gas station	0.15	0.05	1976	10	0	0
CMU	-	7343007011	Light Manufacturing - RV/truck parking	0.01	0.13	1947	30	0	0
DMU	-	7343011011	Mixed Use Residential	0.07	0.07	1953	10	0	0
DMU	-	7343011066, 7343011067	General/Retail Commercial & Single Family Residential - underutilized residential lot and nursery, adjacent lots with same owner	0.43; 0.0	0.17; 0.05	1975; 1979	43	0	0

City of Carson 2021-2029 Housing Element Update

DMU	-	<u>7381023001</u> , <u>7381023002</u> , <u>7381023005</u>	<u>Light Manufacturing - underutilized office/warehouse complex</u>	<u>0.77</u> ; <u>0.74</u> ; <u>0.77</u>	<u>0.43</u> ; <u>0.44</u> ; <u>0.45</u>	<u>1972</u> ; <u>1972</u> ; <u>1973</u>	<u>92</u>	<u>0</u>	<u>0</u>
DMU	-	<u>7381025014</u>	<u>Warehousing/Distribution/ Storage - Underutilized warehouse/office</u>	<u>0.95</u>	<u>0.37</u>	<u>1980</u>	<u>13</u>	<u>0</u>	<u>0</u>
DMU	-	<u>7381025015</u>	<u>Warehousing/Distribution/ Storage - Underutilized warehouse/office</u>	<u>0.83</u>	<u>0.36</u>	<u>1979</u>	<u>12</u>	<u>0</u>	<u>0</u>
Tier 2 Total							904	42	95
Tiers 1 & 2 Total							2,586	226	1,602

1. 2040 General Plan land use designation.

2. Effective Year Built is the adjusted year built taking into account any subsequent new construction or renovation.

3. This site also contains APN 7343011020, which is a vacant parcel. Residential capacity including the vacant parcel is presented here.

4. Downtown Mixed Use Site #3 and Downtown Mixed Use Site #6 have been combined as the Kott/Hanover Site to reflect recent developer interest.

Source: City of Carson, 2021; Los Angeles County Assessor, 2021; Dyett & Bhatia, 2022

Tier 1 sites include those with expressed interest in redevelopment, or otherwise have low AV ratios and low FARs and are located in areas of the city likely to develop with mixed-use or high-density housing. Tier 2 opportunity sites, also included in Table C-13, are included to ensure a sufficient buffer of lower-income units. These sites are generally located on underutilized non-vacant land, including commercial developments with potential for mixed uses, parking lots, and other uses that are likely to discontinue considering land use designations per the General Plan update (i.e., new mixed-use designations and focus on higher density development). These non-vacant sites will be eligible for housing development immediately following adoption of the 2040 General Plan, anticipated in early fall 2022. That is, existing uses on these sites do not currently impede development, but rather, availability is more a function of what the land use designations and zoning allow, as explained in Table C-6. Further, Table C-13 demonstrates how the vast majority of buildings on these sites are at least 30 to 40 years old. This means that new mixed-use designations, along with underutilization, would create significant incentives for redevelopment, as has occurred elsewhere in central portions of Carson over the past decade. As discussed above under Commercial to Residential Conversions, recent types of previous structures that have been converted include strip commercial (gas station, restaurant), liquor store, limousine rental service, and commercial automotive uses.

The owners of the South Bay Pavilion Mall—NewMark Merrill Companies—have expressed strong interest during the Housing Element outreach process in introducing residential uses on a portion of the site, given the closing of some stores (e.g., Sears), and with some of the associated extensive parking no longer needed. The Mall is currently designated Mixed Use – Residential, which allows a density of up to 35 du/ac. Under the General Plan update the Mall’s new designation will be DMU, which will allow a higher maximum base density of 60 du/ac and 84 du/acre for active retail uses (which the mall would qualify for, not including bonus provisions for community benefits). Further, the City anticipates that horizontal mixed use will be allowed. As a DMU designated site, the project will likely develop at 48 du/ac. While this density is sufficient to assume lower-income development, it is assumed that all units will be above-moderate-income housing based on recent negotiations between the City and the property owner. This is a conservative estimate in order to ensure that the sites inventory of this Housing Element will meet the RHNA obligations for all income levels as well as provide an adequate buffer for no net loss provisions. The Mall is located along the Avalon Boulevard corridor, which is central to future development as outlined in the General Plan and will provide high access to opportunity.

The site, at the Links at Victoria Golf Course is publicly-owned by the County. Redevelopment at the Victoria Golf Course has recently been approved to develop a new sports and academic center as well as more than one-half million square feet of retail and restaurant space and other amenities. There is approximately 5.0 acres of remaining land located in the FLX designation that would be suitable for the development of lower-income residential housing. Although identified as non-vacant, this area is technically vacant land that sits adjacent to the new recreational and commercial development at the Victoria Golf Course. The development of housing on City-owned sites is assessed further below, and the City has committed to promoting such sites for affordable housing development in Program 4 of the Housing Action Plan.

The Carson Street Corridor site is comprised of several smaller parcels that are adjacent to each other with the same owner. The Carson Street Corridor site (APNs 7343011013, 7343011018, 7343011019 and 7343011020) is located on Carson Street between Main Street and Moneta Avenue in the DMU designation, with high redevelopment potential. It includes a mix of vacant land and low-density residential development, which are likely not occupied by low-income households. There are four housing units on the site, while realistic capacity estimates indicate 48 lower-income units could be developed based on the land use designation – this is an increase of 44 total units. Given the location of the site along the key Carson

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Table C-12: Underutilized Non-Vacant Tier 1 Sit ... [6]

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Deleted: The Park Avalon Mobile Home Estates site has been identified by the City as an opportunity site. The property owner previously submitted a RIR to the City—indicating their desire to close the mobile home park—although the application for closure has since been withdrawn following the passage of AB 2782. Further discussion on the City’s RIR process is provided in Chapter 4. Although there is no current application for closure, it remains likely that the park will close during the planning period and discontinue its current use. The current zoning allows a maximum permitted density of 25 du/ac, while under the General Plan update the site’s land use designation will be DMU, which will allow up to 55 du/ac with active commercial uses. Given that the permitted density for the site is over 30 du/ac, per State law this density may be used as a proxy for lower-income development. The park is adjacent to the Renaissance at City Center project, which is along Avalon Boulevard to the west. This project initially developed as a 150-unit luxury apartment with ground floor retail stores at 55 du/ac, although recently the City was able to successfully convert the development to “workforce housing” available to moderate-income households. This was possible in part through funding from the California Statewide Communities Development Authority (CSCDA). Further, the City has little authority regarding mobile home park closures, as all parks are privately-owned. The City has previously enforced the maximum allowable mitigation measures under State law, and will continue to do so if park owners apply for closure ... [7]

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Street corridor and underutilization of land, redevelopment with a higher residential density and mixed uses is likely during the planning period.

The Kott/Hanover Site (previously Downtown Mixed-Use Site #3 and Downtown Mixed-Use Site #6, including APNs 7337001017, 7337002042, 7337002043, 7337003012, 7337003013, 7337003014, 7337008026, 7337008030, and 7337008031) is also comprised of a number of adjacent parcels that have the same owner. There has been previous interest in a residential project on the previously-named Downtown Mixed-Use Site #3, which is located at the corner of Avalon Boulevard and 213th Street in the DMU designation that was likely to develop with mixed-income units. Recently, the City has received interest for developing the site, and based on these conversations, it is assumed that a residential development at that site would likely support above-moderate-income development. Similarly to the SouthBay Pavilion Mall site, this is done to ensure sufficient buffer for no net loss while meeting RHNA obligations for all income levels. The site is located in the downtown core of the city and has high redevelopment potential. Given the underutilization of the land and previously expressed interest, the site is likely to develop at a higher residential density with mixed uses during the planning period.

The Carson and Main Corner site, located in the DMU designation, contains three total parcels (APNs 7334025036, 7334025038, 7334025039), including two parcels smaller than 0.5 acres. This site is currently a commercial center, and the two smaller parcels have common ownership. This site has been designated an opportunity area, with high potential for mixed-use redevelopment at the key Carson Street and Main Street intersection. Additionally, the Downtown Mixed-Use Site #6 is comprised of three parcels (APNs 7337008026, 7337008030, 7337008031), two of which are smaller than 0.5 acres. The site is a parking lot and has common ownership across all three parcels. It is located at the corner of 213th Street and Avalon Boulevard, a major intersection located near the current Union South Bay mixed-use project. Union South Bay is located to the south on Carson St., and developed 357 units at 65 du/ac. Like the Renaissance at City Center, this project was also recently converted to moderate-income workforce housing. Given the location of Downtown Mixed-Use Site #6 and the underutilization of the land, there is a high potential for mixed-use redevelopment.

The remaining tier 1 sites contain underutilized uses and are situated in key redevelopment locations per the General Plan update. This includes the Avalon Carson Plaza site, the Avalon Corridor sites #1 and #2, the Credit Union site, the Carson Business Park site, the Downtown Mixed-Use sites #1 through #8, and Flex District site #1. All of these sites contain existing uses that are likely to discontinue during the planning period due to changing land use designations, or are likely to supplement existing commercial or retail use with residential uses. Flex District site #2 is also likely to redevelop during this period and is discussed further below as the site contains more than 10 acres.

The site of Park Avalon Mobile Home Estates was previously included in the inventory as a tier 1 opportunity site. The property owner previously submitted a RIR to the City - indicating their desire to close the mobile home park. However, the application for closure was withdrawn following the passage of AB 2782 and there is no current application for closure. Further, in consideration of recent laws—including AB 2782—and the City's interest in preserving mobile home parks (see Program 11 in the Housing Action Plan), the likelihood of redevelopment on this site has diminished. Therefore, this site has been removed from the inventory. The Carson Civic Center site was also removed from the inventory because existing uses on the site (e.g., parking for the Carson Sheriff's Station and Carson Center) are likely to continue over the planning period and therefore are not appropriate for this housing cycle.

