

CITY OF CARSON
PLANNING COMMISSION
RESOLUTION NO. 24-2878

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CARSON APPROVING AN ADDENDUM TO THE CARSON 2040 GENERAL PLAN UPDATE ENVIRONMENTAL IMPACT REPORT AND APPROVING STATE RESIDENTIAL DENSITY BONUS REQUEST NO. RDB-00001-24, SITE PLAN AND DESIGN REVIEW NO. 00010-24, AND VESTING TENTATIVE TRACT MAP NO. 00002-24, SUBJECT TO CONDITIONS OF APPROVAL, FOR A 315-UNIT RESIDENTIAL DEVELOPMENT AT 21126, 21140, AND 21212 AVALON BOULEVARD (APNs 7337-003-012, -013, and -014)

WHEREAS, on or about September 17, 2024, the Department of Community Development received an application from 21140 Avalon Blvd, LLC for the following entitlements for a proposed 315-unit residential development, including 283 townhomes and 32 deed-restricted affordable units (“Project”), on a 14.08-acre site consisting of three parcels located at 21126, 21140, and 21212 Avalon Boulevard (APNs 7337-003-012, -013, and -014) and legally described in Exhibit "A" attached hereto (the “Property”):

- State Residential Density Bonus Request No. RDB-00001-24, to approve two incentives/concessions, seven waivers, and reduced parking ratios, as detailed below, pursuant to the State Density Bonus Law (California Government Code Sections 65915 *et seq.*) and Carson Municipal Code Sections 9400 *et seq.*;
- Site Plan Review and Design Review (DOR) No. 00010-24, to approve the development plan for the Project;
- Vesting Tentative Tract Map (VTTM) No. 00002-24, to approve a subdivision of the Project site into two ground lots and 283 condominium townhouse units and 32 units of affordable housing.

WHEREAS, the Property is currently developed with existing commercial automotive uses and improvements. As part of the Project, all of the existing buildings on the site would be demolished.

WHEREAS, the General Plan land use designation for the Property is Downtown Mixed-Use (“DMU”) and the Property is zoned Commercial Automotive.

WHEREAS, on April 4, 2023, the City of Carson certified an Environmental Impact Report (EIR) prepared for the Carson 2040 General Plan Update (General Plan Update) (State Clearinghouse No. 2001091120, December 2022) (“Certified EIR”). In accordance with the California Environmental Quality Act (CEQA), the City has prepared an Addendum to the Certified EIR for the Project, which is attached hereto as Exhibit “B” (“Addendum”).

WHEREAS, studies and investigations were made, and a staff report with recommendations was submitted, and the Planning Commission, upon giving the required notice, on the 8th day of October 2024, conducted a duly noticed public hearing as required by law to

consider the Project application. Notice of the hearing was given as required by Carson Municipal Code (“CMC”) Sections 9203.16 and 9173.22, including being posted on the Property and mailed to property owners of properties within a 2,000-foot radius by September 26, 2024. The agenda was posted at City Hall no less than 72 hours prior to the Planning Commission meeting.

WHEREAS, the Planning Commission has considered the Addendum with the Certified EIR prior to making a decision on the Project.

WHEREAS, the Planning Commission, having duly reviewed and considered the Project and all associated documents and evidence in the record, hereby intends to approve the Addendum and RDB-00001-24, DOR No. 00010-24, and VTTM No. 00002-24 for the Project, subject to the conditions of approval set forth in Exhibit “C” attached hereto (“Conditions”).

WHEREAS, all legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CARSON, CALIFORNIA, HEREBY FINDS AND RESOLVES AS FOLLOWS:

SECTION 1. The Planning Commission finds that the foregoing recitals are true and correct, and the same are incorporated herein by this reference as findings of fact.

SECTION 2. With respect to **Site Plan and Design Review No. (DOR) 00010-24**, the Planning Commission finds that, with the inclusion of the Conditions:

- a) The proposed development plan is compatible with the General Plan (with approval of RDB-00001-24 removing the DMU minimum density requirement pursuant to the State Density Bonus Law) and surrounding uses. The project is consistent with the following General Plan policies, without limitation: LUR-P-2, LUR-P-15, HE 2-1, HE 2-2, and HE 2-5.