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CANDIDATE SITES ANALYSIS

Overview

The 2021-2029 Carson Housing Element Sites Inventory includes 65 parcels (including mixed income designations) appropriate for lower-income units, representing about 185.9 total acres of vacant and non-vacant land. The Inventory includes seven parcels appropriate for moderate-income units (including mixed income sites), representing about 84.8 total acres of vacant and non-vacant land. The Inventory includes 53 parcels appropriate for above-moderate-income units (including mixed income sites), representing about 84.3 total acres of vacant and non-vacant land. In total, there are 118 unique parcels across 50 sites containing 254.6 acres of land included in the Inventory. A number of parcels are consolidated as a single site, including those in pipeline and under review projects or parcels adjacent to each other that are likely to redevelop together.

Site Size

HCD has established parameters for the size of sites for lower income RHNA in view of feasibility considerations. Parcels that are less than 0.5 acres in size are generally not considered suitable for lower income housing development as smaller parcels may not allow development of a sufficient number of units for proposed affordable housing projects to compete effectively for limited funding resources. Parcels larger than 10.0 acres in size are also not typically considered suitable by HCD as development of very large projects may lead to an over concentration of affordable housing in one location or may render proposed affordable housing projects ineligible for funding. Sites attributed to lower-income RHNA (including mixed incomes) on the Inventory have an average site size of 2.7 acres. The average moderate-income site size is about 3.0 acres, and the average above-moderate-income site size is about 1.7 acres. The size parameters applicable to lower-income RHNA sites do not apply to moderate- or above-moderate-income RHNA sites.

There are two lower-income parcels that exceed 10.0 acres in size. The first parcel (APN 7406044023) is approximately 13.1 acres. The site is located within the FLX designation, indicating that it has the capacity to develop at a maximum of 40 du/ac (although 32 du/ac is assumed). A significant portion of the southern portion site is only a “sliver” that will likely not include residential development but could act as a buffer against industrial uses. Excluding this sliver, the site contains about 11.1 acres of developable land. Total capacity for this site is thus based on 11.1 acres rather than 13.1 acres, and the sliver is excluded from this site in Figure C-3. The site is adjacent to the 9.1-acre Monterey Pines development, and is surrounded by a mix of residential, educational, retail commercial, and some industrial uses. The Monterey Pines Specific Plan, originally adopted in 1995, successfully produced a number of affordable single-family detached homes meant for median-income households in an area adjacent to industrial development. The Monterey Pines project had a similar buffer of land against industrial uses. In addition to Monterey Pines, the City has a track record of approving Specific Plans to accommodate affordable and lower-income housing. More recently this includes the 2015 Sepulveda and Panama Specific Plan, which produced the Bella Vita with 65 multi-family affordable residential units for seniors.

The second parcel that exceeds 10.0 acres (APN 7336010903) is about 62.5 acres in total. This site is part of the District at South Bay Specific Plan, and only about 15.6 acres will contain any residential development. This section, known as PA 1, is displayed on Figure C-3. As mentioned above, the site is City-owned and the City is actively pursuing housing development. It is the City’s goal that all of the residential units on this site will be affordable.

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- Deleted: The first parcel (APN 7381024038) is about 12.0 acres and is part of the approximately 16.0-acre South Bay Pavilion Mall. As mentioned above, the Mall developer has expressed considerable interest in developing mixed-use housing at this site, which currently only contains general retail and commercial uses. The exclusive commercial character of the Mall is likely to discontinue during the planning period and develop with residential units at densities deemed acceptable for lower-income housing. However, recognizing existing development patterns in Carson, the project is assumed to contain a mixture of both lower- and moderate-income housing.
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There are eight parcels designated for lower-income housing that are less than 0.5 acres in size. Two of these parcels (APNs 7337008030 and 7337008031) are part of the larger [Kott/Hanover site \(previously referred to as Downtown Mixed-Use Site #6\)](#), which in total amounts to about 1.4 acres. Four small parcels are within the Carson Street Corridor site. These parcels (APNs 7343011013, 7343011018, 7343011019 and 7343011020) amount to 1.5 acres. The remaining two parcels (APNs 7334025036 and 7334025039) are part of the larger Carson and Main Corner site discussed above, which totals about 1.7 acres. The suitability of these sites is discussed above.

Inclusion on Prior Inventories

There are no non-vacant sites intended for lower-income RHNA included on the Inventory that were included in a prior planning period. There is one vacant parcel intended for lower-income RHNA included in the Inventory that was included in two or more prior consecutive planning periods. This requirement does not apply to moderate- or above-moderate-income RHNA sites.

The vacant parcel included in both the 4th and 5th cycle Housing Elements is one of the parcels included in the Carson Street Corridor site (APN 7343011020). The other parcels in these site were not included in prior cycles. During the prior two cycles, the vacant parcel was located in the Mixed-Use – Carson Street (MU-CS) zone, which permits a maximum density of 35 du/ac. Following the adoption of the General Plan, the site will be rezoned to accommodate the higher densities of the DMU designation, of which it will be a part. The DMU designation permits a base maximum density of ~~65~~ du/ac and ~~91~~ du/ac with active commercial use ~~and~~ or community benefits. As the site will be rezoned to allow for higher densities deemed suitable for lower-income housing, it may be carried forward. Actions the City will take to ensure that by right approval for housing developments that include 20 percent or more of its units affordable to lower-income households are provided in Program 5 of the Housing Action Plan.

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Reliance on Non-Vacant Sites

State law requires that if non-vacant sites constitute more than 50 percent of RHNA for lower-income households, then a Housing Element must provide findings based on substantial evidence that existing use does not constitute an impediment to development and that it will likely be discontinued during the planning period. Per HCD guidance, the sum of lower-income RHNA capacity on vacant sites and other alternatives not related to capacity on non-vacant sites (including projected ADUs or units permitted, built, entitled or pending) should be used to determine this percentage.

The estimated capacity of vacant sites and other alternatives not related to capacity on non-vacant sites to accommodate the lower-income RHNA is ~~551~~ units, which constitutes ~~20.5~~ percent of RHNA for lower-income households. This is expected, considering Carson is nearly completely developed with only 2.3 percent of citywide land considered vacant. Further, much of the vacant land in Carson is either above a former landfill or is otherwise environmentally constrained.

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However, there are a sufficient number of non-vacant tier 1 opportunity sites with existing uses that are likely to discontinue during the planning period. Factors in determining the suitability of non-vacant sites, as discussed previously, include past experience in converting existing uses to higher density residential development, development trends, the likelihood of redevelopment considering the existing use, and new standards and incentives proposed by the General Plan update, among other things. Tier 1 non-vacant sites are likely to discontinue their current uses during the planning period, and tier 2 non-vacant sites are provided to ensure a sufficient buffer.

As noted previously, tier 1 non-vacant sites include the South Bay Pavilion Mall (APNs 7381024037 and 7381024038) and the publicly-owned Links at Victoria Golf Course (APN 7339017902). The site located on the Victoria Golf Course, although identified as non-vacant, is technically vacant land that sits adjacent to the new recreational and commercial development at the Victoria Golf Course. Other tier 1 opportunity sites, as outlined in Table C-12, are also considered. The estimated development capacity of all vacant sites, RHNA credits, and non-vacant tier 1 opportunity sites is 2,315 units, which constitutes 86.3 percent of the RHNA for lower-income households. An additional 904 units located in tier 2 non-vacant sites are included to ensure a sufficient buffer of lower-income units.

Replacement Housing Requirements

All identified sites, including pipeline projects and opportunity sites, that have existing residential uses will develop with total capacities exceeding what is currently available. Pursuant to State replacement housing requirements for lower-income units, one site has been identified with residential uses affordable to lower-income households. The Imperial Avalon Specific Plan, which contained 250 units of rent-controlled mobile home housing currently proposes the development of 1,213 units. The City is currently negotiating the final Specific Plan with the property owner, and it is possible that affordable units will be provided on the site (although this is not assumed in affordability assumptions for this Inventory).

To ensure compliance with State replacement housing requirements pursuant to Government Code Section 65583.2, the City has committed to replacement housing actions in Program 10 of the Housing Action Plan.

SUMMARY

The City is committed to creating a long range and viable housing element in conjunction with its General Plan update that looks ahead to ongoing community housing needs. Carson is a growing community with very little undeveloped land remaining. However, the City has approved a significant number of residential projects during the previous planning period and has identified a sufficient amount of vacant and non-vacant underutilized land to accommodate new development during the 2021-2029 planning period. The 2021-2029 Carson Housing Element Sites Inventory demonstrates capacity for 7,514 housing units, which is sufficient to satisfy the RHNA allocation (5,618 units) for the planning with a buffer in each income category (Table C-14).

The buffer is intended to ensure the City can navigate the no net loss provisions of State Housing Element law and have continued ability to meet the RHNA by income group throughout the planning period, pursuant to Government Code Section 65583.2. The buffer was created by both including more capacity than required for each income category and by projecting site capacity at less than the maximum density, allowing for reductions in density at a project level, for a number of land use designations. Amendments to State law that came into force in 2018 require cities that allow development at reduced densities be prepared to meet remaining unmet RHNA need by income category within 180 days. If the remaining sites in the Inventory cannot accommodate the unmet RHNA by income category, the City must be prepared to rezone other sites where residential development is allowed regardless of any growth management restriction, open space or agricultural preservation policies.

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Table C-14: Sites Inventory Summary

	Low and Very Low Income								Moderate Income								Above Moderate Income										
	LDR	MDR	HDR	DMU	CMU	FLX	Subtotal	% RHNA	LDR	MDR	HDR	DMU	CMU	FLX	Subtotal	% RHNA	LDR	MDR	HDR	DMU	CMU	FLX	Subtotal	% RHNA			
Under Construction	0	0	0	0	0	0	0	0.0%	0	0	0	0	0	0	0	0.0%	0	0	0	0	0	0	0	0.0%			
Approved	0	0	0	0	0	0	0	0.0%	0	0	0	0	0	0	0	0.0%	0	76	184	0	32	0	292	14.2%			
Under Review	0	0	0	0	0	0	0	0.0%	0	0	0	0	0	0	0	0.0%	0	0	0	1,213	0	0	1,213	58.9%			
Total Pipeline	0	0	0	0	0	0	0	0.0%	0	0	0	0	0	0	0	0.0%	0	76	184	1,213	32	0	1,505	73.1%			
Projected ADUs								82	3.1%								8	0.9%								46	2.2%
Total RHNA Credits								82	3.1%								8	0.9%								1,551	75.3%
RHNA								2,683									875									2,060	
Surplus/Shortfall								-2,601									-867									-509	
Vacant	0	0	0	20	78	453	551	20.5%	0	0	0	20	0	827	847	96.8%	14	28	0	0	19	0	61	3.0%			
Non-Vacant	0	0	18	1,782	304	482	2,586	96.4%	0	0	0	184	5	37	226	25.8%	0	0	0	1,507	10	85	1,602	77.8%			
Realistic Capacity								3,137	116.9%								1,073	122.6%								1,663	80.7%
Total Site Capacity								3,219	120.0%								1,081	123.5%								3,214	156.0%
GRAND TOTAL																							7,514				
TOTAL RHNA																							5,618				
% TOTAL RHNA																							133.7%				

Notes:

BRMU removed from summary table - no sites included in the Inventory.

Capacity of mixed-income sites are distributed by percentage; therefore, totals may not add up due to rounding.

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Assessment of the Sites Inventory

An assessment of housing sites in consideration of the City’s mandate to affirmatively further fair housing (AFFH) and other best practices recommended by HCD, including proximity to a variety of services, is provided in this section. Other requirements related to the City’s AFFH mandate are discussed in Chapter 3 of this element.

PROXIMITY ASSESSMENT

Sites on the Inventory, especially those identified as suitable for lower-income households, conform to other best practices recommended by HCD, including proximity to transit routes, schools, jobs, parks, and daily services. Many identified sites contain a mix of income levels and are generally located throughout the city. Lower-income sites (including mixed-income sites) are located along or near the city’s principal corridors and centers – including Carson Street, Avalon Boulevard, Del Amo Boulevard, and the Civic Center area. The sites are centrally located and generally have good access to opportunity, including existing parks, schools, shops, and other services.

Figures C-4 through C-8 provide maps of housing sites and their proximity to amenities and services like parks, transit, education, civic buildings, medical centers, and retail/commercial stores. Most development will consist of infill development and will not require additional services like new schools. Sites at all income levels are located in close proximity to these various amenities and services, or can easily access them through transit. Carson residents are served by several transit agencies, including Metro, Long Beach Transit, Compton Renaissance Transit, Gardena Transit, Torrance Transit, and the City’s Carson Circuit. The Del Amo Station, which is a light rail station of the Blue Line (A Line) of the Los Angeles Metro, borders the city to the east and the Harbor Gateway Transit Center is a bus transport hub that serves the entire South Bay region, bordering Carson to the west. While both of these transit centers border industrial areas, and are likely difficult to walk to, both are accessible by bus or private vehicular travel. Bus routes are available on all of the city’s major corridors, including Carson Street, Avalon Boulevard, Del Amo Boulevard and Figueroa Street.

There are a number of park types and recreation facilities in Carson. The city contains community parks, mini parks, regional parks, private parks, and recreational space at schools accessible through joint use agreements. Community parks are intended to provide a wide range of active and passive recreational opportunities, and are meant to serve one neighborhood or groups of neighborhoods. Mini parks are small parks that serve a limited area, often where land is not available for a neighborhood facility. Regional parks include the Victoria Community Regional Park and Victoria Golf Course. There are currently two regional parks, 12 community parks and four mini parks in the city, as well as a number of recreational facilities. All sites are in close proximity to these parks, which are also all accessible by transit.

Civic buildings, educational facilities and medical centers are also present in Carson. Civic buildings are located throughout the city, with a concentration in Carson’s Civic Center. The Civic Center includes City Hall, the Community Center, a sheriff’s station, and a branch of the US Postal Service. Other civic uses spread throughout the city include the Dr. Martin Luther King Jr. Library, the Carson Regional Library, the Carson Corporate Yard, and a number of fire stations. The city contains a number of public schools operated by either the Los Angeles or Compton unified school districts, including elementary, middle, and high schools. These schools are located throughout the city and are all accessible by transit. California State University (CSU) Dominguez Hills is located in the northern portion of the city and is accessible by transit. Carson residents have access to a variety of medical centers, including those inside city borders and those in neighboring communities. The nearest hospitals are the Gardena Memorial Hospital, located to the

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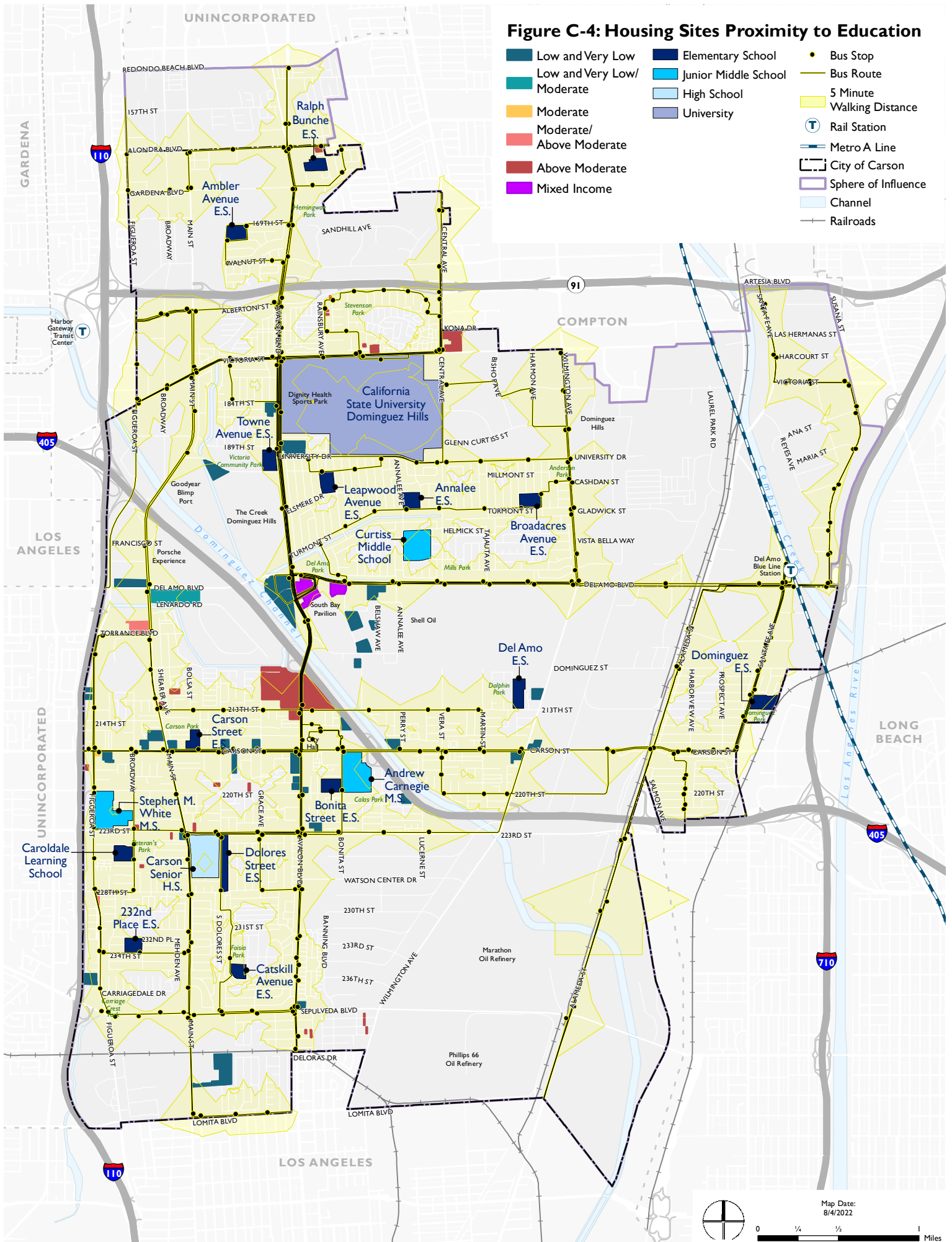
northwest of Carson in Gardena, and the Harbor-UCLA Medical Center, located in Torrance to the west of Carson in Torrance. Medical centers within Carson are mainly located in the western portion of the city but are evenly distributed throughout the north and south.

As most sites are located along or adjacent to key corridors or city centers, they have convenient access—whether by bus, short-distance vehicular travel, or walking—to daily services such as grocery stores, restaurants, shopping, banks, gas stations, and other personal services. Further, the Carson Street Shopping District and South Bay Pavilion Mall are adjacent to or contain a number of identified sites. The South Bay Pavilion Mall includes retailers like Burlington, IKEA, JCPenney, Ross Dress For Less, and Target. All retail or commercial services is accessible by transit within the city.

In addition to access to services, the location of sites also provides good access to employment. The majority of Carson’s jobs are located in the city’s industrial areas to the north and west, although the retail area bordered by Avalon Boulevard to the west and Del Amo Boulevard to the north, including the South Bay Pavilion Mall, is also a major employment center in Carson. Most Carson residents commute to work via car, truck or van, and only about 3.1 percent of workers at least 16 years of age used public transportation according to 2015-2019 American Community Survey estimates. Carson is located at the convergence of several important regional freeways—including Interstate 110 (I-110), State Route 91 (SR-91), I-405, and I-710—which connect Carson to the greater Los Angeles metropolitan region. The Department of Housing and Urban Development (HUD) job proximity index provides a metric of access to employment within a neighborhood. As is shown Figure C-9, sites in the northern portion of the city are in the highest quintile (i.e., closest proximity to jobs), while most sites in the central portion of the city are in the second highest or middle quintile. Very few sites are in the lower quintiles (i.e., furthest proximity from jobs).