The Property is located in a neighborhood characterized by a mix of residential and commercial uses. The site is located on the east side of South Avalon Boulevard bounded by the I-405 and Dominguez Channel to the northeast and East 213th Street to the south. Commercial, US Post Office and single-family residential uses are across 213th to the south. Further south on the east side of Avalon Boulevard are a Los Angeles County Sheriff’s station and Carson City Hall. Directly across Avalon Boulevard to the west is the Imperial Avalon Specific Plan (“IASP”) area, which was approved in December 2022 and is expected to commence construction before the end of 2024. In addition, there is also an automobile dealership and storage site to the west across Avalon Boulevard, with a gas station and continued mix of residential and commercial uses further south along Avalon Boulevard.

The forthcoming construction of The District at South Bay’s commercial uses and the Carson Place community dining and recreation hub in combination with the existing South Bay Pavilion to the north of the Property creates mutually beneficial uses along this backbone corridor, balancing the area’s provision of new housing with the creation of new and revitalized employment, dining, and shopping opportunities.

There is no applicable specific plan for the area.

- b) The proposed development plan is compatible in architecture and design with existing and anticipated development in the vicinity, including the aspects of site planning, land coverage, landscaping, appearance and scale of structures and open spaces, and other features relative to a harmonious and attractive development of the area.

The development generally consists of two dedicated areas whereby the majority of the site would be developed with for-sale three-story attached townhouses, and the northern portion of the site would be developed with residential for-rent buildings. Landscaped setbacks and massing orientation of buildings ensure a comfortable environment for occupants, visitors, and the general community. The Project will include approximately 129,000 SF of landscaped area. The perimeter landscape would be designed to blend into the surrounding community and streetscape character.

The project proposes a modern agrarian/farmhouse architectural aesthetic, designed in various color and material schemes to diversify the design and add visual interest, that integrates harmoniously with the design vernacular of the IASP located across Avalon Boulevard to the west, similarly approved for residential use.

The proposed project will bring a broad selection of housing opportunities, including a mix of two-, three-, and four-bedroom market rate attached single-unit/single-family dwellings of various configurations and sizes across several buildings. The development would include an integrated townhome neighborhood whose buildings would have maximum eave heights of approximately 30 feet and no more than 40 feet to the peak of some roof elements. In addition, single-story, individual-entry rental units deed-restricted as affordable housing would also be provided at the northernmost portion of the site.

The site design also implements strong vehicular and pedestrian connectivity to the neighboring communities and nearby uses. The Project will include various interior walkable paseos, amenity-rich common open spaces (including pool and spa), and landscaped setbacks from the public right-of-way.

All building permits for the affordable units shall be issued concurrently with, or prior to, issuance of building permits for the market-rate units, and the affordable units shall be constructed concurrently with, or prior to, construction of the market-rate units. Certificates of occupancy permits for the affordable units shall be approved concurrently with, or prior to, approval of certificates of occupancy for the market rate units.

- c) The proposed development plan provides for convenience and safety of circulation for pedestrians and vehicles.

The Project's residents and visitors would utilize three different points of ingress/egress: a newly constructed, fully-signalized intersection along Avalon Boulevard; a secondary access point along 213th Street, and a tertiary access point along the northern section of Avalon Boulevard with direct access to surface parking spaces. In addition, the Project would include a fourth access point, restricted to emergency vehicle access located on 213th St. Vehicular access gates would be utilized and set back from the street by 123 feet along Avalon and 61 feet along 213th, helping to safely and efficiently absorb the traffic entering the site.

The Project's design varies building height from single-story to three-story structures within the applicable height limit, all of which are setback at least 14 feet from the public right-of-way. These site design elements encourage an attractive pedestrian experience further enhanced by a streetscape design that includes a 7 foot wide sidewalk and by reducing the number of existing curb cuts. By reducing existing entrances and locating the main entrance at a newly-created signalized intersections on Avalon Blvd, pedestrian safety is improved and automobile confusion reduced by providing longer continuous, unbroken curb lengths. The setbacks along Avalon Blvd and 213th Street support a safe, engaging, pleasant, and walkable environment within

the downtown core, encouraging pedestrian and bicycle access to the surrounding neighborhood commercial centers which contain everyday goods and services.