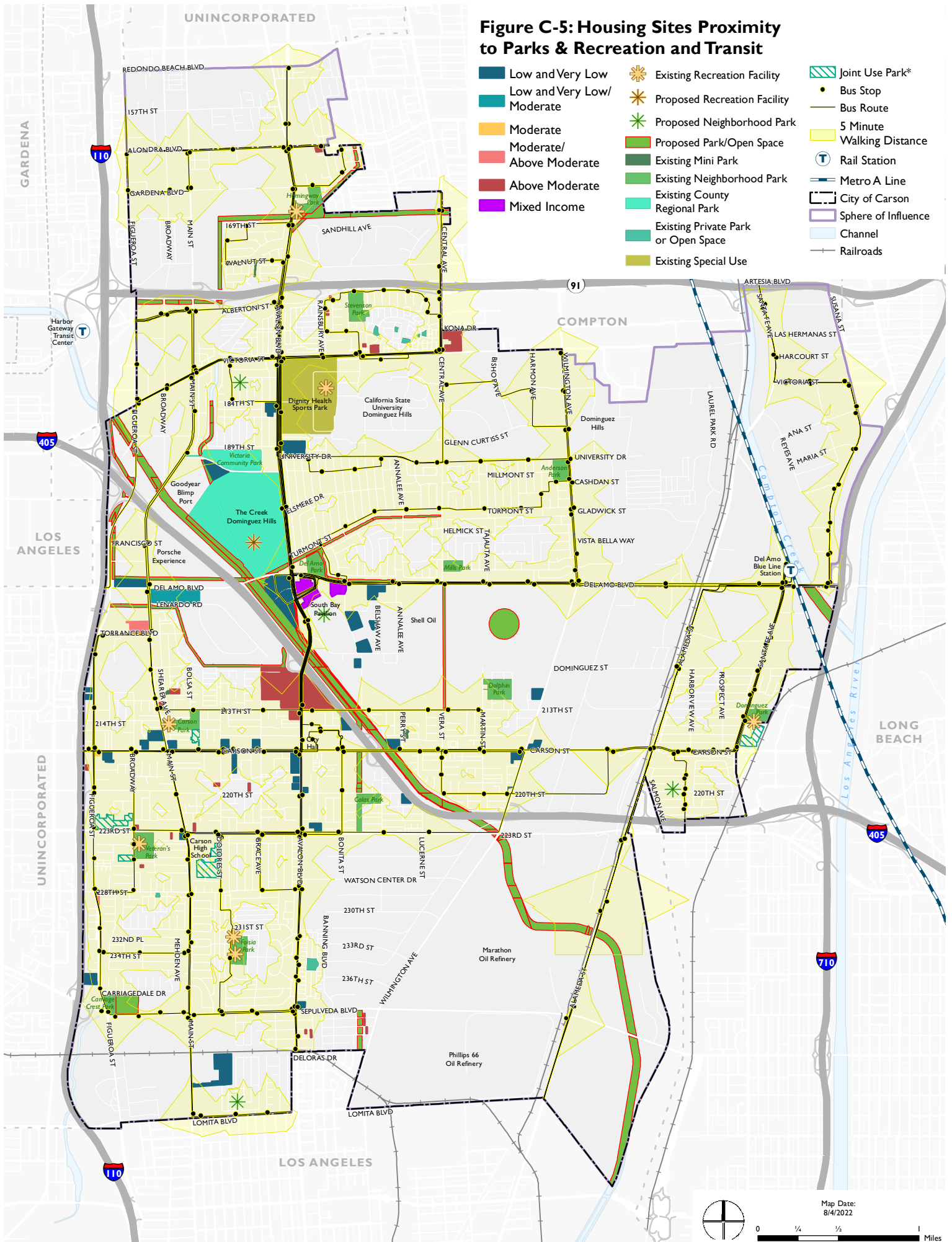
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Figure C-4: Housing Sites Proximity to Education



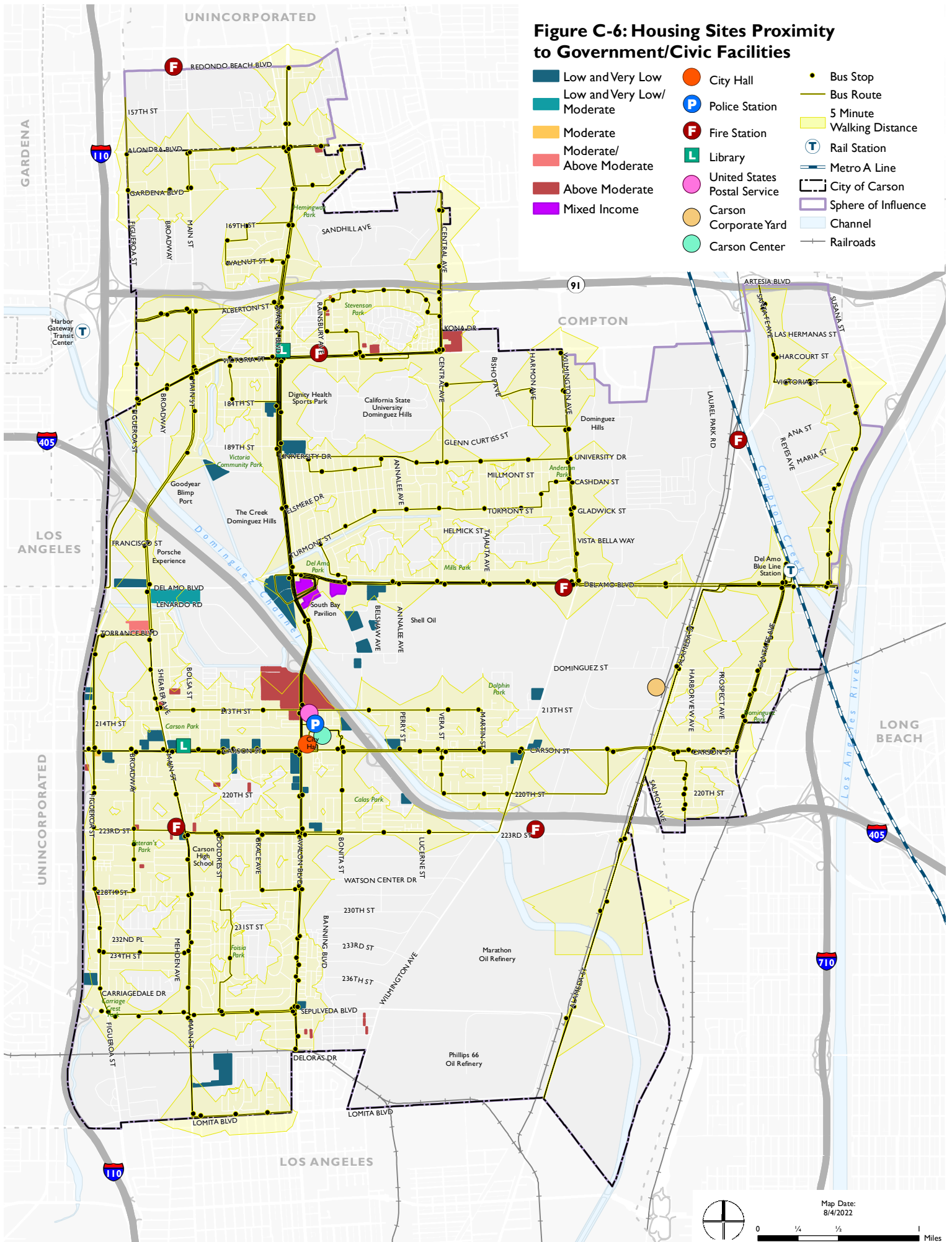
Source: County of Los Angeles, 2017; City of Carson, 2020; Dyett & Bhatia, 2021

Figure C-5: Housing Sites Proximity to Parks & Recreation and Transit



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

Figure C-6: Housing Sites Proximity to Government/Civic Facilities



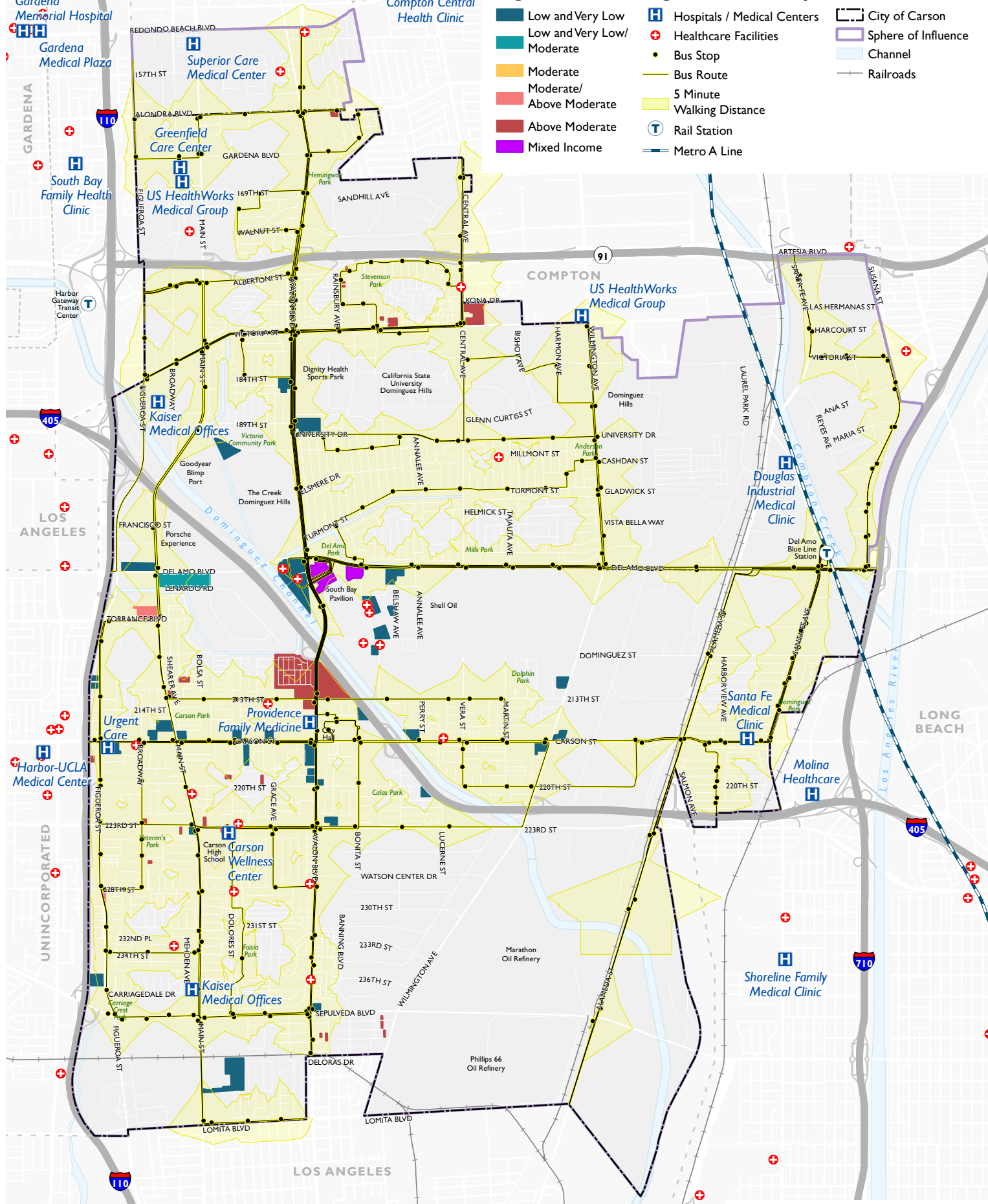
Source: County of Los Angeles, 2017; City of Carson, 2020; Dyett & Bhatia, 2021



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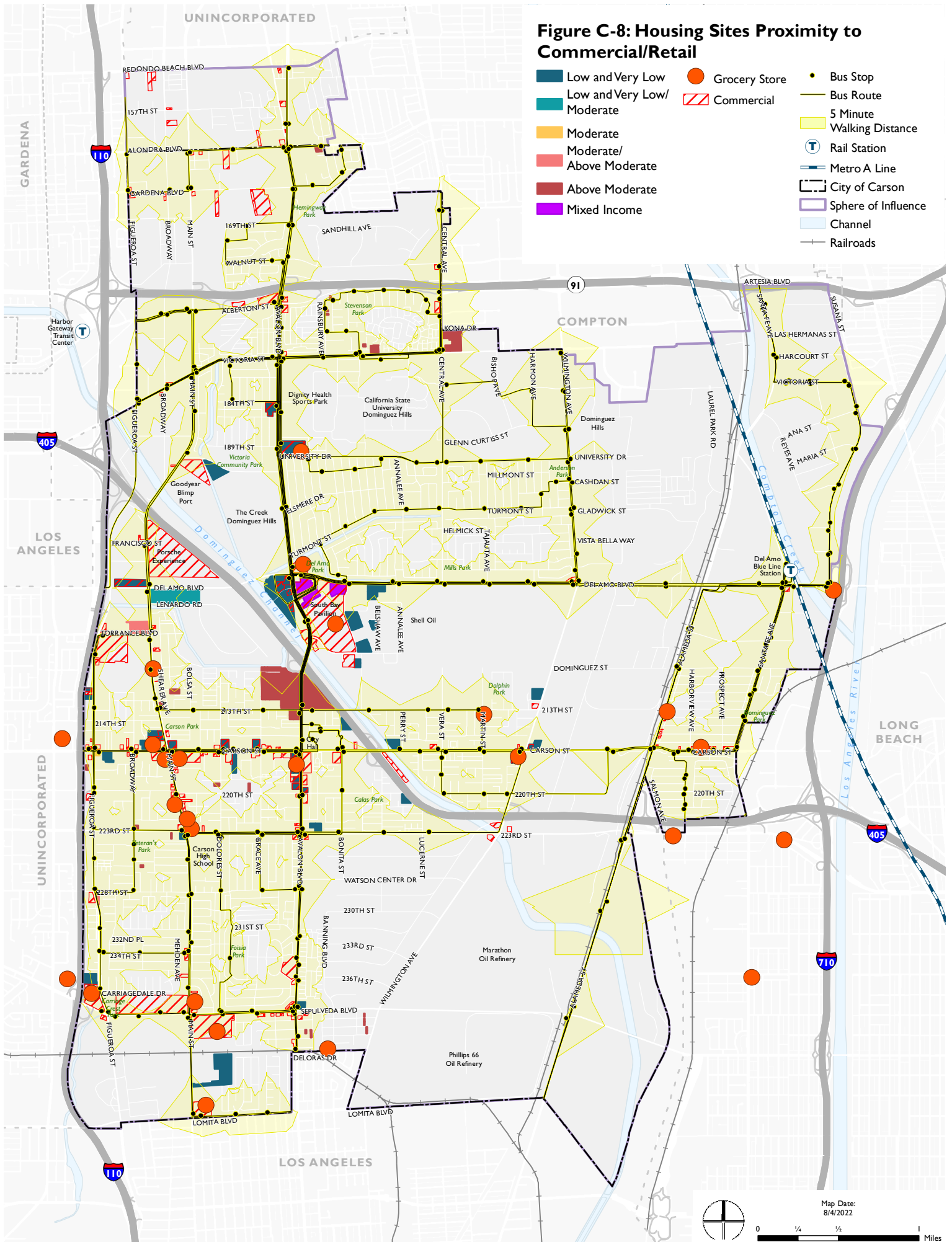


Figure C-7: Housing Sites Proximity to Medical



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

Figure C-8: Housing Sites Proximity to Commercial/Retail



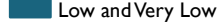
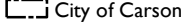
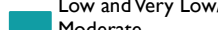
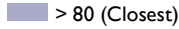
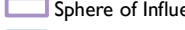
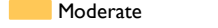
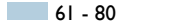

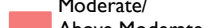
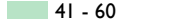

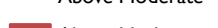
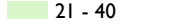
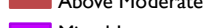
Source: County of Los Angeles, 2017; City of Carson, 2020; Dyett & Bhatia, 2021

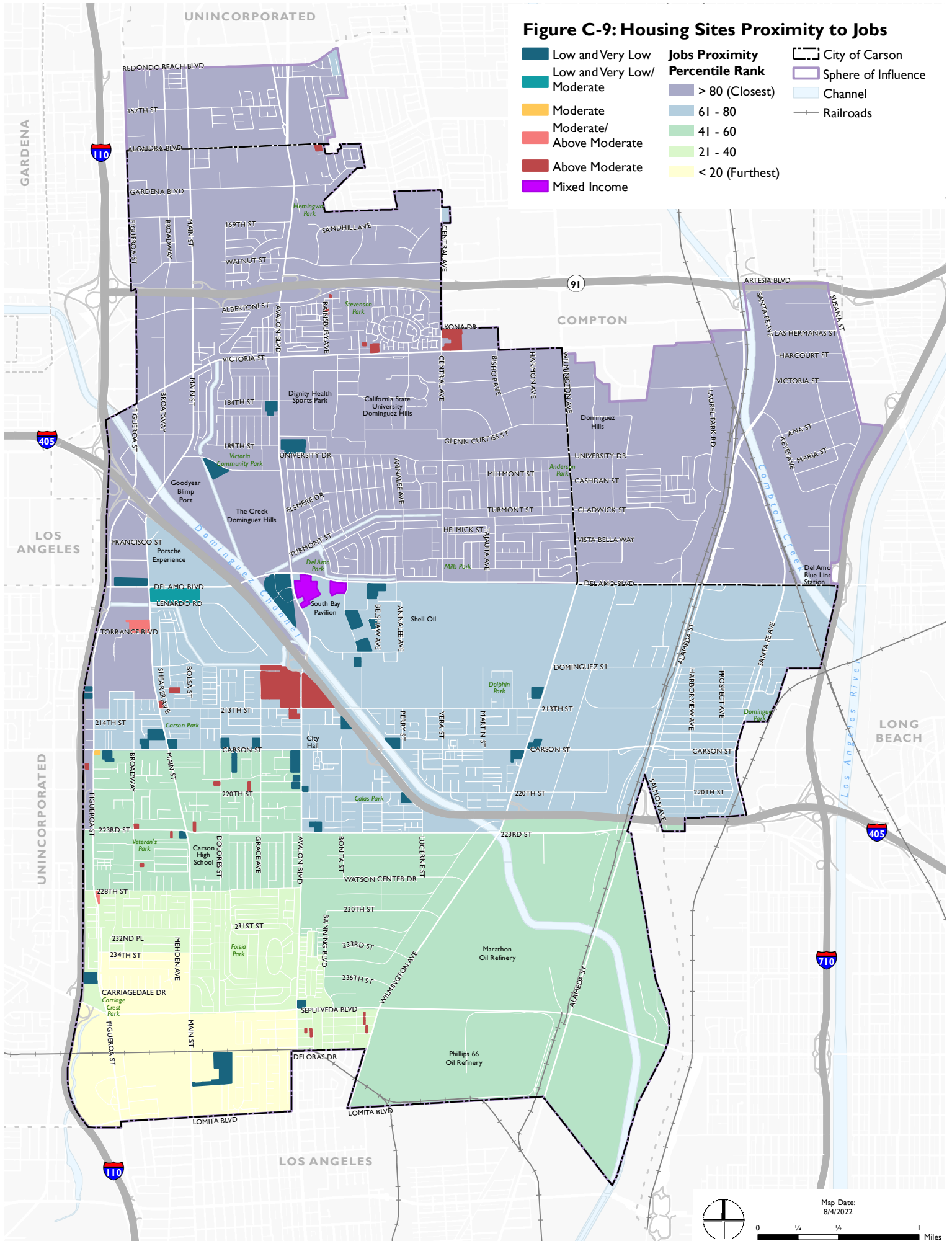


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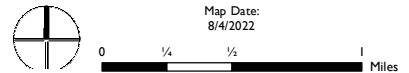
Figure C-9: Housing Sites Proximity to Jobs