The perimeter landscape is intended to encourage walkability and pedestrian uses. Internal streetscape design would likewise encourage pedestrian connectivity to the broader community. The Project, with the Conditions, will dedicate right-of-way to facilitate development of a bike lane along Avalon Blvd. abutting the Project, and the applicant has voluntarily proposed to share bicycle and transit information, such as maps and schedules, that would make it easier for residents to visit nearby destinations without a vehicle. There are shopping and employment areas along Avalon Boulevard and Carson Street within a mile of the project site, which is within the distance residents may be willing to walk, bike, or take transit for local trips.

The Project includes approximately 659 total parking spaces, including 643 on the townhome parcel, which exceeds the maximum parking space ratios and total number of parking spaces that the City can legally require as detailed in Section 4 below. Parking will be internal to the Project and located away from the public right of way to facilitate the creation of a more livable and human-scaled public space, and encouragement of non-auto travel.

A traffic operation study was conducted by Fehr & Peers for the Project, the findings of which were summarized in a memorandum that the applicant submitted to the City in connection with the application materials (the "Traffic LOS Study"). The Traffic LOS Study estimated the Project will generate approximately 2,350 daily trips, 158 trips (40 inbound/118 outbound) during the AM peak hour, and 185 trips (109 inbound/76 outbound) during the PM peak hour. No trip credits were applied to the trip generation estimate for existing uses or potential walk/bike/transit trips. The Traffic LOS Study identified eight intersections nearby the Property and conducted a Level-of-Service (LOS) analysis of potential effects on the roadway system due to future increases in traffic plus traffic generated by the project. The results of the analysis indicate that all study intersections operate at LOS D or better during the weekday AM and PM peak hours with the exception of the intersection of Avalon Boulevard & Carson Street and Carson Street & Main Street (see Traffic LOS Study Table 5), which are projected to operate at LOS E in the PM peak hour in all analysis scenarios, including existing conditions. Additionally, the analysis indicates that the Project would not worsen any location operating from LOS D or better to LOS E or F, and that Project-related delay increases would not exceed three seconds at any analyzed intersection. Therefore, no operational deficiencies or General Plan conflicts were identified through the analysis.

- d) There is no proposed signage for the Project. Any signage associated with the Project will be pursuant to a separate permit and shall exhibit attractiveness, effectiveness, and restraint in signing graphics and color.
- e) Construction of the proposed development will involve several ongoing construction phases that are anticipated to overlap and will comply with all above criteria.
- f) The required findings pursuant to CMC Section 9172.23(D), "Site Plan and Design Review," can be and are made in the affirmative.

SECTION 3. With respect to **Vesting Tentative Tract Map (VTTM) No. 00002-24**, pursuant to CMC Sections 9203.14 and 9208.1 *et seq.* and in accordance with the terms and provisions of the Subdivision Map Act, the Planning Commission finds that, with the inclusion of the Conditions:

- a) The VTTM has been reviewed by the City Engineer, City’s consultant Transtech engineers, the City Traffic Engineer, and the City’s Community Development Department, and Conditions have been included per their review and to require the proposed final map to be submitted for review and approval, prior to final map recordation, by the City of Carson, the Los Angeles County Department of Public Works (LADPW), the Los Angeles County Fire Department, the Los Angeles County Sanitation District, and any other agencies required by the City Engineer, for compliance with the Conditions, the City’s Municipal Code and the Subdivision Map Act.
- b) The VTTM is consistent with the City’s General Plan (with approval of RBD 00001-24 as discussed below), including being compatible with the objectives, policies, general land uses, and programs specified in such plan. The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan and compatible with its objectives, policies, general land uses, and programs, with approval of RBD 00001-24 as discussed below. There is no applicable specific plan.
- c) The VTTM provides for subdivision of the project site into two lots - a lot for condominium purposes for the 283-unit residential townhome development, and a lot for the 32 affordable units. City approval of a final map, which must be in substantial compliance with the approved VTTM and satisfy the conditions of approval thereof, will be required to complete the process.
- d) The CA zone requires both a minimum lot size of 1 acre and a minimum lot width of 50 feet; the new parcels comply with both requirements. In compliance with CMC Section 9135.3, each new parcel has vehicular access to a public street and has a street frontage of at least 30 feet.
- e) None of the findings requiring denial pursuant to California Government Code Section 66474 can be made.
- f) The discharge of waste from the proposed subdivision into an existing community sewer system would not result in violation of existing requirements prescribed by the regional water quality control board pursuant to Division 7 (commencing with Section 13000) of the Water Code.
- g) The project complies with CEQA as provided in Section 6 below.