	Low and Very Low	Jobs Proximity Percentile Rank		City of Carson	
	Low and Very Low/ Moderate		> 80 (Closest)		Sphere of Influence
	Moderate		61 - 80		Channel
	Moderate/ Above Moderate		41 - 60		Railroads
	Above Moderate		21 - 40		
	Mixed Income		< 20 (Furthest)		



Source: HCD & TCAC Opportunity Areas Mapping Analysis, 2021; County of Los Angeles, 2017; City of Carson, 2020; Dyett & Bhatia, 2021

Map Date: 8/4/2022



SITES INVENTORY AND FAIR HOUSING

State law requires that the identification of sites must be consistent with a jurisdiction’s duty to affirmatively further fair housing. To evaluate the consistency of the site inventory with this obligation, a jurisdiction should address improved conditions, exacerbated conditions and isolation of the RHNA (i.e., geographic concentration of units). Further, this evaluation should not be limited to lower-income RHNA sites. A thorough assessment of fair housing is provided in Chapter 3 of this element, including a consideration of segregation and integration, racially and ethnically concentrated areas of poverty and affluence (R/ECAPs and RCAAs), disparities in access to opportunity, and disproportionate housing needs.

Improved or Exacerbated Conditions

HCD and the Tax Credit Allocation Committee (TCAC) have prepared a series of metrics to identify opportunity areas based on environmental, economic and educational outcomes within a jurisdiction. Using these metrics, HCD and TCAC have identified census tracts that range from “low resource” to “highest resource” or are otherwise areas of high segregation and poverty. There are no “highest resource” or high segregation and poverty tracts located in Carson.

Sites were selected due to their location in corridors or cores with high access to opportunity, including areas targeted for development as part of the General Plan update process. As noted above, these sites will have ample access to transit, jobs, services, and other amenities. Figure C-10 provides a map of HCD and TCAC’s composite score opportunity areas overlaid with sites identified in the Inventory. Lower-income sites are mostly located in moderate or moderate (rapidly changing) tracts, with a number located in high resource tracts. Further, a number of sites located in low resource tracts along Avalon Boulevard, a major corridor, are located on the border of several high resource tracts. Moderate- and above-moderate-income sites are also largely located in moderate resource or moderate resource (rapidly changing) tracts. Further, a number of sites contain a mix of incomes.

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Table C-15 indicates the percentage of units by income category contained in each TCAC resource designation. Most units of all income levels are located in low- to moderate-resource tracts. It should be noted that several high-capacity sites are located in low resource tracts, including the site included in the District at South Bay Specific Plan and the South Bay Pavilion Mall site. The District site is currently vacant land which will develop with a range of mixed uses, and the South Bay Pavilion Mall is a major retail and employment center. Further, many of the low resource areas with identified sites are adjacent to Avalon Boulevard, which is targeted as a major corridor in the General Plan update. Sites located near the city core are in areas that have seen significant development activity in recent years. Several sites are included as part of mixed-use projects that are either in the pipeline or under review and will, once complete, increase the level of opportunity in the area. Since many of these projects are mixed income, this will increase opportunity for households at all income levels. Further, although the tracts in the southwestern corner of the city are designated as high resource, much of the land within this area is occupied by the Joint Water Pollution Control Plant and would not be suitable for residential development.

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Table C-15: Sites Inventory Capacity by Resource Category

Tract Resource Category	Low- and Very-Low-Income Capacity	Moderate-Income Capacity	Above-Moderate-Income Capacity
Low Resource	59.3%	94.2%	58.3%
Moderate Resource	22.1%	5.3%	32.3%
Moderate Resource (Rapidly Changing)	14.1%	0.0%	1.5%
High Resource	4.5%	0.5%	7.3%

Source: City of Carson, 2021; Dyett & Bhatia, 2022

Socio-economic considerations including racial/ethnic concentration, income concentration, rent burden, overcrowding, and displacement in relation to the site inventory are provided in Table C-16 below. As discussed in Chapter 3, levels of segregation for African American or Black households are moderate to high, with a significant concentration in the northern portion of the city. While some lower-income RHNA sites have been identified in this portion of the city, most are further south near major development corridors. Much of this land is designated as Light Industrial or Low Density Residential in the General Plan update, or includes the CSU Dominguez Hills Campus, and would not be suitable for the development of lower-income housing. The average proportion of Black residents per census tract in Carson is 18.0 percent; the 12 census tracts with identified sites contain an average proportion of 16.0 percent Black residents. When weighted by the lower-income capacity of sites in the inventory, the average weighted proportion of Black residents is about 12.8 percent. Therefore, there is not a concentration of lower-income units in neighborhoods with higher proportions of Black residents. There are also no sites located in the City's only TCAC-designated "high segregation and poverty" census tract. It is noted that a majority of capacity, of any income level, is within a census tract identified as Low Resource areas; however, this is primarily due to larger projects including the District at South Bay, Imperial Avalon Specific Plan, and South Bay Pavilion Mall which are all located in such areas. In addition, as mapped in Figure 3-6, Low Resource areas make up almost half of tracts in Carson, and 40 percent of existing households in Carson are within these tracts. Given this existing setting, the 2040 General Plan seeks to improve conditions and access to resources and opportunity particularly in the downtown Core and along key corridors where many of this Housing Element's inventory sites are located. Further, Table C-15 demonstrates how lower-income capacity sites have the least concentration of sites within Low Resource areas compared to moderate- and above-moderate-income capacity sites, with generally improved access to opportunity.

The average proportion of residents considered low- to moderate-income by census tract in Carson is about 49.4 percent. This proportion decreases slightly to 47.4 percent when considering the 12 census tracts with identified sites; when weighted by lower-income capacity per tract it drops further to about 46.3 percent. Similarly, the average proportion of rent burdened households by census tract is 49.3 percent, or 44.0 percent when only considering the 12 tracts with identified sites. When weighted by lower-income capacity, this increases slightly to 45.1 percent – although this remains below the total average. The average proportion of overcrowded households by census tract is 11.8 percent, or 11.4 percent when only considering the 12 tracts with identified sites. Overcrowding is comparable even when weighted by lower-income capacity, at 11.6 percent. Therefore, the inventory does not concentrate units—including lower-income units—in neighborhoods with higher proportions of low- to moderate-income residents, renter cost burden, and overcrowding rates.

The 12 census tracts with identified sites generally experience different types of displacement and gentrification – see Chapter 3 for a discussion on what these typologies mean. In the one census tract experiencing advanced gentrification, the inventory designates a mix of incomes – including 484 lower-income units and 827 moderate-income units. There is also generally a mix of incomes in the stable

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moderate/mixed income tracts, with at least some lower- and above-moderate-income units in each tract. In tracts at risk of becoming exclusive (including tracts designated high resource) lower-income capacity generally exceeds moderate- and above-moderate-income capacity – ensuring that lower-income households will not be priced out of these neighborhoods. Finally, in the one census tract becoming exclusive only lower-income units are identified – this will help increase the accessibility of this area over the planning period.

The sites identified do not exacerbate conditions, but rather seek to promote housing development at all income levels throughout the city. In particular, sites have been located along high development corridors which will provided increased access to opportunity, especially for lower-income households.

Isolation of the RHNA

Almost all identified sites at any income level are located in the western portion of the city, with only two located east of Wilmington Avenue. However, given that the eastern portion of the city largely contains industrial uses this geographic concentration is appropriate. Likewise, there are no lower-income sites north of Victoria Street for the same reason. Sites to accommodate lower-income RHNA are located throughout the remainder of the city but are especially clustered along corridors and in core areas. Most sites are located on or adjacent to Avalon Boulevard, which is a major corridor that runs from the north to the south of the city. Sites on this corridor will have good access to opportunity and improved conditions. Further, a number of sites were identified as able to accommodate a mix of incomes, ensuring that lower-income households will not be isolated within a particular building.

At a wider geographic scale, Table C-16 provides the breakdown of capacity by income within a census tract. Table C-16 shows that there is one census tract (6037543100) where capacity is comprised only of 12 above-moderate-income units; however, 64.1 percent of the existing population is considered low- to moderate-income. There are no tracts that contain only moderate-income units. There are two tracts (6037543400 and 6037543703) that contain only lower-income units, 532 units and 248 units, respectively. Census tract 6037543400 is bounded by Avalon Boulevard to the east, Victoria Street to the north, and the I-405 to the south. The sites included in this tract are generally located along Avalon Boulevard and across the street from the South Bay Pavilion Mall. This tract is also at risk of becoming exclusive. Census tract 6037543703 is bounded by Sepulveda Boulevard to the north, Main Street to the west, Lomita Boulevard to the south, and Avalon Boulevard to the east. It is a relatively small tract with only one site included in the inventory – Flex District Site #2 (APN 7406044023). The site is adjacent to lower-density housing generally affordable for higher income households; this is reflected in the tract’s 44.4 percent low- to moderate-income population, which is below the typical average of 49.4 percent. This tract is also becoming exclusive. As such, lower-income households would not be isolated from other income groups in either of these tracts.