SECTION 4. With respect to State Residential Density Bonus Request No. RDB-00001-24, the Planning Commission finds that, with the inclusion of the Conditions:

- a) The proposed project restricts 10% of the dwelling units for very-low income households. Therefore, the proposed project is eligible for two incentives/concessions under Government Code Section 65915(d)(2)(B) and Carson Municipal Code Section 9407(C)(2). The applicant requests two incentives/concessions, as follows:
 - 1) A reduction in the minimum density applicable to the project site. The site has a General Plan land use designation of Downtown Mixed-Use (DMU), which has a minimum residential density of 40 units per acre. The project is proposing a residential density of 22.4 units per acre, with a density of 21.9 units per acre on the townhome parcel and 27.6 units per acre on the affordable apartment parcel.
 - 2) A partial exemption from compliance with CMC Section 9410, specifically from the requirement of CMC 9410(A) that “affordable units qualifying a housing

development for a density bonus shall be reasonably dispersed throughout the housing development and compatible with the design of market-rate units in terms of appearance, materials, and finished quality,” and the requirement of CMC 9410(B) that “for developments with multiple market-rate units containing differing numbers of bedrooms, affordable units qualifying a housing development for a density bonus shall be representative of the market-rate unit mix.”

- b) Each of the foregoing regulatory incentive/concessions proposed by the applicant/developer results in identifiable and actual cost reductions to provide for rents for the targeted very-low income affordable units to be set as specified in Government Code Section 65915(c). The reduction in minimum density would allow the project to include a housing product type – namely, townhomes – that is currently in high demand as compared to higher-density unit types. This will allow the applicant to realize a greater return on investment that can be realized on the affordable units. The partial exemption from CMC 9410 would reduce the size and thus the cost of the affordable units, and would allow the development to include more market-rate units, which would otherwise not fit on the site if the affordable units would have to be equally dispersed and be of the same size and bedroom count as market-rate units. Moreover, the segregation of the affordable units on a separate ground lot would facilitate the applicant’s ability to secure tax credit financing, which typically requires the affordable project to be located on its own parcel. Eligibility for tax credit or bond financing would produce cost reductions and economic benefit to the project by reducing and offsetting the amount of private financing and other forms of public subsidy that would be required to feasibly construct and complete the project. Accordingly, the requested incentives/concessions fall within the definition of “concession or incentive” in Government Code Section 65915(k)(3). The requested incentives/concessions meet the requirements of CMC Section 9407 and Government Code Section 65915.
- c) The applicant also requests a waiver of each of the following development standards pursuant to Government Code Section 65915(e):
- 1) The requirement, pursuant to the DMU General Plan land use designation for the Property, that ground floor frontage of a site along Avalon Boulevard shall be devoted to active commercial uses.
 - 2) The requirement, pursuant to the DMU General Plan land use designation for the Property, of a minimum 0.2 FAR active ground floor commercial use.
 - 3) The requirement of the City’s Zoning Ordinance, pursuant to the Commercial Automotive (“CA”) zoning designation for the Property, that the front setback for the townhomes per CMC 9136.23 be greater than 20 feet based on the townhomes’ height exceeding 30 feet; the project will provide at least 14-foot setbacks on all three sides of the project site.
 - 4) The requirement of the City’s Zoning Ordinance, pursuant to the CA zoning designation for the Property, that walls be limited to 8 feet in height. The project proposes a 9.5 foot retaining wall along on the northeast side of the project site. Furthermore, the ultimate design of the proposed wall may not meet the CA zone wall design standards. Thus, the applicant is requesting a waiver of the wall height requirement and of any design standards that conflict with the ultimate proposed design of the retaining wall.

5) The required SBDL reduced parking ratio (discussed below) for the 32 affordable units, which is one space per unit because they are all one bedroom units. The project will provide 16 parking spaces on the affordable parcel, which equates to 0.5 parking spaces per affordable unit. Thus, the applicant is requesting a waiver of this SBDL reduced parking ratio to the extent it exceeds 0.5 spaces per affordable unit (i.e., a reduction of the SBDL parking ratio for the affordable units by 0.5 spaces per unit, down to 0.5 spaces per unit). The applicant is also requesting a waiver to allow for the 16 parking spaces on the affordable parcel to be provided uncovered, deviating from CMC 9162.1(A)(3).

6) The City's Zoning Ordinance requires that single-car garages must be at least 11.5 feet in width and two-car garages must be at least 20 feet in width (CMC 9316.6(E)(1)). The introductory paragraph of CMC Section 9316.6 seems to provide an exemption for parking areas used exclusively for tandem parking. Some of the townhomes in the Project include a single-car-width garage that is designed for tandem parking. These garages are 11 feet wide rather than 11.5 feet wide. To the extent that the 11.5- or 20-foot width requirement applies to these garages, the applicant requests a waiver of this requirement. Additionally, CMC 9162.41(A) provides for parking stall dimensions of 9' x 20'.

7) To physically accommodate the proposed project and the proposed number of residential units, the applicant seeks a waiver to deviate from the parking stall dimension requirements in CMC Section 9162.41(A), to reduce the required surface stall size to 9' x 18'.

8) To the extent the automobile parking lot design standards in CMC Section 9162.51 and 9162.52 would apply and would physically preclude the construction of the Project as designed (i.e., substantially in conformance with the approved site plan), the applicant is seeking a waiver of such standards. In regards to this requested waiver, a Condition has been included to the effect that the Community Development Director shall review applicability of each of the automobile parking lot design standards in CMC Section 9162.51 and 9162.52, and, to the extent the Director determines each such standard is applicable and would physically preclude construction of the project as designed, shall confirm applicability of the waiver to such standard to the extent necessary to physically accommodate the Project as designed; provided, however, that if the Director finds that granting any such waiver would result in quantifiable adverse public health and safety effects based on objective public health standards, or that denial of such individualized waiver is otherwise authorized by applicant law, the Director may deny such waiver.

9) The City's Zoning Ordinance requires bicycle parking spaces for "multi-family residential structures (3 or more dwelling units)" in the ratio of one space for every six dwelling units. (CMC 9316.8.) The project does not propose to include any bicycle parking spaces and therefore the applicant requests a waiver of this requirement.

d) With respect to each of the requested waivers specified above, with the inclusion of the Conditions: (1) the subject development standards, if applied without the requested waivers, would have the effect of physically precluding the construction of the proposed project based on the proposed site plan with the incentives/concessions hereby permitted. Each standard, if applied without the requested waiver, would result in a direct loss of units due to a reduction in building footprint or a requirement to program other uses and/or features into the site plan where there is currently no

available physical space; (2) The applicant has shown that the waivers meet the qualifications and findings stated in CMC Section 9408; and (3) The requested waivers meet the requirements of CMC Section 9408 and Government Code Section 65915.

- e) The applicant also requests reduced parking ratios as detailed in Government Code Section 65915(p)(1), such that the City shall not require a vehicular parking ratio, inclusive of parking for persons with a disability and guests, for the proposed project that exceeds the following ratios: (A) Zero to one bedroom: one onsite parking space; (B) Two to three bedrooms: one and one-half onsite parking spaces; (C) Four and more bedrooms: two and one-half parking spaces. Similarly, CMC 9412 provides that upon the written request of the applicant for a housing development meeting the criteria for a density bonus under CMC 9402, the City shall not require a vehicular parking ratio that exceeds the following, including guest parking and handicapped parking: (A) Zero to one bedroom units: one on-site parking space; Two to three bedroom units: two on-site parking spaces; (C) Four and more bedroom units: two and one-half parking spaces.