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Table C-16: Residential Capacity by Fair Housing Issues

Census Tract	Number of Households	Inventory Capacity			AFFH Indicators					Displacement Category	
		Lower-Income	Moderate-Income	Above-Moderate-Income	% Minority ¹	% Black/African American	% LMI ²	% Rent Burden	% TCAC Opportunity Overcrowded Area		
6037543306	2,123	827	184	583	92.4%	14.3%	39.8%	49.9%	6.7%	Low Resource	At Risk of Becoming Exclusive
6037543903	1,144	99	0	924	87.0%	4.0%	50.8%	40.6%	7.3%	Moderate Resource	Stable
6037543802	1,941	443	0	49	95.6%	7.6%	53.7%	49.6%	15.5%	Moderate Resource (Rapidly Changing)	Stable
6037543501	2,051	346	57	117	93.9%	6.1%	44.3%	39.5%	8.9%	Moderate Resource	At Risk of Becoming Exclusive
6037543400	954	532	0	0	95.9%	20.9%	50.1%	58.1%	10.4%	Low Resource	At Risk of Becoming Exclusive
6037543801	1,360	484	827	1,240	87.7%	10.1%	51.7%	25.7%	18.0%	Low Resource	Advanced Gentrification
6037543703	907	248	0	0	91.1%	2.5%	44.4%	38.7%	19.8%	Moderate Resource	Becoming Exclusive
6037543321	1,831	91	0	221	93.0%	58.5%	31.2%	55.2%	1.7%	High Resource	Stable
6037543604	1,370	41	5	10	91.8%	7.7%	28.0%	33.8%	11.5%	High Resource	Moderate/Mixed Income
6037543905	949	16	0	11	97.2%	3.9%	63.4%	50.4%	19.6%	Low Resource	At Risk of Becoming Exclusive
6037543601	966	10	0	1	94.0%	9.3%	47.4%	49.1%	6.7%	High Resource	Moderate/Mixed Income
6037291210	1,603	0	0	0	92.9%	9.7%	64.7%	65.4%	15.6%	Low Resource	At Risk of Becoming Exclusive
6037291220	1,037	0	0	0	96.0%	8.4%	78.4%	63.6%	23.3%	Low Resource	Early/Ongoing Gentrification
											Low-Income/Susceptible to Displacement

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6037291300	1,107	0	0	0	85.3%	9.5%	41.5%	50.2%	3.6%	Moderate Resource	Stable Moderate/Mixed Income
6037294110	1,114	0	0	0	90.5%	0.0%	58.3%	62.9%	16.6%	Moderate Resource	Low- Income/Susceptible to Displacement
6037294120	581	0	0	0	98.0%	3.2%	85.3%	51.3%	43.4%	Low Resource	Low- Income/Susceptible to Displacement
6037294200	1,367	0	0	0	94.6%	2.5%	50.6%	68.3%	7.8%	Moderate Resource	At Risk of Becoming Exclusive
6037294301	688	0	0	0	94.4%	1.4%	64.4%	70.1%	13.2%	Low Resource	Becoming Exclusive
6037294410	1,634	0	0	0	91.5%	24.8%	54.5%	46.1%	7.7%	High Segregation & Poverty	Advanced Gentrification
6037541001	365	0	0	0	96.3%	48.7%	59.5%	48.3%	7.7%	Low Resource	Low- Income/Susceptible to Displacement
6037541002	982	0	0	0	85.4%	55.1%	49.7%	52.6%	5.4%	Low Resource	Stable Moderate/Mixed Income
6037543000	1,168	0	0	0	98.4%	49.5%	64.7%	52.0%	16.6%	Low Resource	Stable Moderate/Mixed Income
6037543100	1,765	0	0	12	99.0%	47.5%	64.1%	37.6%	10.2%	Low Resource	At Risk of Becoming Exclusive
6037543202	1,160	0	0	0	98.9%	15.7%	70.0%	58.5%	31.8%	Low Resource	Low- Income/Susceptible to Displacement
6037543304	1,946	0	0	0	92.1%	80.6%	29.5%	12.0%	0.0%	Moderate Resource	At Risk of Becoming Exclusive
6037543305	1,077	0	0	0	81.1%	25.2%	42.8%	54.2%	6.2%	Low Resource	At Risk of Becoming Exclusive
6037543322	2,154	0	0	0	97.8%	72.1%	30.3%	53.0%	6.0%	High Resource	Stable/Advanced Exclusive

6037543502	1,351	0	0	0	90.0%	3.2%	49.8%	54.2%	14.3%	Low Resource	Stable Moderate/Mixed Income
6037543503	1,772	0	0	0	84.3%	8.4%	36.0%	38.0%	3.6%	Moderate Resource (Rapidly Changing)	At Risk of Becoming Exclusive
6037543602	2,852	0	0	0	81.1%	5.3%	42.6%	46.6%	4.6%	High Resource	Stable Moderate/Mixed Income
6037543603	1,508	0	0	0	81.6%	27.5%	37.9%	47.3%	0.3%	Moderate Resource	At Risk of Becoming Exclusive
6037543701	622	0	0	0	96.2%	0.0%	42.7%	59.9%	17.9%	Moderate Resource	At Risk of Becoming Exclusive
6037543702	1,797	0	0	0	93.2%	7.6%	45.0%	65.0%	21.5%	High Resource	At Risk of Becoming Exclusive
6037544001	1,144	0	0	0	93.0%	6.3%	63.2%	69.0%	8.0%	Moderate Resource	Stable Moderate/Mixed Income
6037544002	808	0	0	0	88.4%	7.1%	49.3%	51.9%	13.8%	Moderate Resource	Stable Moderate/Mixed Income
6037571701	1,813	0	0	0	91.4%	12.9%	61.1%	53.5%	22.8%	Low Resource	Low-Income/Susceptible to Displacement
6037572301	963	0	0	0	92.4%	7.7%	75.4%	49.7%	25.9%	Low Resource	Advanced Gentrification
6037980002	0	0	0	0	NA	NA	0.0%	NA	0.0%	Missing/Insufficient Data	Unavailable or Unreliable Data
6037980014	5	0	0	0	55.6%	0.0%	60.0%	0.0%	0.0%	Missing/Insufficient Data	Unavailable or Unreliable Data
6037980025	0	0	0	0	NA	NA	0.0%	NA	0.0%	Missing/Insufficient Data	Unavailable or Unreliable Data

1. Minority refers to any person not listed as non-Hispanic white.

2. Low- and moderate-income population.

Source: City of Carson, 2022; HCD AFFH Data and Mapping Resources (HCD & TCAC Opportunity Areas Mapping Analysis, 2021); Dyett & Bhatia, 2022