The general CMC parking standards under CMC 9162.21 would require two spaces per unit (i.e., 630 spaces), plus one guest parking space for every unit with 3+ bedrooms (i.e., 209 spaces) and one guest parking space for every two units with two bedrooms or less (i.e., 53 spaces), for a total of 892 spaces. These general standards exceed the reduced parking ratios specified in Government Code Section 65915(p)(1) and CMC 9412, and therefore the reduced parking ratios apply. According to these reduced parking ratios, the maximum number of parking spaces the City can require (absent waivers as discussed above) for the proposed project is 502, calculated as follows: [32 zero-to-one bedroom units x one space per unit = 32 spaces] + [238 two-to-three bedroom units x 1.5 spaces per unit = 357 spaces] + [45 four bedroom units x 2.5 spaces per unit = 112.5 (rounded up to 113)] = 502. However, the proposed project proposes 659 total parking spaces, including 566 spaces in private garages and 77 open parking spaces. 643 total spaces are to be located on the townhome parcel, and 16 are to be located on the affordable unit parcel. The total number of parking spaces for the townhome parcel exceeds the maximum number of spaces the City can require pursuant to the applicable reduced parking ratios. The total number of parking spaces for the affordable unit parcel equals the maximum number of spaces the City can require pursuant to the applicable reduced parking ratios together with the waiver discussed in subsection (c)(5) above.

- (f) The CA zone prohibits residential uses, as provided in CMC Section 9131.1. This use prohibition is not the subject of any requested incentive/concession or waiver by the applicant. The residential use prohibition pursuant to the CA zoning for the Property is inconsistent with the applicable General Plan land use designation of DMU, which allows residential uses with minimum densities of 40 dwelling units per acre, with removal of the DMU's 40 du/ac minimum density requirement as an incentive/concession pursuant to State Residential Density Bonus Request No. RDB-00001-24 for the proposed project. Accordingly, pursuant to Government Code Sections 65589.5(j)(3)-(4) and 65915(j)(1), with the granting of said incentive/concession, the residential use prohibition of the CA zone is inapplicable to the proposed project, and no incentive/concession or waiver is required nor is any rezoning required to dispense with said prohibition for the proposed project.
- g) Pursuant to CMC 9412(C)(1), with the inclusion of the Conditions, all of the requested incentives/concessions, waivers and modifications for the proposed housing

development conform to all applicable requirements of Chapter 4 of CMC Article IX, and the proposed housing development is supported by a financing mechanism for all implementation and monitoring costs.

- h) Conditions have been included to require the applicant to execute a covenant and enter into an affordable housing agreement with the City pursuant to CMC Section 9413, which shall each be recorded as restrictions on the parcel of the Property on which the affordable units will be constructed, and which shall ensure the continued affordability of 32 units within the Project on the subject parcel of the Property as very-low income affordable rental units for 55 years or a longer period of time if required by the construction or mortgage financing assistance program, mortgage insurance program, or rental subsidy program. The covenant and agreement shall each be in a form approved by the City Attorney and shall be recorded prior to issuance of any building permit or prior to final map approval, whichever is earlier.

SECTION 5. Pursuant to Government Code Section 65863, regarding the City's continuing ability to accommodate its Regional Housing Needs Allocation (RHNA), the Planning Commission makes the following findings:

A. The project will contribute 32 new units of rental housing that will be deed-restricted to be at rents affordable to very-low income households, representing a net gain of 32 lower income affordable units, as the Property was not identified in the Housing Element Sites Inventory as among the sites available for lower-income units. This will aid the City in its progress toward meeting its share of the regional housing need for the 2021-2029 planning period with respect to lower income units.

B. The Property was identified in the Housing Element as the site of a pipeline project consisting of 901 above-moderate income housing units that was pending at the time of adoption of the Housing Element and that did not come to fruition. The proposed project will replace 283 of those above-moderate units (in addition to adding the 32 new very-low-income affordable units), and will remove DMU minimum density requirement for the Property through the use of an incentive/concession pursuant to approval of RDB-00001-24, as detailed in Section 4 above.

C. Permitting the reduction of the residential density for the project site through the approval of the aforementioned incentive/concession is consistent with the City's General Plan, including the Housing Element. As provided in Government Code Section 65915(j)(1), the granting of an incentive/concession shall not require or be interpreted to require a general plan amendment.

D. The remaining sites identified in the Housing Element are adequate to meet the requirements of Government Code Section 65583.2 and to accommodate the City's share of the regional housing need pursuant to Government Code Section 65584. The City has an adequate buffer of above-moderate income unit site capacity identified in the Housing Element above the required number to absorb the loss of capacity of above-market rate units associated with this action and have continued ability to meet its share of the regional housing need for this income group throughout the planning period (See Housing Element Table C-14). Specifically, the City's share of the regional housing need for above-moderate income units for the planning period is 2,060, and Table C-14 identifies total site capacity of 3,689 above-moderate income units, for a buffer (i.e., surplus above the requirement) of 1,629 units. Even if the buffer is subject to reduction as a result of approval of the proposed project (which reduction is assumed here for purposes of analysis only), such reduction in capacity would be only 618 units (calculated by subtracting the proposed project's 283 above-moderate income units from the 901 above-moderate units that were identified in the prior pipeline project identified for the Property in the Housing Element), resulting

in a remaining buffer of 1,011 above-moderate income units.

SECTION 6. CEQA. In accordance with CEQA, the “Addendum to the Carson 2040 General Plan Update EIR – Carson Triangle Project,” dated October 3, 2024, which is attached hereto as Exhibit “B” and incorporated herein by reference (“Addendum”), analyzes proposed modifications (the “Modified Project”) to the Carson 2040 General Plan Update approved by the City in 2023, and demonstrates that the Modified Project does not meet the standards that would require a Supplemental or Subsequent Environmental Impact Report (“EIR”) pursuant to Public Resources Code (“PRC”) Section 21166 or CEQA Guidelines Section 15162 and 15163. As demonstrated by the discussion and analysis in the Addendum, impacts associated with the Modified Project would be similar to or less than the impacts addressed in the Certified EIR, and which is available at <https://www.carson2040.com/>. No substantial changes would occur with respect to the circumstances under which the Modified Project is undertaken that will require major revisions of the Certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. In addition, no new information of substantial importance has become available relative to any of the environmental topic categories that would result in new or more severe significant environmental impacts. In addition, the applicable mitigation measures included as part of the Certified EIR would continue to be implemented under the Modified Project, as conditioned pursuant to the conditions of approval. As all of the impacts of the Modified Project would be within the envelope of impacts analyzed in the Certified EIR, none of the conditions described in PRC Section 21166 and CEQA Guidelines Sections 15162 and 15163 requiring a Supplemental or Subsequent EIR would occur. Additionally, there are no known mitigation measures or project alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the Certified EIR. Therefore, the Modified Project would not create any potential adverse impacts beyond those evaluated in the Certified EIR. As such, the preparation of an addendum that amends the Project Description in the Certified EIR to include the Modified Project is appropriate and fully complies with the requirements of PRC Section 21166 and CEQA Guidelines Sections 15162, 15163, and 15164, and the Addendum properly does so.

The Planning Commission determines, based on its independent judgment, after consideration of the whole of the administrative record, the Modified Project was assessed in the Certified EIR; and pursuant to CEQA Guidelines 15162 and 15164, and the Addendum, no major revisions to the EIR are required and no subsequent EIR or negative declaration is required for approval of the Modified Project. Based on substantial evidence provided in the Addendum, the Planning Commission finds that some changes or additions to the Certified EIR are necessary in order to provide an environmental review of the Modified Project in accordance with the requirements of CEQA, but that none of the conditions described in CEQA Guidelines Section 15162 calling for the preparation of a subsequent EIR have occurred. The Planning Commission further finds that the Addendum has been prepared in compliance with all requirements of CEQA and the CEQA Guidelines.

SECTION 7. Based on the findings and conclusions set forth above, the Planning Commission hereby approves the Addendum, RDB-00001-24, DOR No. 00010-24, and VTTM No. 00002-24, all subject to the Conditions.

SECTION 8. This decision of the Planning Commission shall become effective and final 15 days after the date of the action unless an appeal is filed within that time in accordance with Section 9173.4 of the Zoning Ordinance.

SECTION 9. The Secretary shall certify to the adoption of the Resolution and shall

transmit copies of the same to the applicant.

APPROVED and **ADOPTED** this 8th day of October 2024.

DIANNE THOMAS
CHAIRPERSON

ATTEST:

LAURA GONZALEZ
SECRETARY