Jurisdiction	Site Address/Intersection	3 Digit ZIP Code	APN	Assessor Parcel Number	Consolidated Sites	General Plan Designation (Current)	Zoning Designation (Current)	Minimum Density Allowed (units/acre)	Max Density Allowed (units/acre)	Parcel Size (Acres)	Existing Use/Vacancy	Infrastructure	Publicly-Owned	Site Status	Identified in Last/Last Two Planning Cycle(s)	Lower Income Capacity	Moderate Income Capacity	Above Moderate Income Capacity	Total Capacity	AV Ratio: FAR	Proposed General Plan (GP) Designation	Proposed GP Max Density (units/acre): Base, With Density Bonus
CARSON	762 ALONDRA BLVD CARSON CA 90745	90746	6344003028			Medium Density Residential	CG-D	0	0.75	0.75	Industrial/Manufacturing	YES - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Vacant	0	0	12	12	0.410/29	Medium Density Residential	18/22
CARSON	2480 AVILON BLVD CARSON CA 90745	90745	7315002025			General Commercial	CG-D	0	1.26	1.26	Warehouse/Distribution/Storage	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	16	0	0	16	0.714/32	Corridor Mixed Use	40/46
CARSON	1838 CARSON ST CARSON CA 90745	90745	7316020200			Heavy Industrial	MH-C	0	1.39	1.39	Warehouse/Distribution/Storage	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	18	0	0	18	0.740/12	Corridor Mixed Use	40/46
CARSON	2188 S WILMINGTON AVE CARSON CA 90810	90810	7316023021			Heavy Industrial	MH-D	0	0.5	0.5	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	6	0	0	6	0.740/12	Corridor Mixed Use	40/46
CARSON	NE CORNER OF VICTORIA ST AND CENTRAL AVE	90746	7319003104	F		Mixed-Use Residential	SP-4	0	21.7	24.9	Vacant	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	58	58	0.000/0.00	High Density Residential	30/42
CARSON	SE CORNER OF VICTORIA ST AND CENTRAL AVE	90746	7319003105	F		Mixed-Use Residential	SP-4	0	21.7	24.9	Vacant	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	58	58	0.000/0.00	High Density Residential	30/42
CARSON	NE CORNER OF VICTORIA ST AND CENTRAL AVE	90746	7319003106	F		Mixed-Use Residential	SP-4	0	21.7	24.9	Vacant	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	21	21	0.000/0.00	High Density Residential	30/42
CARSON	NW CORNER OF MACKESON CT AND E SAGEBANK ST	90746	7319021018			Medium Density Residential	RS-D	1	1 per lot	0.11	Vacant	YES - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Vacant	0	0	2	2	0.000/0.00	Medium Density Residential	18/22
CARSON	NW CORNER OF MACKESON CT AND E SAGEBANK ST	90746	7319021019			Medium Density Residential	RS-D	1	1 per lot	0.11	Vacant	YES - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Vacant	0	0	2	2	0.000/0.00	Medium Density Residential	18/22
CARSON	RANSBURY AVE & W MEADROCK ST AND HANBY CT	90746	7319021021			Medium Density Residential	RS-D	1	1 per lot	0.1	Vacant	YES - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Vacant	0	0	2	2	0.000/0.00	Medium Density Residential	18/22
CARSON	NW CORNER OF HANBY CT AND SANDLAKE AVE	90746	7319021022			Medium Density Residential	RS-D	1	1 per lot	0.1	Vacant	YES - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Vacant	0	0	2	2	0.000/0.00	Medium Density Residential	18/22
CARSON	RANSBURY AVE & W MEADROCK ST AND HANBY CT	90746	7319021028			Medium Density Residential	RS-D	1	1 per lot	0.1	Vacant	YES - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Vacant	0	0	2	2	0.000/0.00	Medium Density Residential	18/22
CARSON	727 E 23RD ST CARSON CA 90745	90745	7319036001			General Commercial	CG-D	0	0.63	0.63	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	81	0	0	81	0.590/15	Corridor Mixed Use	40/46
CARSON	707 E 23RD ST CARSON CA 90745	90745	7319036002			General Commercial	CG-D	0	0.78	0.78	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	10	0	0	10	0.590/15	Corridor Mixed Use	40/46
CARSON	NW CORNER OF VICTORIA ST AND CEDARLEAF WAY	90746	7319038000			Medium Density Residential	SP-4	0	21.7	1.56	Vacant	YES - Current	YES - City-Owned	Pending Project	Not Used in Prior Housing Element	0	0	36	36	0.000/0.00	Medium Density Residential	18/22
CARSON	21111 S WILMINGTON AVE CARSON CA 90810	90810	7320070029			Light Industrial	ML-D	0	2.37	2.37	Industrial/Manufacturing	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	80	0	0	80	0.000/0.00	Flex District	40/46
CARSON	21833 PERRY ST CARSON CA 90745	90745	7320070034			Light Industrial	ML-D	0	2.40	2.40	Industrial/Manufacturing	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	78	0	0	78	0.000/0.00	Corridor Mixed Use	40/46
CARSON	1802 S CARSON ST CARSON CA 90745	90745	7320083035			General Commercial	CG-D	0	2.17	2.17	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	28	0	0	28	0.920/23	Corridor Mixed Use	40/46
CARSON	2829 FIGUEROA ST CARSON CA 90745	90745	7330006001			General Commercial	CG-D	0	1.21	1.21	Warehouse/Distribution/Storage	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	41	0	0	41	0.930/28	Corridor Mixed Use	40/46
CARSON	2190 AVILON BLVD CARSON CA 90745	90745	7332002046			General Commercial	CG-D	0	0.59	0.59	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	12	0	0	12	0.720/32	Downtown Mixed Use	65/91
CARSON	1200 S 23RD ST CARSON CA 90745	90745	7332002048			General Commercial	CG-D	0	1.02	1.02	Club/Edge/Club/Praternal Organization	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	13	0	0	13	0.060/17	Corridor Mixed Use	40/46
CARSON	747 E 23RD ST CARSON CA	90747	7332070033			Light Industrial	ML-D	0	1.67	1.67	Industrial/Manufacturing	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	8	0	0	8	0.870/42	Corridor Mixed Use	40/46
CARSON	21240 MAIN ST CARSON CA 90745	90745	7334002007			General Commercial	CG-D	0	0.24	0.24	Vacant	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	10	10	0.000/0.00	Corridor Mixed Use	40/46
CARSON	21260 MAIN ST CARSON CA 90745	90745	7334002008			General Commercial	CG-D	0	0.27	0.27	Vacant	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	8	8	0.000/0.00	Corridor Mixed Use	40/46
CARSON	21135 1/2 BOLSA ST CARSON CA 90745	90745	7334003021			Low Density Residential	RM-D	1	1 per lot	0.96	Vacant	YES - Current	NO - Privately-Owned	Available	Used in Two Consecutive Prior Housing Elements - Vacant	0	8	8	8	0.000/0.00	High Density Residential	10/NA
CARSON	641 E CARSON ST CARSON CA 90745	90745	7334018044			Mixed-Use Residential	MU-CS	35	1.66	1.66	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	60	0	0	60	0.670/35	Downtown Mixed Use	65/91
CARSON	101 E CARSON ST CARSON CA 90745	90745	7334025086	A		Mixed-Use Residential	MU-CS	35	1.38	1.38	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	14	0	0	14	0.290/12	Downtown Mixed Use	65/91
CARSON	111 E CARSON ST CARSON CA 90745	90745	7334025088	A		Mixed-Use Residential	MU-CS	35	1.38	1.38	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	14	0	0	14	0.290/12	Downtown Mixed Use	65/91
CARSON	117 E CARSON ST CARSON CA 90745	90745	7334025039	A		Mixed-Use Residential	MU-CS	35	1.29	1.29	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	11	0	0	11	0.180/08	Downtown Mixed Use	65/91
CARSON	305 E CARSON ST CARSON CA 90745	90745	7334031062			Mixed-Use Residential	MU-CS	35	1.78	1.78	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	65	0	0	65	0.440/23	Downtown Mixed Use	65/91
CARSON	21915 IDOLERS ST CARSON CA 90745	90745	7335003005			Medium Density Residential	RM-12-D	12	0.38	0.38	Single Family Residential	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	5	5	0.000/0.00	Medium Density Residential	18/22
CARSON	427 E CARSON ST CARSON CA 90745	90745	7335003006			Medium Density Residential	RM-12-D	12	0.28	0.28	Single Family Residential	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	5	5	0.000/0.00	Medium Density Residential	18/22
CARSON	427 E 220TH ST CARSON CA 90745	90745	7335007037			Medium Density Residential	RM-8-D	8	0.43	0.43	Single Family Residential	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	35	35	0.000/0.00	Medium Density Residential	18/22
CARSON	21703 S AVILON BLVD CARSON CA 90745	90745	7335010008			Regional Commercial	CR-D	0	4.4	4.4	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	229	0	0	229	0.590/13	Downtown Mixed Use	65/91
CARSON	640 E 219TH ST CARSON CA 90745	90745	7335011023			General Commercial	CG-D	0	1.03	1.03	General/Retail Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	18	0	0	18	0.860/51	High Density Residential	30/42
CARSON	21848 AVILON BLVD CARSON CA 90745	90745	7335012000			General Commercial	CG-D	0	0.45	0.45	General Commercial and Office	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	18	0	0	18	0.000/0.00	Downtown Mixed Use	65/91
CARSON	123 E 23RD ST CARSON CA 90745	90745	7335024024			High Density Residential	RM-25-D	25	0.45	1.12	Single Family Residential	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	9	9	0.000/0.00	High Density Residential	30/42
CARSON	21137 FIGUEROA ST CARSON CA 90745	90745	7336001001			Light Industrial	ML-D	0	0.58	0.58	Mixed-Use Residential	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	8	0	0	8	0.230/12	Corridor Mixed Use	40/46
CARSON	428 W TORRANCE BLVD CARSON CA 90745	90745	7336003009			Mixed-Use Business Park	CR-ORL-D	0	1.42	1.42	Warehouse/Distribution/Storage	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	87	87	85	122	0.940/31	Flex District	40/46
CARSON	21833 MAIN ST CARSON CA 90745	90745	7336003014			Mixed-Use Business Park	CR-ORL-D	0	1.42	1.42	Warehouse/Distribution/Storage	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	121	0	0	121	0.940/31	Flex District	40/46
CARSON	SE CORNER OF DEL AMO BLVD AND MAIN ST	90746	7336031093			Mixed-Use Business Park	SP-10	60	10.45	10.45	Vacant	YES - Current	YES - City-Owned	Available	Not Used in Prior Housing Element	423	827	0	1,500	0.000/0.00	Flex District	40/46
CARSON	21207 AVILON BLVD CARSON CA 90745	90745	7337001010	H		Low Density Residential	RM-8-B	8	2.44	2.44	Mobile Home Park	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	112	112	0.000/0.00	Downtown Mixed Use	65/91
CARSON	21207 AVILON BLVD CARSON CA 90745	90745	7337001011	H		Low Density Residential	RM-8-B	8	2.44	2.44	Mobile Home Park	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	112	112	0.000/0.00	Downtown Mixed Use	65/91
CARSON	21207 AVILON BLVD CARSON CA 90745	90745	7337001012	H		Low Density Residential	RM-8-B	8	0.68	0.68	Auto Related Commercial	YES - Current	NO - Privately-Owned	Available	Not Used in Prior Housing Element	0	0	30	30	0.000/0.00	Downtown Mixed Use	65/91
CARSON	21207 AVILON BLVD CARSON CA 90745	90745	7337001013	H		Low Density Residential	RM-8-B	8	0.74	0.74	Mobile Home Park	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	340	340	0.000/0.00	Downtown Mixed Use	65/91
CARSON	21207 AVILON BLVD CARSON CA 90745	90745	7337001014	H		Low Density Residential	RM-8-B	8	0.76	0.76	Mobile Home Park	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	35	35	0.000/0.00	Downtown Mixed Use	65/91
CARSON	21207 AVILON BLVD CARSON CA 90745	90745	7337001015	H		Low Density Residential	RM-8-B	8	1.28	1.28	Mobile Home Park	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	133	133	0.000/0.00	Downtown Mixed Use	65/91
CARSON	21207 AVILON BLVD CARSON CA 90745	90745	7337001021	H		Low Density Residential	RM-8-B	8	0.58	0.58	Mobile Home Park	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	26	26	0.000/0.00	Downtown Mixed Use	65/91
CARSON	21207 AVILON BLVD CARSON CA 90745	90745	7337001022	H		Low Density Residential	RM-8-B	8	0.79	0.79	Mobile Home Park	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	36	36	0.000/0.00	Downtown Mixed Use	65/91
CARSON	21207 AVILON BLVD CARSON CA 90745	90745	7337001023	H		Low Density Residential	RM-8-B	8	1.62	1.62	Mobile Home Park	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	74	74	0.000/0.00	Downtown Mixed Use	65/91
CARSON	21207 AVILON BLVD CARSON CA 90745	90745	7337001024	H		Low Density Residential	RM-8-B	8	0.43	0.43	Mobile Home Park	YES - Current	NO - Privately-Owned	Pending Project	Not Used in Prior Housing Element	0	0	14	14	0.000/0.00	Downtown Mixed Use	65/91
CARSON	21207 AVILON BLVD, SFL 12 CARSON CA 90745	90745	7337002036	H																		